TRANSPORTATION IMPACT ANALYSIS

5TH STREET TOWNHOMES PROJECT

CITY OF CALIMESA

RIVERSIDE COUNTY, CALIFORNIA

LSA

March 2024

TRANSPORTATION IMPACT ANALYSIS

5TH STREET TOWNHOMES PROJECT

CITY OF CALIMESA

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

Calimesa 37, LLC.
101 Main Street, Suite A
Seal Beach, California 90740

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949) 553-0666

Project No. 20231308

LSA

March 2024

TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

LIST OF ABBREVIATIONS AND ACRONYMS

CA-MUTCD	California – Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Calimesa
HCM	*Highway Capacity Manual*
HCM 7	*Highway Capacity Manual 7th Edition*
HDM	(Caltrans) *Highway Design Manual*
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
NCHRP	National Cooperative Highway Research Program
PCE	passenger car equivalent
RIVCOM	Riverside County Transportation Model
RTA	Riverside Transit Agency
TIA	Transportation Impact Analysis
v/c	volume to capacity
VMT	vehicle miles traveled
WRCOG	Western Riverside Council of Governments

1.0 EXECUTIVE SUMMARY

The proposed 5th Street Townhomes Project (project) will be located south of Avenue L, north of Myrtlewood Drive, east of 5th Street, and west of 4th Street in Calimesa.

The proposed project will include 120 multifamily apartment units with 270 parking spaces on site. Access to the project will be provided via two full-access driveways, one of which is located on 5th Street and the other located on Avenue L. The project is anticipated to generate 809 daily trips, with 48 trips occurring during the a.m. peak hour and 61 trips occurring during the p.m. peak hour.

This Transportation Impact Analysis (TIA) follows the requirements included in the *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (TIA Guidelines), dated May 2020. Based on the requirements of the City of Calimesa's (City) TIA Guidelines, the TIA includes a level of service (LOS) assessment for the City's General Plan consistency requirements, as well as a vehicle miles traveled (VMT) analysis for California Environmental Quality Act (CEQA) purposes.

For LOS assessment purposes, traffic conditions were examined under the following scenarios:

- Existing conditions;
- Background conditions;
- Background Plus Project conditions;
- Cumulative No Project conditions; and
- Cumulative Plus Project conditions.

1.1 EXISTING CONDITIONS SUMMARY

All study intersections are currently operating at a satisfactory LOS under Existing conditions.

1.2 BACKGROUND CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under Background conditions.

1.3 BACKGROUND PLUS PROJECT CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under Background Plus Project conditions.

1.4 CUMULATIVE NO PROJECT CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under Cumulative No Project conditions, with the exception of the intersections of 5th Street/Avenue L and 5th Street/Myrtlewood Drive.

1.5 CUMULATIVE PLUS PROJECT CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under Cumulative Plus Project conditions, with the exception of the intersections of 5th Street/Avenue L and 5th Street/Myrtlewood Drive.

1.6 SITE ACCESS ANALYSIS SUMMARY

Based on the corner sight distance analysis, the proposed project driveways would have adequate corner sight distance (and therefore stopping sight distance) and have clear sight triangles for drivers accessing the project site.

1.7 IMPROVEMENTS SUMMARY

The intersections of 5th Street/Avenue L and 5th Street/Myrtlewood Drive are forecast to operate at a deficient LOS under Cumulative No Project conditions and to worsen with the addition of project traffic. However, the intersections do not satisfy all the conditions listed in the City's TIA Guidelines for operational improvement requirements. Therefore, no improvements are recommended at these intersections.

1.8 VMT SUMMARY

The proposed project is located within a low-VMT area based on the Western Riverside Council of Governments (WRCOG) screening tool. Therefore, the proposed project is screened out from a detailed VMT analysis and presumed to have a less than significant transportation impact.

2.0 INTRODUCTION

The TIA has been prepared to assess the potential circulation impacts associated with the proposed 5th Street Townhomes Project (project) in Calimesa. The project site is located south of Avenue L, north of Myrtlewood Drive, east of 5th Street, and west of 4th Street. The project site is currently vacant. The project is one of the sites that will be included in the City's residential infill overlay zone. Figure 2-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

The TIA has been prepared in accordance with the City's recommended methodology to meet the LOS standard requirements detailed in the *City of Calimesa General Plan* (General Plan), dated August 2014, and CEQA VMT requirements. The City follows the *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (TIA Guidelines), dated May 2020, for LOS assessment and VMT assessment purposes. As such, the TIA has been prepared in accordance with the recommended methodology included in the TIA Guidelines. The scope of work for this TIA, including VMT analysis, trip generation, trip distribution, study area, and LOS analysis methodologies, has been approved by City staff via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

For LOS assessment purposes, this study examines traffic operations in the vicinity of the proposed project under the following five scenarios:

- Existing conditions;
- Background conditions;
- Background Plus Project conditions;
- Cumulative No Project conditions; and
- Cumulative Plus Project conditions.

Traffic conditions at study intersections were examined for weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the 1 hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the 1 hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

2.1 PROJECT DESCRIPTION

The proposed project will include 120 multifamily apartment units with 270 parking spaces on site. Access to the project will be provided via two full-access driveways, one located on 5th Street and another located on Avenue L. Figure 2-2 illustrates the conceptual site plan for the project.

2.2 STUDY AREA

Based on the TIA Guidelines, the study area shall generally include any intersection in which the proposed project will add 50 or more peak-hour trips or any other intersection where the addition of project trips may create a significant impact.

The following study area was approved by City staff via the scoping agreement process (Appendix A). Based on the aforementioned criteria, the intersections analyzed in this study are as follows:

1. 5th Street/Avenue L;
2. 5th Street/Myrtlewood Drive;
3. 5th Street/Project Driveway 1; and
4. Project Driveway 2/Avenue L.

All study area intersections are within the City of Calimesa's jurisdiction. Figure 2-3 illustrates the study area intersections.

2.3 LIST OF CHAPTER 2.0 FIGURES

- Figure 2-1: Regional and Project Location
- Figure 2-2: Conceptual Site Plan
- Figure 2-3: Study Area Intersections

LSA

LEGEND

Project Site

FIGURE 2-1

N

0 750 1500

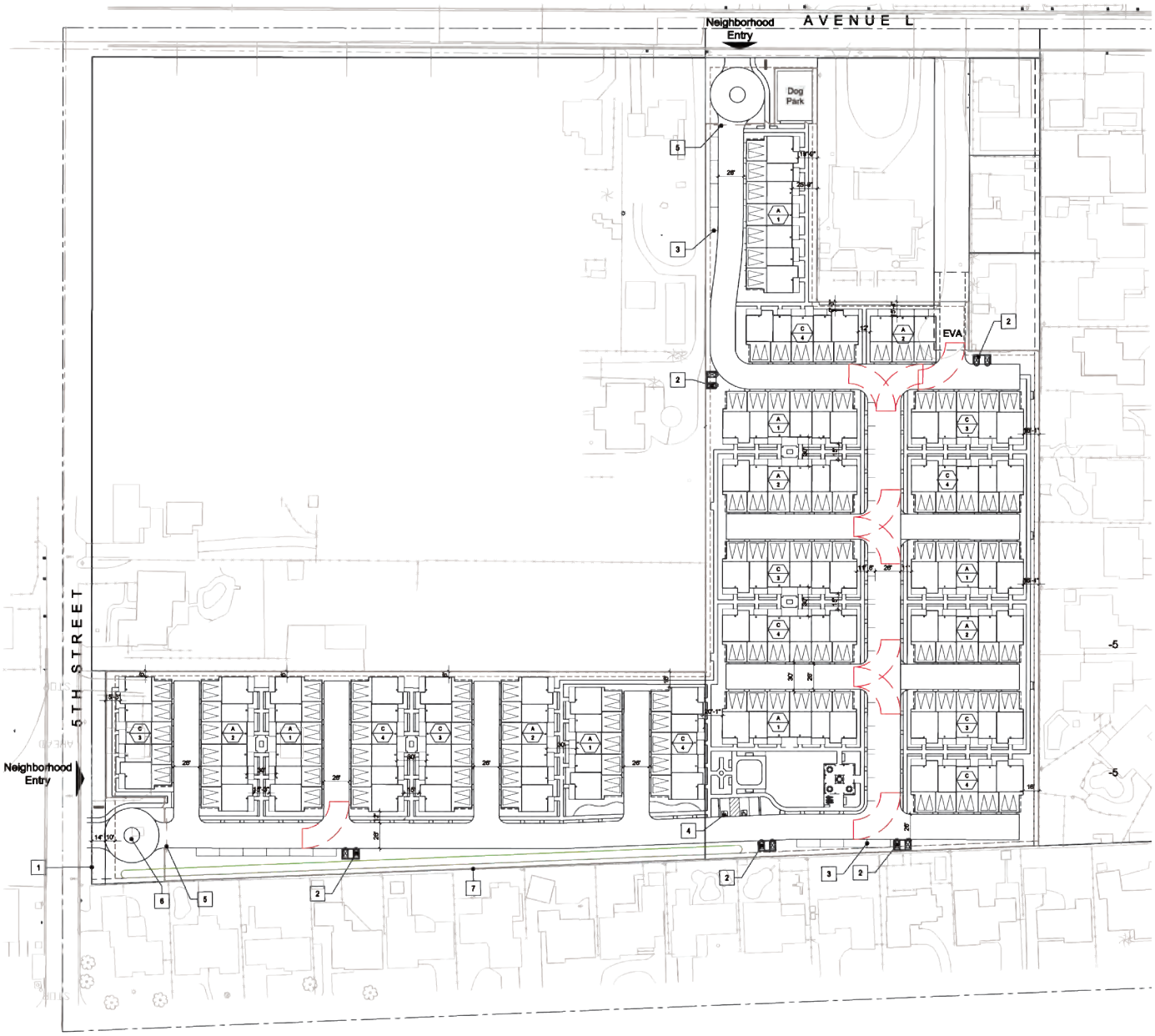
FEET

SOURCE: ESRI Streetmap, 2021; Google Earth, 2021.

5th Street Townhomes Project
Transportation Impact Analysis

Regional and Project Loca

P:\20231308 5th Street Apt Calimesa\Tra eport\ArcGIS\ArcGIS.aprx (2/14/2024)



LSA

FIGURE 2-2

N

0 55 110

FEET

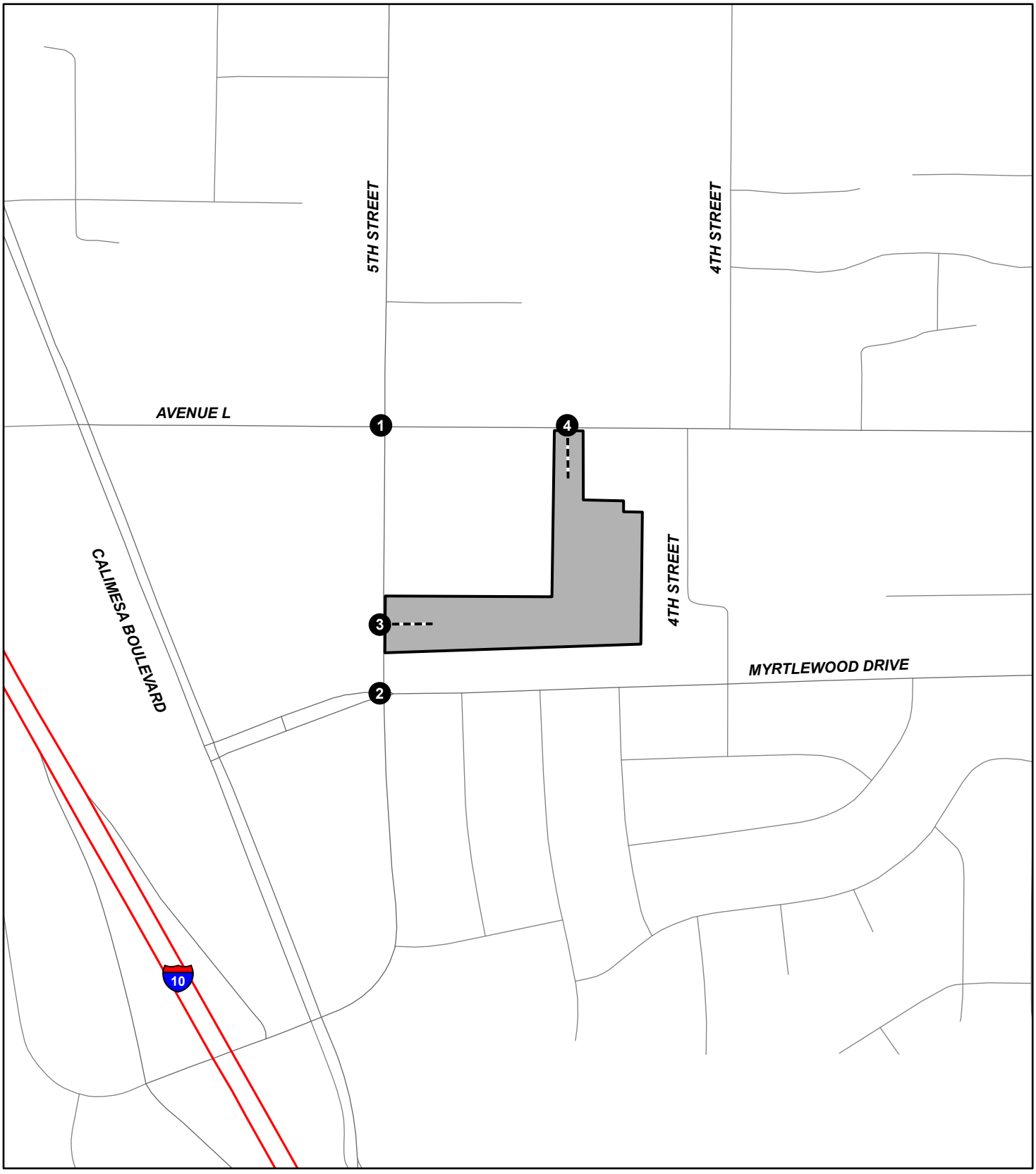
5th Street Townhomes Project

Transport

Conceptual Site Plan

SOURCE: KTGY Architecture, December 2023

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\fig2-2_Site Plan.ai (11/30/2023)



LSA

LEGEND

Project Location

Study Area Intersections

Project Driveway

FIGURE 2-3

N

0 260 520

FEET

SOURCE: ESRI Streetmap, 2021.

5th Street Townhomes Project
Transportation Impact Analysis
Study Area Inter

3.0 ANALYSIS METHODOLOGY

3.1 LEVEL OF SERVICE DEFINITIONS

LOS can be characterized for the whole intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 3-A.

Table 3-B shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 7th Edition* (HCM 7) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 12 software, which uses the HCM 7 methodologies.

3.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study intersections analyzed in this report are under the jurisdiction of the City of Calimesa. Consistent with the acceptable LOS in the City's General Plan, and as included in the City's TIA Guidelines, the following criteria is considered for application in a traffic study to identify infrastructure improvements required to provide acceptable operations.

- **Collector and Local Road Signalized Intersections:**

    a. Any signalized study intersection consisting of two or more collector or local roads that is operating at an acceptable LOS C or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS D or worse shall identify improvements to improve operations to LOS C or better; OR

    b. Any signalized study intersection consisting of two or more collector or local roads that is operating at LOS D or worse without project traffic where the project increases delay by 5.0 or more sections shall identify improvements to offset the increase in delay.

- **Highway and Arterial Signalized Intersections**

    a. Any signalized study intersection consisting of one or more highway or arterial road that is operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS E or F shall identify improvements to improve operations to LOS D or better; OR

    b. Any signalized study intersection consisting of one or more highway or arterial road that is operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

- **Unsignalized Intersections:**

  a. The addition of project-related traffic causes the intersection to degrade from an acceptable LOS C or better to LOS D or worse; OR

  b. The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at an LOS D or worse; AND

  c. The intersection meets the peak-hour traffic signal warrant after the addition of project traffic.

If the conditions above are satisfied, improvements should be identified that achieve the following:

- LOS C or bete r for case (a), above, or to pre-project LOS and delay for case (b), above.

3.3 LIST OF CHAPTER 3.0 TABLES

Table 3-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (7th Edition)
LOS = level of service

Table 3-B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	$\leq$ 10	$\leq$ 10
B	> 10 and $\leq$ 15	> 10 and $\leq$ 20
C	> 15 and $\leq$ 25	> 20 and $\leq$ 35
D	> 25 and $\leq$ 35	> 35 and $\leq$ 55
E	> 35 and $\leq$ 50	> 55 and $\leq$ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (7th Edition)
sec. = seconds

4.0 CIRCULATION NETWORK SETTING

4.1 EXISTING CIRCULATION NETWORK

The project study area includes the following major roadways as classified based on the roadway classification provided in Chapter 3, "Transportation and Mobility," of the City's General Plan. Figure 4-1 summarizes the classifications of major roadways within the study area. Following is a brief description of these roadways:

- **5th Street:** Within the study area, 5th Street is designated as a Secondary Arterial in the City's General Plan. Between Avenue L and Myrtlewood Drive, 5th Street is a two-lane, undivided Secondary Arterial with a painted median and a posted speed limit of 30 miles per hour (mph). There are no bicycle facilities along either direction of this segment. There is provision for on-street parking for all vehicles excluding trucks along both directions of this segment.

- **Avenue L:** Within the study area, Avenue L is a designated as a Secondary Arterial west of 5th Street and a Collector east of 5th Street according to the City's General Plan. Between Calimesa Boulevard and 4th Street, Avenue L is a two-lane, undivided road with a painted median and a posted speed limit of 35 mph. There are no bicycle facilities along either direction of this segment. There is provision for on-street parking for all vehicles excluding trucks along both directions of this segment.

- **Myrtlewood Drive:** Within the study area, Myrtlewood Drive is designated as a Residential Collector in the City's General Plan. Between 5th Street and 4th Street, Myrtlewood Drive is a two-lane, undivided Residential Collector with a painted median and a posted speed limit of 25 mph. There are no bicycle facilities along either direction of this segment. There is provision for on-street parking for all vehicles excluding trucks along both directions of this segment.

Figure 4-2 illustrates existing study intersection geometrics and traffic control. Figure 4-3 illustrates study intersection geometrics and traffic control under the Plus Project scenarios.

4.2 BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

4.2.1 Bicycle Network

The City of Calimesa provides bicycle lanes along some major roadways, such as County Line Road. However, currently, there are no dedicated bicycle-only facilities other than the City-maintained multi-use trails, which accommodate bicycles as well as pedestrians. Currently, there are no bicycle facilities or provision of bike lanes within the study area.

4.2.2 Pedestrian Network

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other methods of travel and can make up a considerable portion of short-range trips made within Calimesa. Where pedestrian facilities exist, people are incentivized to make shorter trips by walking rather than by

vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities, such as rail, bus, and park-and-ride lots.

The City maintains a connecting walking trail system, multipurpose trails, and equestrian trails. The City adopted the Calimesa Multi-Use Trail Manual in 2007, which included guidelines and standards for the development of trails in the city. These multi-use trails accommodate walking, biking, and equestrian use.

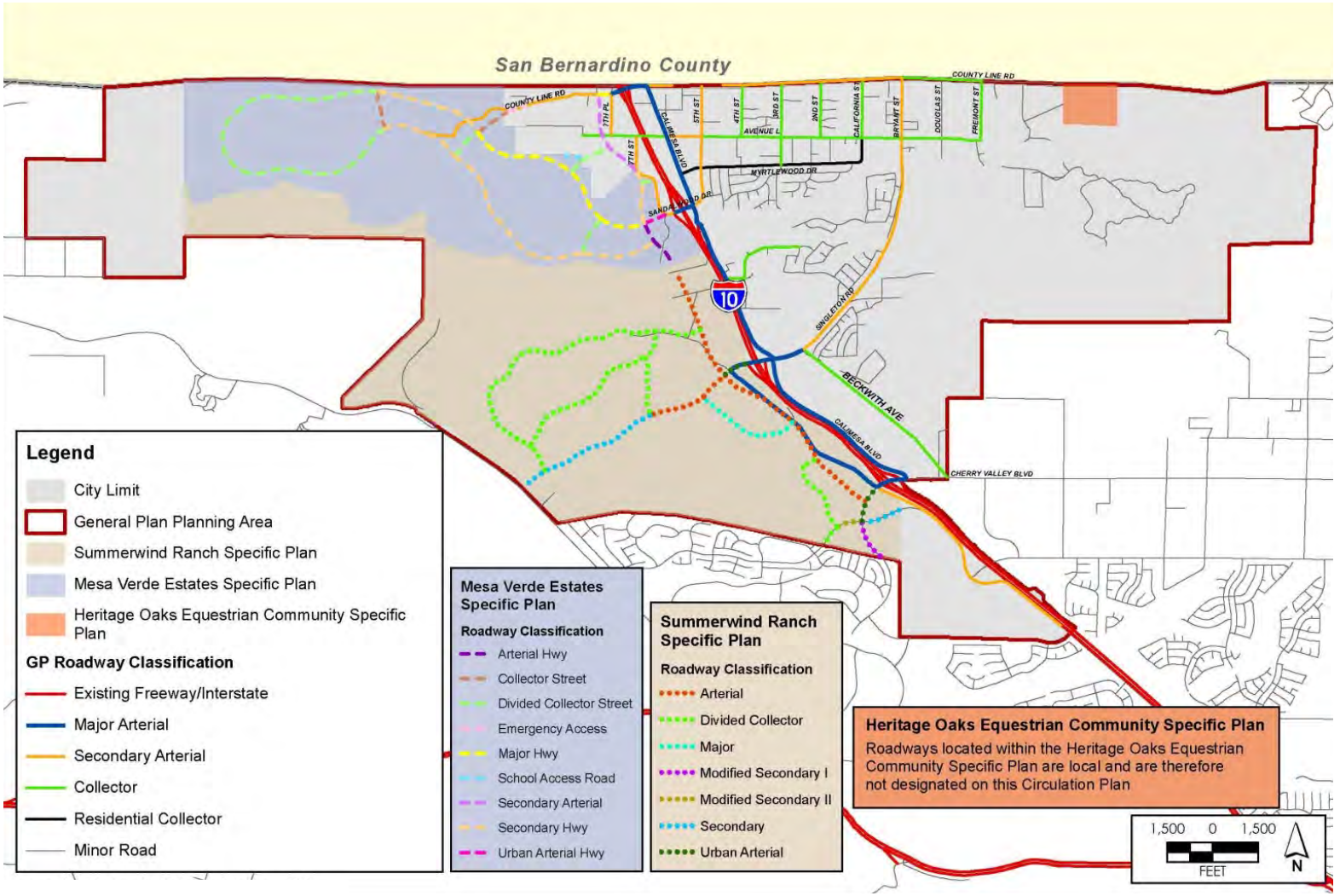
Currently, paved sidewalks are intermittently available on either direction of 5th Street, Avenue L, and Myrtlewood Drive. Additionally, the project will be constructing paved sidewalks along the project frontage on 5th Street and Avenue L.

4.2.3 Transit Network

Riverside Transit Agency (RTA) and Omnitrans are the public transit agencies within the area. Omnitrans is the public transit agency for the San Bernardino Valley and is responsible for coordinating transit services throughout the approximately 480-square-mile service area. Omnitrans provides both local and regional services throughout the region, with 30 fixed routes and 5 OmniGo routes using 178 vehicles. Omnitrans Route 319 operates in proximity to the study area. Route 319 has stops on 5th Street and County Line Road approximately 0.5 mile north of the project site. This bus route travels through and connects the cities of Yucaipa and Calimesa.

4.3 LIST OF CHAPTER 4.0 FIGURES

- Figure 4-1: City of Calimesa Roadway Classification
- Figure 4-2: Existing Study Intersection Geometrics and Traffic Control
- Figure 4-3: Study Intersection Geometrics and Traffic Control under ‘Plus Project’ Scenarios



LSA

FIGURE 4-1

5th Street Townhomes Project
Transport

City of Calimesa Roadway Classification

SOURCE: Riverside County, 2013; City of Calimesa, 2013.

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\Fig4-1_Roadway.ai (1/11/2024)

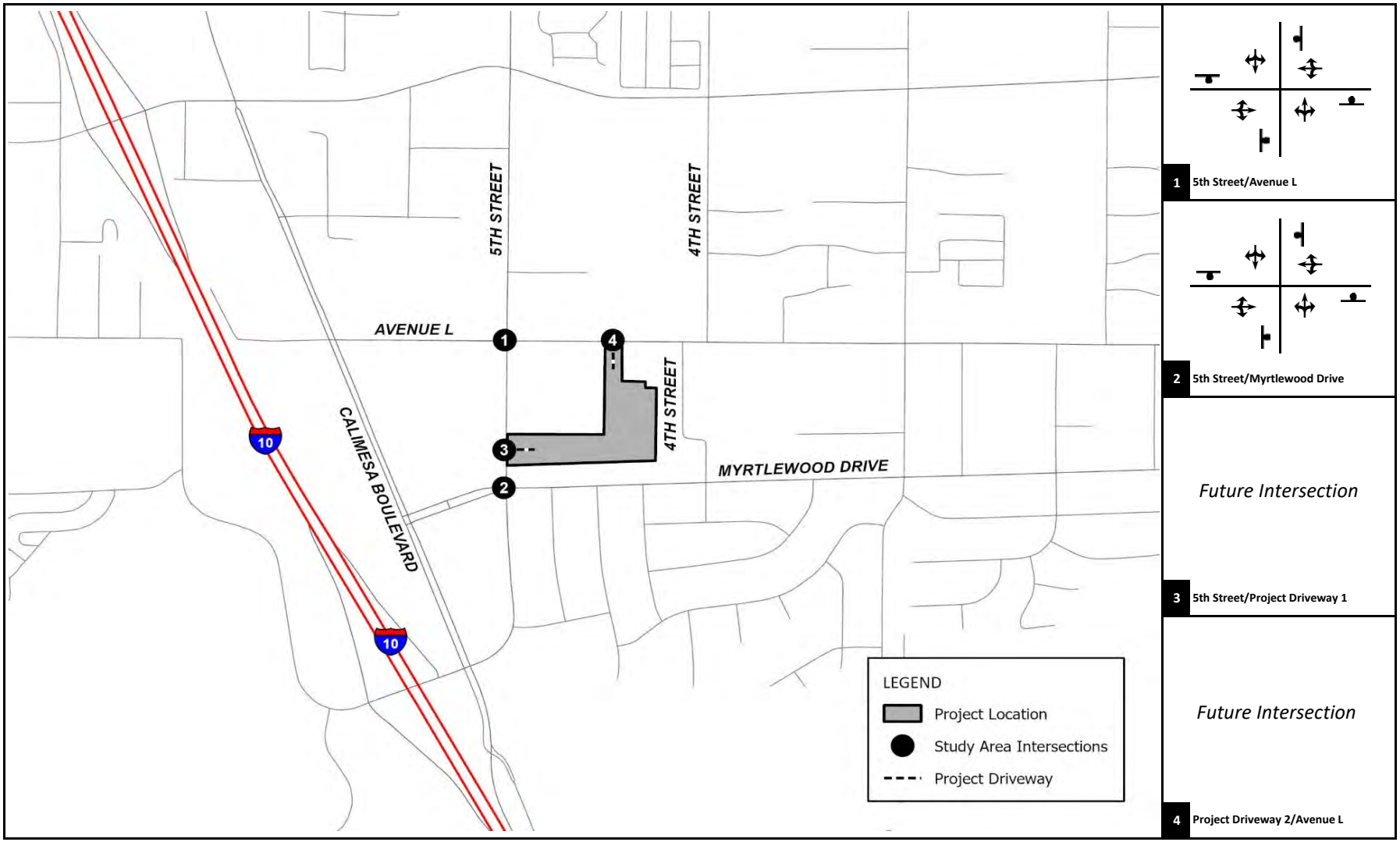


FIGURE 4-2

LSA

Legend

Stop Sign

5th Street Townhomes Project
Transportation Impact Analysis

Existing Study Intersection Geometrics and Traffic Control

P:\20231308 5th Street Apt Calimesa\Traffic\g24_Geo_NP.xlsx\Figure (2/20/2024)

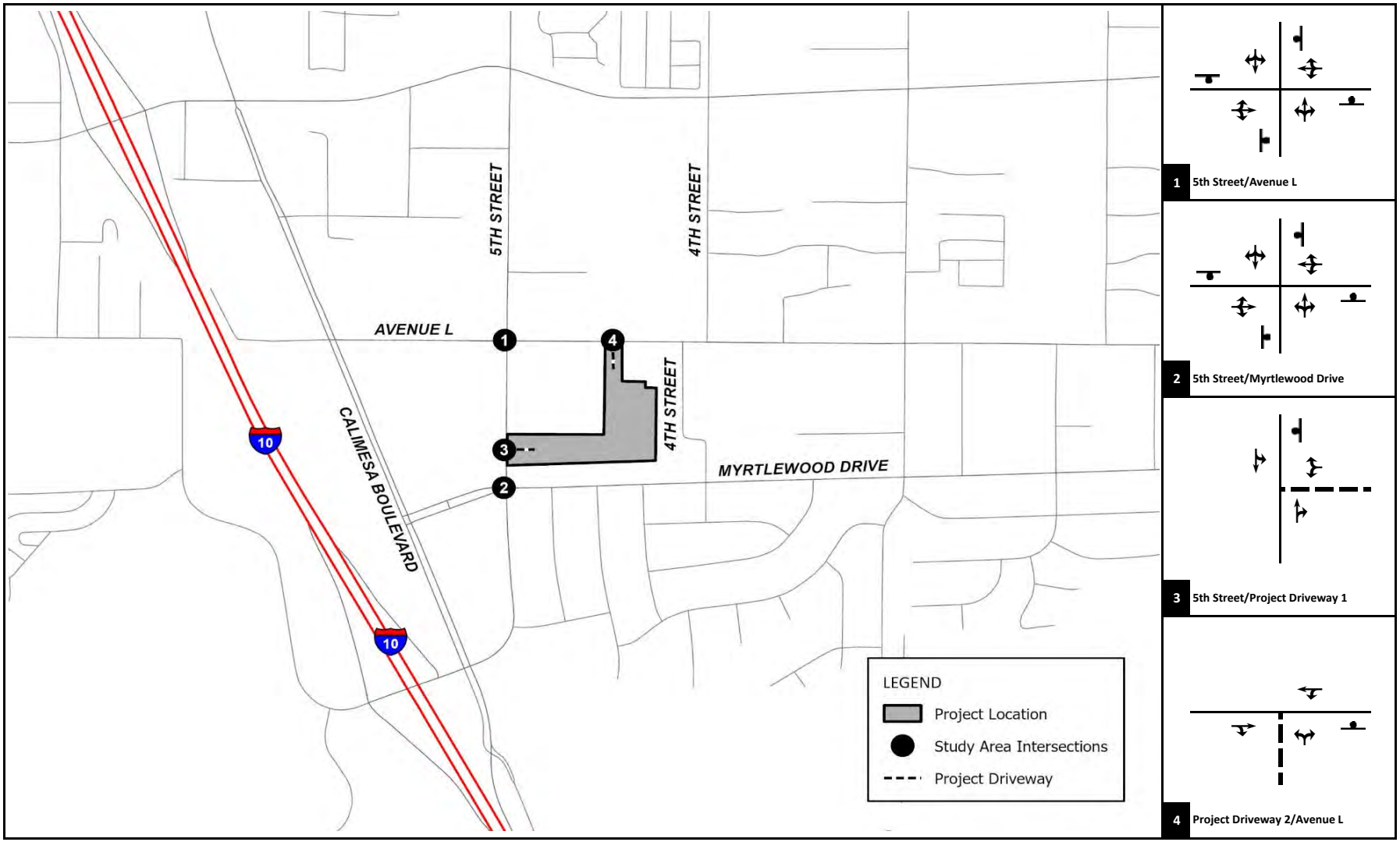


FIGURE 4-3

LSA

Legend

-- Project Driveway

Stop Sign

5th Street Townhomes Project
Transportation Impact Analysis

Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenarios

P:\20231308 5th Street Apt Calimesa\Traffic\g24_Geo_WP.xlsx\Figure (2/20/2024)

5.0 TRAFFIC VOLUMES FOR NO PROJECT SCENARIOS

5.1 EXISTING CONDITIONS TRAFFIC VOLUMES

Traffic volumes for Existing conditions were developed using existing count data collected by Counts Unlimited at study intersections in January 2024. Turning movement traffic counts were collected for the a.m. and p.m. peak hours at study intersections.

Vehicle classification counts were collected at all study area intersections. Counts were converted to passenger car equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of truck on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for trucks with four or more axles.

Figure 5-1 illustrates peak-hour traffic volumes at study intersections under Existing conditions.

Detailed count sheets are included in Appendix B.

5.2 BACKGROUND CONDITIONS TRAFFIC VOLUMES

As approved during the scoping agreement process (Appendix A), traffic volumes for Background No Project conditions were developed by adding trips from cumulative projects in the area to existing traffic volumes.

Information concerning cumulative projects in the vicinity of the proposed project were obtained from City staff. Figure 5-2 illustrates the cumulative project locations. Trip generation information for cumulative projects was either obtained from the respective traffic studies prepared for the projects or developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). Table 5-A summarizes the cumulative project trip generation. As shown in Table 5-A, the cumulative projects are estimated to generate 4,737 a.m. peak-hour trips, 7,450 p.m. peak-hour trips, and 104,704 daily trips.

Cumulative project trips were assigned to the roadway network based on either the distributions provided in the respective traffic studies for these projects or their locations in relation to surrounding land uses and the regional circulation network. Figure 5-3 illustrates the peak-hour cumulative project trip assignment at study intersections. Figure 5-4 illustrates the peak-hour traffic volumes at study intersections under Background No Project conditions.

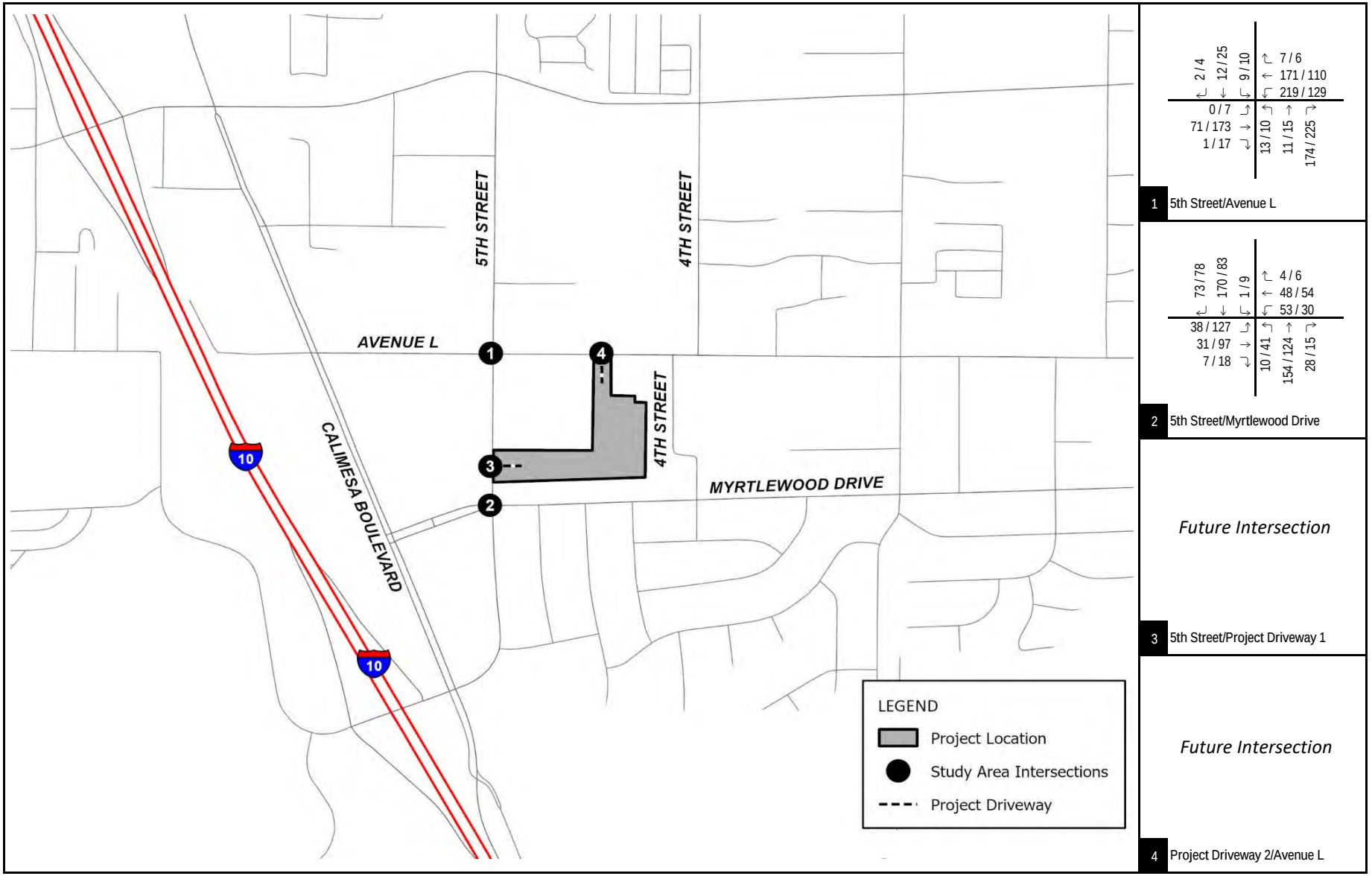
5.3 CUMULATIVE CONDITIONS TRAFFIC VOLUMES

Traffic volumes for Cumulative No Project conditions were developed using the forecast volumes obtained from the Riverside County Transportation Model (RIVCOM) travel demand model and applying the National Cooperative Highway Research Program (NCHRP) procedures for post-processing of modeled traffic volumes. Figure 5-5 illustrates the peak-hour traffic volumes at study intersections under Cumulative No Project conditions.

Detailed volume development worksheets are included in Appendix C.

5.4 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Existing Peak Hour Traffic Volumes
- Figure 5-2: Cumulative Project Locations
- Figure 5-3: Cumulative Project Trip Assignment
- Figure 5-4: Background No Project Conditions Peak Hour Traffic Volumes
- Figure 5-5: Cumulative No Project Conditions Peak Hour Traffic Volumes
- Table 5-A: Cumulative Project Trip Generation



LSA

FIGURE 5-1

XXX / YYY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Existing Peak Hour Traffic Volumes

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Vol_Exist.xlsx\Figure (2/20/2024)

LSA

LEGEND

Project Site

Cumulative Projects

City of Calimesa

City of Yucaipa

0 1220 2440

FEET

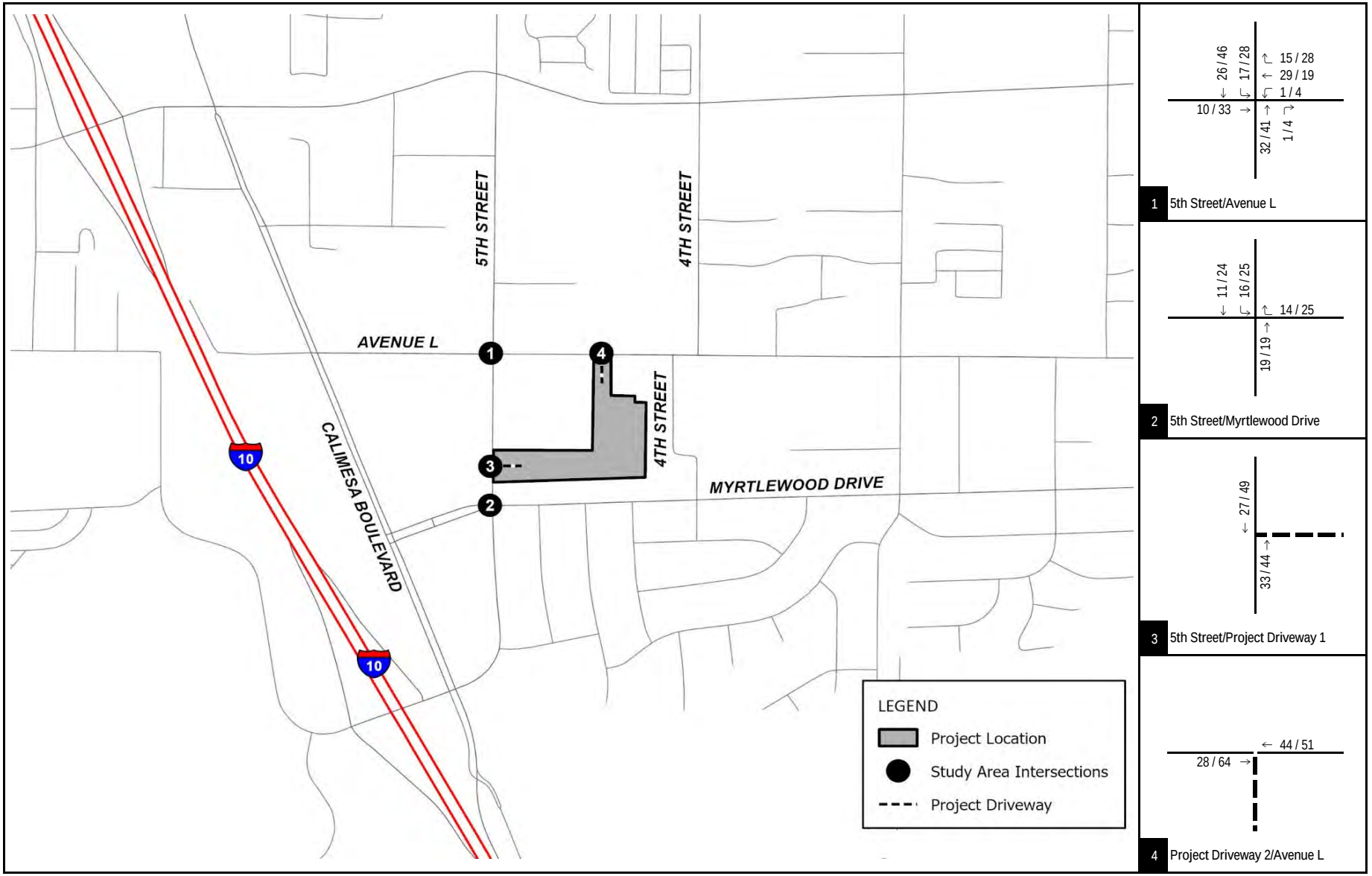
SOURCE: Google Earth, 2021.

FIGURE 5-2

5th Street Townhomes Project
Level of Service Assessment

Cumulative Project Locations

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\ArcGIS\ArcGIS.aprx (2/26/2024)



LSA

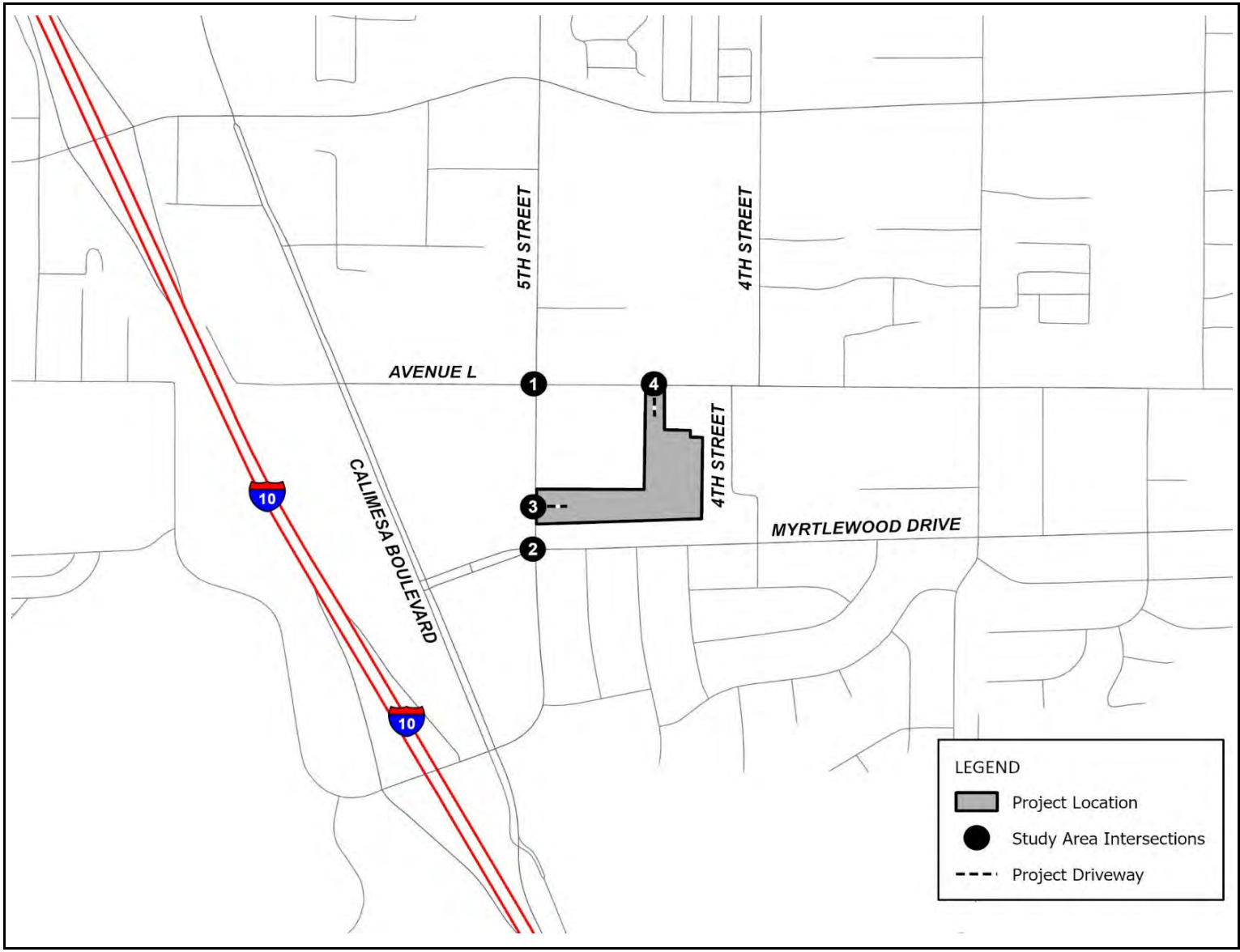
FIGURE 5-3

XX / YY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Cumulative Project Trip Assignment

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Asgn_Cumulative.xlsx\Figure (2/20/2024)



1 5th Street/Avenue L

2 / 4	38 / 71	26 / 38
0 / 7		22 / 34
81 / 206		200 / 129
1 / 17	13 / 10	220 / 133
	43 / 56	175 / 229

2 5th Street/Myrtlewood Drive

73 / 78	181 / 107	17 / 34
38 / 127		18 / 31
31 / 97		48 / 54
7 / 18	10 / 41	53 / 30
	173 / 143	28 / 15

3 5th Street/Project Driveway 1

Future Intersection

4 Project Driveway 2/Avenue L

Future Intersection

LSA

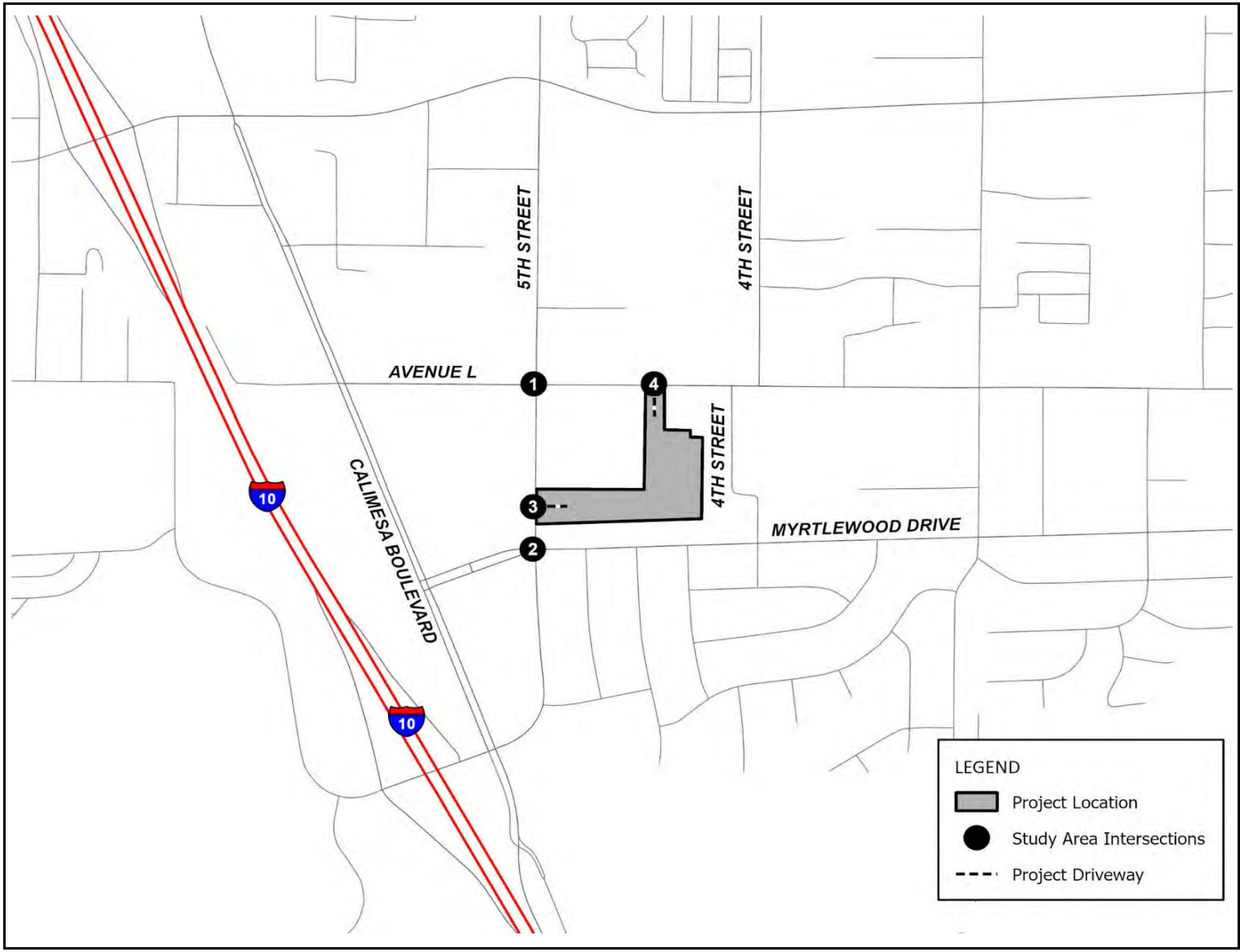
FIGURE 5-4

XXX / YYY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Background No Project Conditions Peak Hour Traffic Volumes

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Vol_BG_NP.xlsx\Figure (2/29/2024)



	4 / 6	40 / 75	27 / 40
0 / 12			23 / 36
85 / 315			210 / 154
1 / 23	33 / 16	63 / 59	376 / 307
			313 / 140

1 5th Street/Avenue L

	77 / 82	276 / 112	18 / 36
61 / 133			19 / 33
113 / 183			77 / 161
12 / 19	17 / 79	402 / 251	167 / 93
			148 / 65

2 5th Street/Myrtlewood Drive

Future Intersection

3 5th Street/Project Driveway 1

Future Intersection

4 Project Driveway 2/Avenue L

LSA

FIGURE 5-5

XXX / YYY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Cumulative No Project Conditions Peak Hour Traffic Volumes

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Vol_2045_NP.xlsx\Figure (2/20/2024)

LSA

Table 5-A - Cumulative Project Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1.	**Mesa Verde Estates Specific Plan - Phase 1A**									
	Immediately west of I-10 in Riverside County									
	Single-Family Detached Housing (TAZ 7)	226	DU							
	Trip Generation			40	119	159	125	68	193	1,823
	Active Park (TAZ 8)	7.70	AC							
	Trip Generation			1	4	5	4	4	8	64
	Recreational Community Center (TAZ 10)	7.00	TSF							
	Trip Generation			2	1	3	2	2	4	47
	Net Trip Generation[1]			**43**	**124**	**167**	**131**	**74**	**205**	**1,934**
2.	**JP Ranch - TR 30387**									
	Southeast corner of Bryant Street and Avenue L									
	Single-Family Detached Housing	478	DU							
	Trip Generation			91	268	359	301	177	478	4,551
`	Commercial Retail	72.70	TSF							
	Trip Generation			44	26	70	129	140	269	3,104
	Net Trip Generation[2]			**135**	**294**	**429**	**430**	**317**	**747**	**7,655**
3.	**Heritage Oaks Specific Plan**									
	South of County Line Road and east of Holmes Way									
	Single-Family Detached Housing	45	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation[3]			8	23	31	27	16	43	424
4.	**Oak Valley North**									
	Southeast corner of Singleton Road and Calimesa Boulevard									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	223	DU							
	Trips/Unit			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation[4]			22	67	89	71	42	113	1,503
	High-Cube Fullfillment Center Warehouse - WRCOG (Building 1)	236.892	TSF							
	Trip Generation (Cars)			16	4	20	11	16	27	348
	PCE Trip Generation (2-Axle Trucks)			2	2	4	2	3	5	51
	PCE Trip Generation (3-Axle Trucks)			2	2	4	2	2	4	56
	PCE Trip Generation (4+ Axle Trucks)			9	6	15	9	12	21	282
	Total Truck Trip Generation			5	4	9	5	7	12	156
	Auto Trips			16	4	20	11	16	27	348
	Truck PCE Trips			13	10	23	13	17	30	389
	Total PCE Trip Generation[5]			29	14	43	24	33	57	737
	High-Cube Fullfillment Center Warehouse - WRCOG (Building 2)	249.840	TSF							
	Trip Generation (Cars)			17	4	21	11	17	28	367
	PCE Trip Generation (2-Axle Trucks)			2	2	4	2	3	5	54
	PCE Trip Generation (3-Axle Trucks)			2	2	4	2	2	4	58
	PCE Trip Generation (4+ Axle Trucks)			9	9	18	12	12	24	297
	Total Truck Trip Generation			5	5	10	6	7	13	164
	Auto Trips			17	4	21	11	17	28	367
	Truck PCE Trips			13	13	26	16	17	33	409
	Total PCE Trip Generation[5]			30	17	47	27	34	61	776
	High-Cube Fullfillment Center Warehouse - WRCOG (Building 3)	249.000	TSF							
	Trip Generation (Cars)			17	4	21	11	17	28	366
	PCE Trip Generation (2-Axle Trucks)			2	2	4	2	3	5	54
	PCE Trip Generation (3-Axle Trucks)			2	2	4	2	2	4	58
	PCE Trip Generation (4+ Axle Trucks)			9	9	18	12	12	24	297
	Total Truck Trip Generation			5	5	10	6	7	13	164
	Auto Trips			17	4	21	11	17	28	366
	Truck PCE Trips			13	13	26	16	17	33	409
	Total PCE Trip Generation[5]			30	17	47	27	34	61	775

LSA

Table 5-A - Cumulative Project Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
	High-Cube Fullfillment Center Warehouse - WRCOG (Building 4)	246.500	TSF							
	Trip Generation (Cars)			17	4	21	11	17	28	362
	PCE Trip Generation (2-Axle Trucks)			2	2	4	2	3	5	54
	PCE Trip Generation (3-Axle Trucks)			2	2	4	2	2	4	58
	PCE Trip Generation (4+ Axle Trucks)			9	9	18	9	15	24	294
	Total Truck Trip Generation			5	5	10	5	8	13	163
	Auto Trips			17	4	21	11	17	28	362
	Truck PCE Trips			13	13	26	13	20	33	406
	Total PCE Trip Generation[5]			30	17	47	24	37	61	768
	RV Storage (Lot 1)	254	Trailer Stalls							
	Trips/Unit			0.02	0.02	0.03	0.02	0.02	0.04	0.48
	Trip Generation			4	4	8	5	5	10	122
	Truck PCE Trips[6]			12	12	24	15	15	30	366
	RV Storage (Lot 2)	708	Trailer Stalls							
	Trips/Unit			0.02	0.02	0.03	0.02	0.02	0.04	0.48
	Trip Generation			11	11	22	14	14	28	340
	Truck PCE Trips[6]			33	33	66	42	42	84	1,020
	Net Trip Generation			**186**	**177**	**363**	**230**	**237**	**467**	**5,945**
5.	**Summerwind Ranch/Oak Valley Town Center**									
	Northwestern Riverside County									
	High-Cube Warehouse (Lot 1)	620.000	TSF							
	PCE Trip Generation			93	29	122	46	118	164	2,113
	High-Cube Warehouse (Lot 2)	454.500	TSF							
	PCE Trip Generation			68	20	88	34	86	120	1,550
	High-Cube Warehouse (Lot 3&4)	1175.500	TSF							
	PCE Trip Generation			175	53	228	87	224	311	4,007
	Truck/Trailer Parking Lot	10.070	AC							
	Trip Generation (Cars)			15	9	24	12	20	32	441
	PCE Trip Generation (2-Axle Trucks)			6	7	13	6	0	6	110
	PCE Trip Generation (3-Axle Trucks)			5	5	10	7	12	19	262
	PCE Trip Generation (4+ Axle Trucks)			14	19	33	19	18	37	506
	Net Trip Generation[7]			**376**	**142**	**518**	**211**	**478**	**689**	**8,989**
6.	**Summerwind Commons Phase 2**									
	Northeast corner of Roberts Road and Tukwet Canyon Parkway									
	Single-Family Detached Housing	168	DU							
	Trip Generation[8]			31	87	118	99	58	157	1,584
7.	**Riedman Subdivision/RRM 37802**									
	10725 Desert Lawn Dr									
	Single-Family Detached Housing	179	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation[3]			32	93	125	106	63	169	1,688
8.	**Freeway Corridor Specific Plan and Pacific Oak Commerce Center**									
	Bisected by the I-10 and south of the Riverside County boundary									
	Single Family Residential	575	DU							
	Trip Generation			101	301	402	340	206	546	5,422
	Multifamily Housing (Low Rise)	1897	DU							
	Trip Generation			181	577	758	608	366	974	12,784
	Regional Commercial	1,100.8	TSF							
	Trip Generation			730	446	1,176	1,333	1,477	2,809	47,902
	High-Cube Warehouse	3,992.5	TSF							
	PCE Trip Generation			415	235	650	219	425	644	10,377
	Net Trip Generation[9]			**1,427**	**1,559**	**2,986**	**2,500**	**2,474**	**4,973**	**76,485**

LSA

Table 5-A - Cumulative Project Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
		Total Net Trip Generation	**2,238**	**2,499**	**4,737**	**3,734**	**3,717**	**7,450**	**104,704**

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet.

[1] Trip generation taken from "Mesa Verde Esatates Focused Traffic Study" by Urban Crossroads (October 2016).

[2] Trip generation taken from "Development of Tentative Tract Numbers 30386 and 30387" by Tom Dodson & Associates (May 2013).

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

[4] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Rail Transit" , Setting/Location - 'General Urban/Suburban'.

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

[6] Trip generation taken from "7400 Marine Way RV Storage" access study by LSA Associates, Inc. (October 2021). All truck trips were converted to passenger PCEs using a factor of 3.

[7] Trip generation taken from "Tentative Parcel Map No. 37862, Lot 1 to 6 - Access Evaluation" by Urban Crossroads (November 2021).

[8] Trip generation taken from "Summerwind Commons II Focused Traffic Analysis" by Urban Crossroads (May 2022).

[9] Trip generation taken from "Freeway Corridor Specific Plan Update" by Translutions (August 2023).

6.0 PROJECT TRAFFIC

6.1 PROJECT TRIP GENERATION

The trip generation for the proposed project was developed using rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 220 – "Multifamily Housing (Low-Rise) – Not Close to Rail Transit." Table 6-A summarizes the project trip generation. As shown in Table 6-A, the proposed project is anticipated to generate 809 daily trips, with 48 trips occurring during the a.m. peak hour and 61 trips occurring during the p.m. peak hour.

6.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Figure 6-1 illustrates the project trip distribution. The trip distribution was further refined in consideration of the regional roadway network and the location of residential, educational, employment, recreational, and commercial centers in the project vicinity. The project trip assignment at the study intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 6-2 illustrates the project trip assignment.

6.3 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Project Trip Distribution
- Figure 6-2: Project Trip Assignment
- Table 6-A: Project Trip Generation

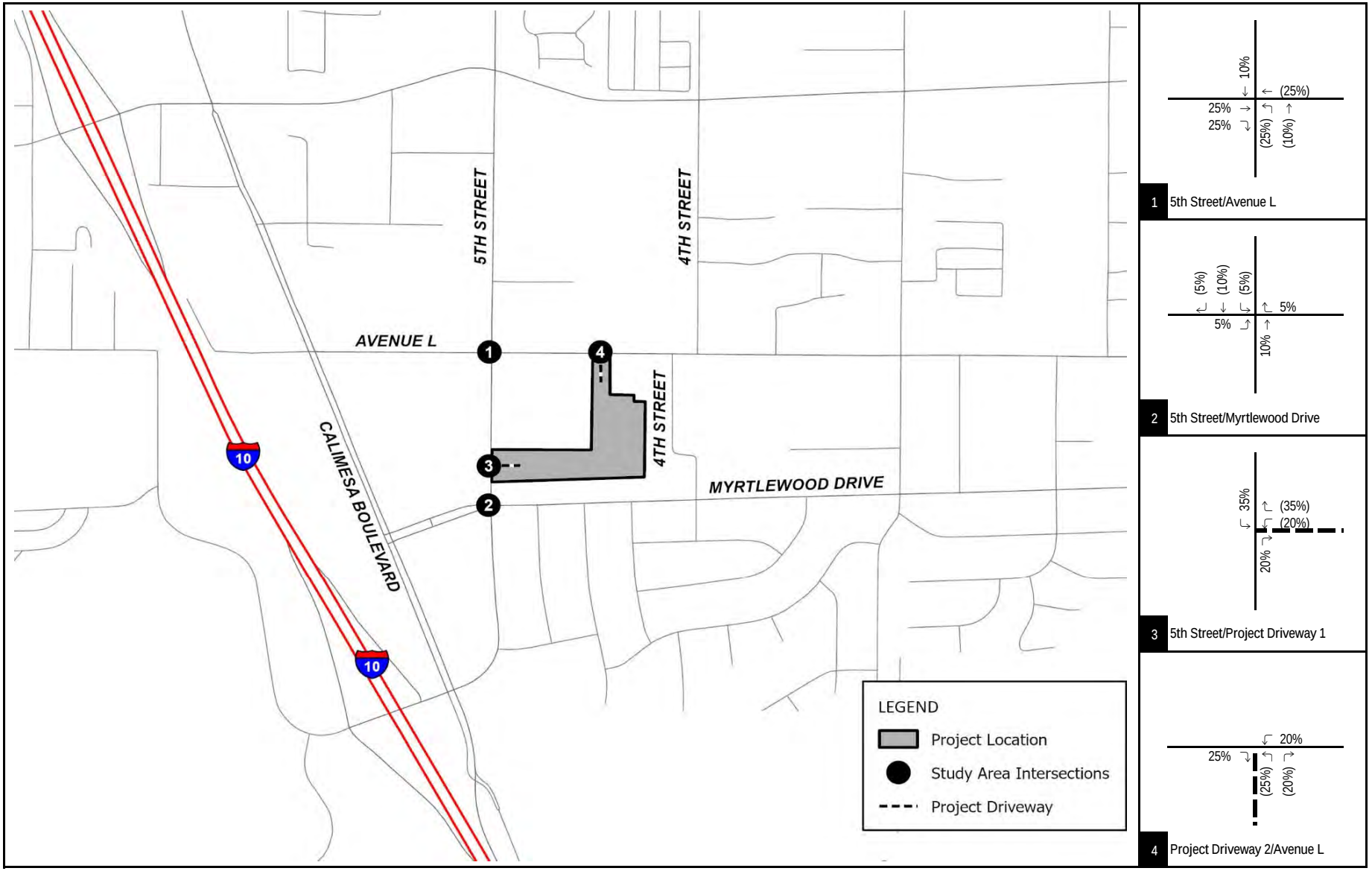


FIGURE 6-1

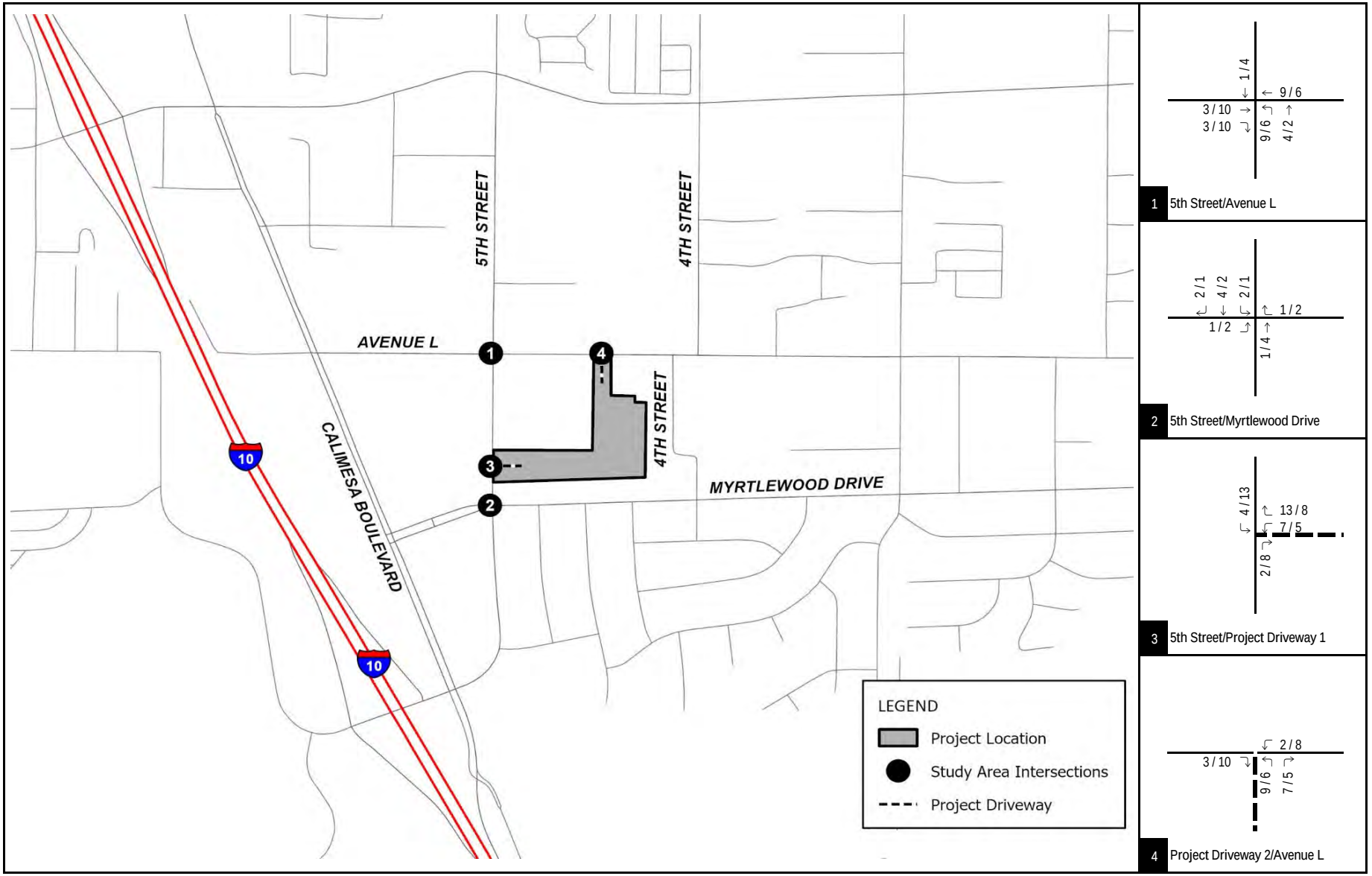
LSA

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

5th Street Townhomes Project
Transportation Impact Analysis

Project Trip Distribution

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Dist.xlsx\Figure (2/20/2024)



LSA

FIGURE 6-2

XX / YY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Project Trip Assignment

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Asgn.xlsx\Figure (2/20/2024)

LSA

Table 6-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Apartments - Low Rise	120 DU							
Trips/Unit[1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		12	36	48	38	23	61	809
	Trip Generation	**12**	**36**	**48**	**38**	**23**	**61**	**809**

Notes:

DU = Dwelling Units

[1] Rates from the Institute of Transportation Engineers *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise); Not Close to Rail Transit", Setting/Location - "General Urban/Suburban."

7.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

Traffic volumes for Background and Cumulative Plus Project conditions were developed by adding project traffic to the traffic for the corresponding No Project scenarios. Figures 7-1 and 7-2 illustrate Plus Project peak-hour traffic volumes at study intersections under Background and Cumulative conditions, respectively.

Detailed volume development worksheets are included in Appendix C.

7.1 LIST OF CHAPTER 7.0 FIGURES

- Figure 7-1: Background Plus Project Conditions Peak Hour Traffic Volumes
- Figure 7-2: Cumulative Plus Project Conditions Peak Hour Traffic Volumes

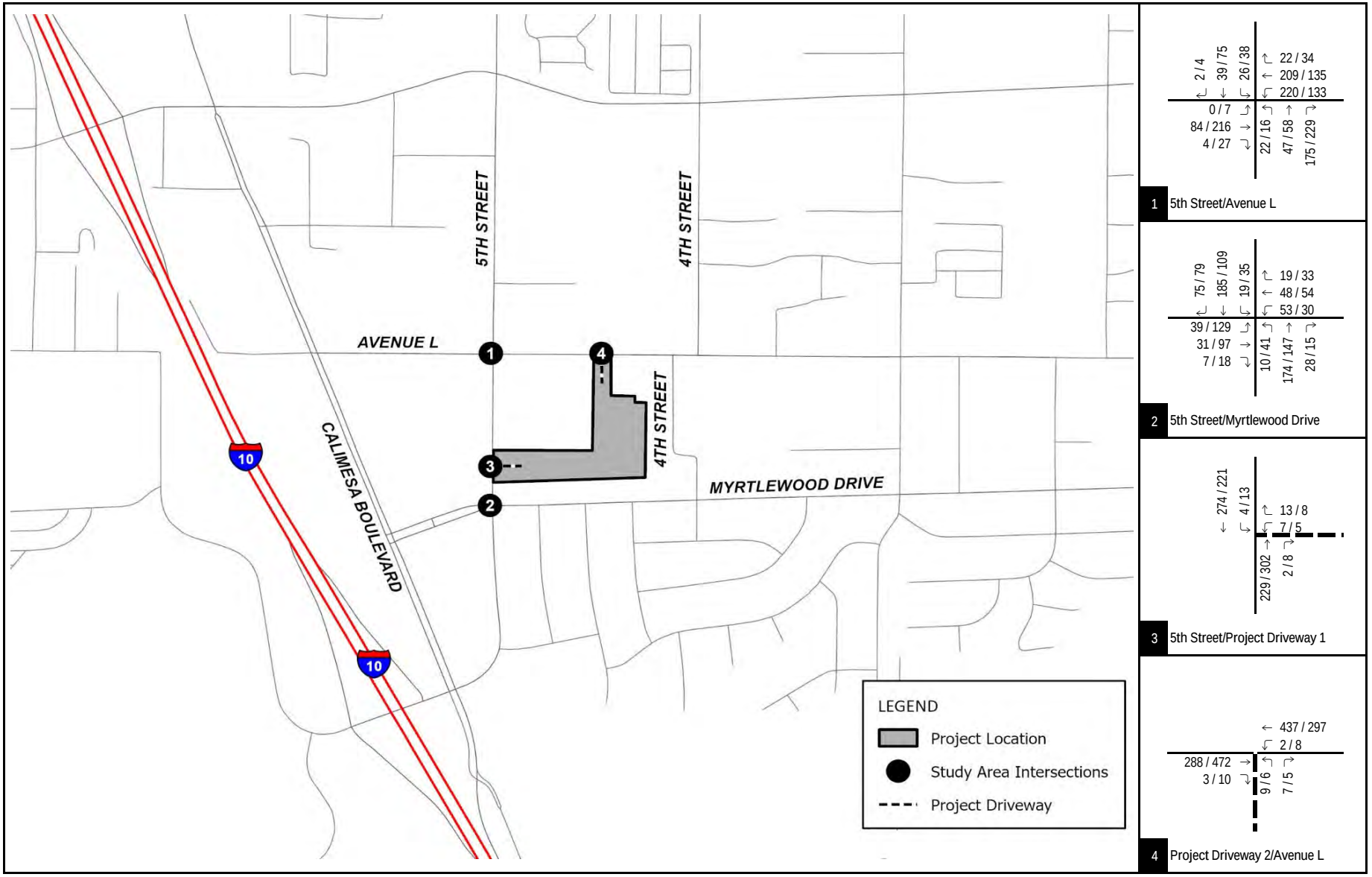


FIGURE 7-1

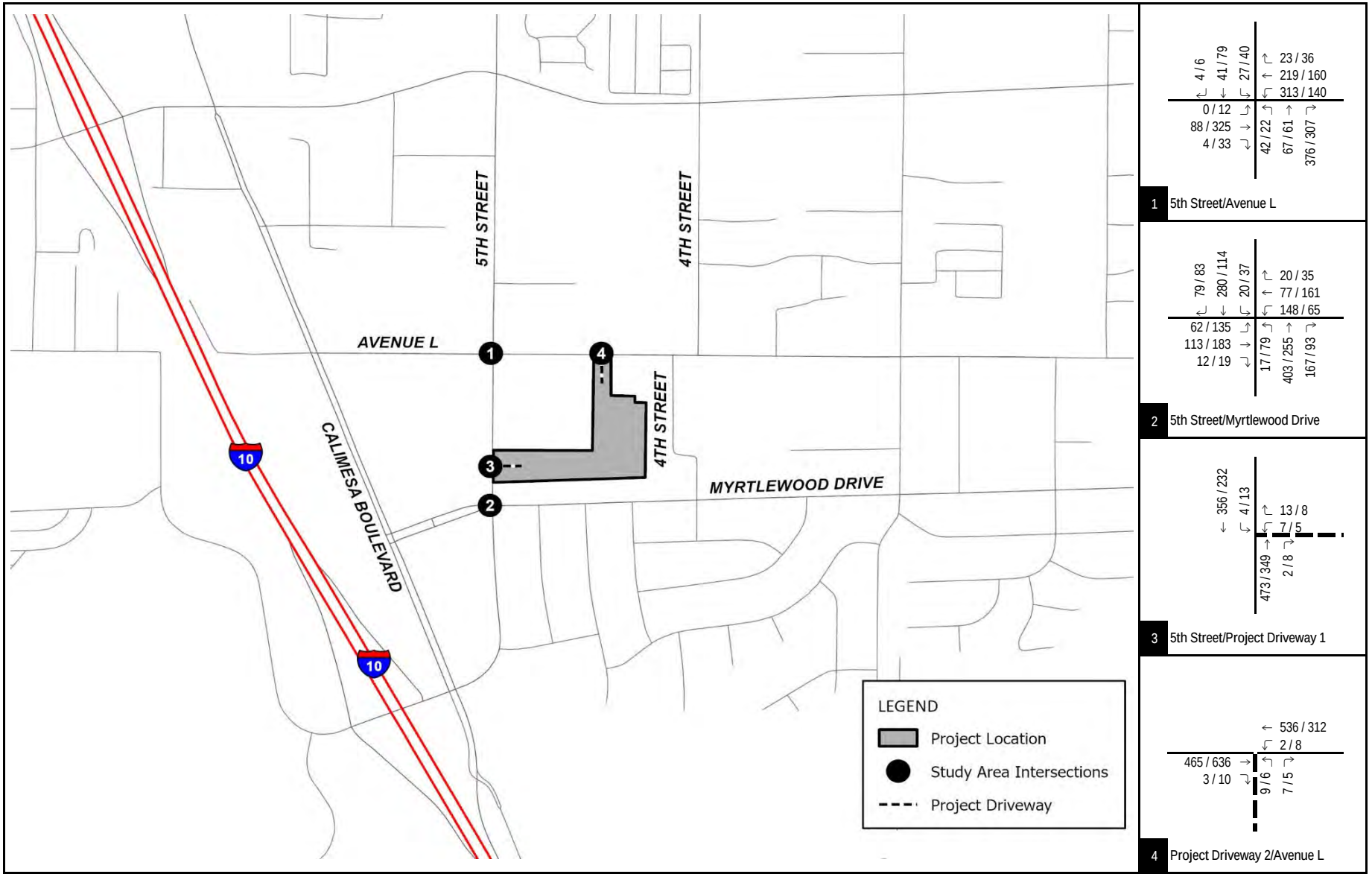
LSA

XXX / YYY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Background Plus Project Conditions Peak Hour Traffic Volumes

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Vol_BG_WP.xlsx\Figure (2/29/2024)



LSA

FIGURE 7-2

XXX / YYY
AM / PM Peak Hour Traffic Volumes

5th Street Townhomes Project
Transportation Impact Analysis

Cumulative Plus Project Conditions Peak Hour Traffic Volumes

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Vol_2045_WP.xlsx\Figure (2/29/2024)

8.0 INTERSECTION LEVELS OF SERVICE

8.1 EXISTING LEVELS OF SERVICE

Previously referenced Figure 4-2 illustrates existing study intersection geometrics and traffic control. An intersection LOS analysis was conducted for Existing conditions using the methodologies previously discussed. Table 8-A summarizes the results of this analysis and shows that all study intersections are currently operating at satisfactory LOS.

Detailed LOS worksheets are included in Appendix D.

8.2 BACKGROUND CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Background No Project conditions using the previously discussed methodologies. Table 8-B summarizes the results of this analysis and shows that all the study intersections are forecast to operate at satisfactory LOS under Background No Project conditions.

Detailed LOS worksheets are included in Appendix D.

8.3 BACKGROUND PLUS PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Background Plus Project conditions using the previously discussed methodologies. Table 8-B summarizes the results of this analysis and shows that all the study intersections are forecast to operate at satisfactory LOS under Background Plus Project conditions. As such, addition of project traffic does not result in any operational deficiencies within the study area.

Detailed LOS worksheets are included in Appendix D.

8.4 CUMULATIVE NO PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Cumulative No Project conditions using the previously discussed methodologies. Table 8-C summarizes the results of this analysis and shows that the following intersections are forecast to operate at a deficient LOS under Cumulative No Project conditions:

- 5th Street/Avenue L (a.m. peak hours); and
- 5th Street/Myrtlewood Drive (a.m. and p.m. peak hours).

All other study intersections are forecast to operate at a satisfactory LOS under Cumulative No Project conditions. Detailed LOS worksheets are included in Appendix D.

8.5 CUMULATIVE PLUS PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Cumulative Plus Project conditions using the previously discussed methodologies. Table 8-C summarizes the results of this analysis and shows

that the following intersections are forecast to operate at a deficient LOS under Cumulative Plus Project conditions:

- 5th Street/Avenue L (a.m. peak hours); and
- 5th Street/Myrtlewood Drive (a.m. and p.m. peak hours).

As previously mentioned, both of these intersections are already forecast to operate at a deficient LOS under Cumulative No Project conditions. As such, the project adds to the forecasted deficiencies at these locations. All other study intersections are forecast to operate at a satisfactory LOS under Cumulative Plus Project conditions. Detailed LOS worksheets are included in Appendix D.

8.6 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Intersection Levels of Service
- Table 8-B: Background Conditions Intersection Levels of Service
- Table 8-C: Cumulative Conditions Intersection Levels of Service

LSA

Table 8-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Existing				
			Control	A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec.)	LOS	Delay (sec.)	LOS
1 . 5th Street/Avenue L	City of Calimesa	C	AWSC	11.8	B	10.2	B
2 . 5th Street/Myrtlewood Drive	City of Calimesa	C	AWSC	9.9	A	9.9	A
3 . 5th Street/Project Driveway 1	City of Calimesa	C	OWSC	*Future Intersection*		*Future Intersection*	
4 . Project Driveway 2/Avenue L	City of Calimesa	C	OWSC	*Future Intersection*		*Future Intersection*	

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8-B - Background Conditions Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour			
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS		
1 . 5th Street/Avenue L	City of Calimesa	C	AWSC	14.5	B	12.6	B	AWSC	15.2	C	13.2	B	0.7	0.6
2 . 5th Street/Myrtlewood Drive	City of Calimesa	C	AWSC	10.6	B	10.7	B	AWSC	10.7	B	10.8	B	0.1	0.1
3 . 5th Street/Project Driveway 1	City of Calimesa	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	10.7	B	11.3	B	10.7	11.3
4 . Project Driveway 2/Avenue L	City of Calimesa	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	13.1	B	14.2	B	13.1	14.2

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8-C - Cumulative Conditions Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS		
1 . 5th Street/Avenue L	City of Calimesa	C	AWSC	35.5	**E** *	19.6	C	AWSC	40.3	**E** *	22.1	C	4.8	2.5
2 . 5th Street/Myrtlewood Drive	City of Calimesa	C	AWSC	56.5	**F** *	26.6	**D** *	AWSC	58.6	**F** *	27.9	**D** *	2.1	1.3
3 . 5th Street/Project Driveway 1	City of Calimesa	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	13.4	B	11.6	B	13.4	11.6
4 . Project Driveway 2/Avenue L	City of Calimesa	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	16.4	C	16.5	C	16.4	16.5

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

9.0 SIGNAL WARRANT ANALYSIS

Since two of the unsignalized study intersections are projected to operate at a deficient LOS under Cumulative conditions, a signal warrant analysis was conducted at study intersections where installing a signal could be an appropriate and potential operational improvement measure. Therefore, a Peak Hour Warrant (Warrant 3) was conducted for such locations. Peak-hour approach volumes for the study intersections were examined to determine whether signalization is warranted per the criteria defined in the latest version of the California Supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD). Following is a brief summary of signal warrant analysis:

9.1 CUMULATIVE CONDITIONS

9.1.1 5th Street/Avenue L

Figure 9-1 illustrates the Warrant 3 (peak hour) for this intersection under Cumulative conditions. As shown on Figure 9-1, this intersection meets the peak-hour signal warrant under the Cumulative conditions for both the a.m. and p.m. peak hours. As such, a signal is warranted at this location and could be recommended as a potential operational improvement measure.

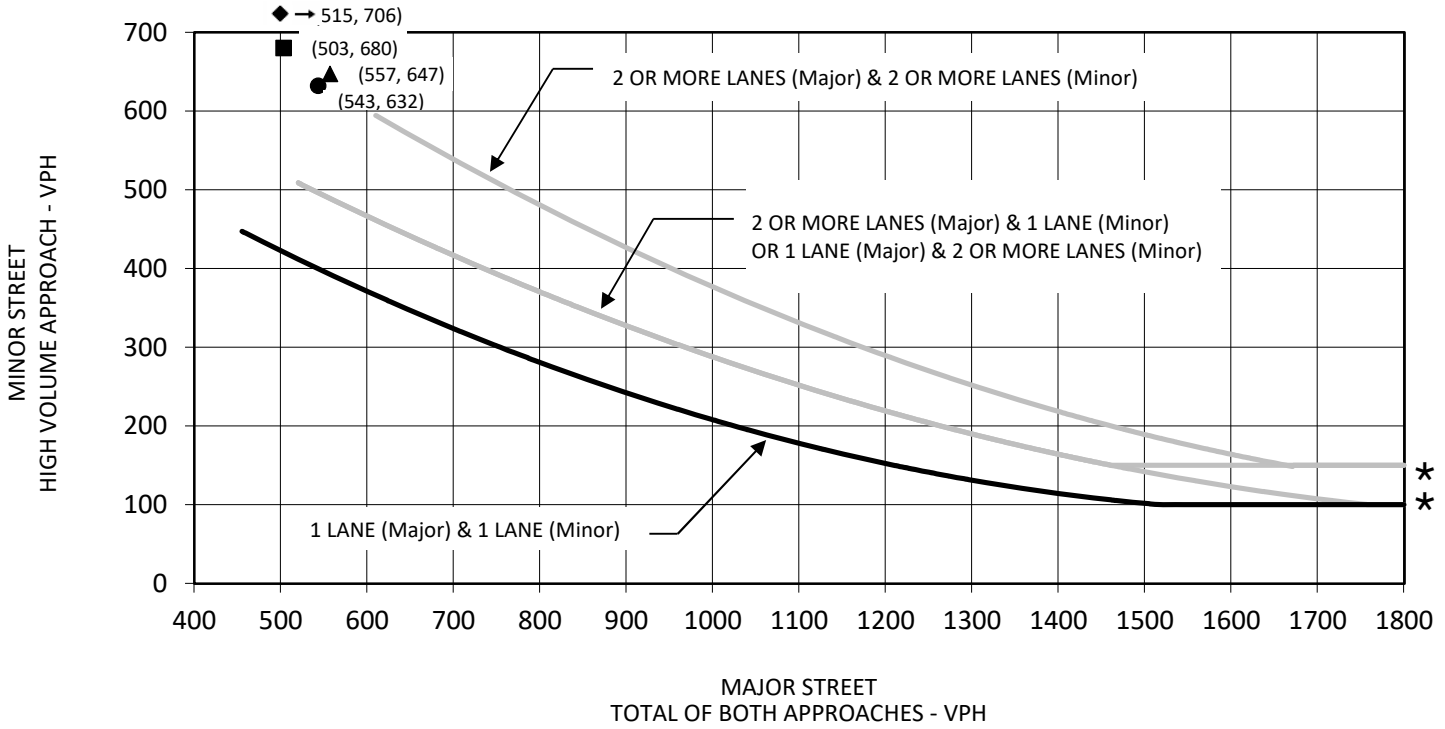
9.1.2 5th Street/Myrtlewood Drive

Figure 9-2 illustrates the Warrant 3 (peak hour) for this intersection under Cumulative conditions. As shown on Figure 9-2, this intersection meets the signal warrant under the Cumulative conditions for both the a.m. and p.m. peak hours. As such, a signal is warranted at this location and could be recommended as a potential operational improvement measure.

9.2 LIST OF CHAPTER 9.0 FIGURES

- Figure 9-1: Warrant 3: Peak Hour – 5th Street/Avenue L – Cumulative Conditions
- Figure 9-2: Warrant 3: Peak Hour – 5th Street/Myrtlewood Drive – Cumulative Conditions

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE 9-1

LSA

● No Project AM Peak Hour
▲ Plus Project AM Peak Hour
■ No Project PM Peak Hour
◆ Plus Project PM Peak Hour

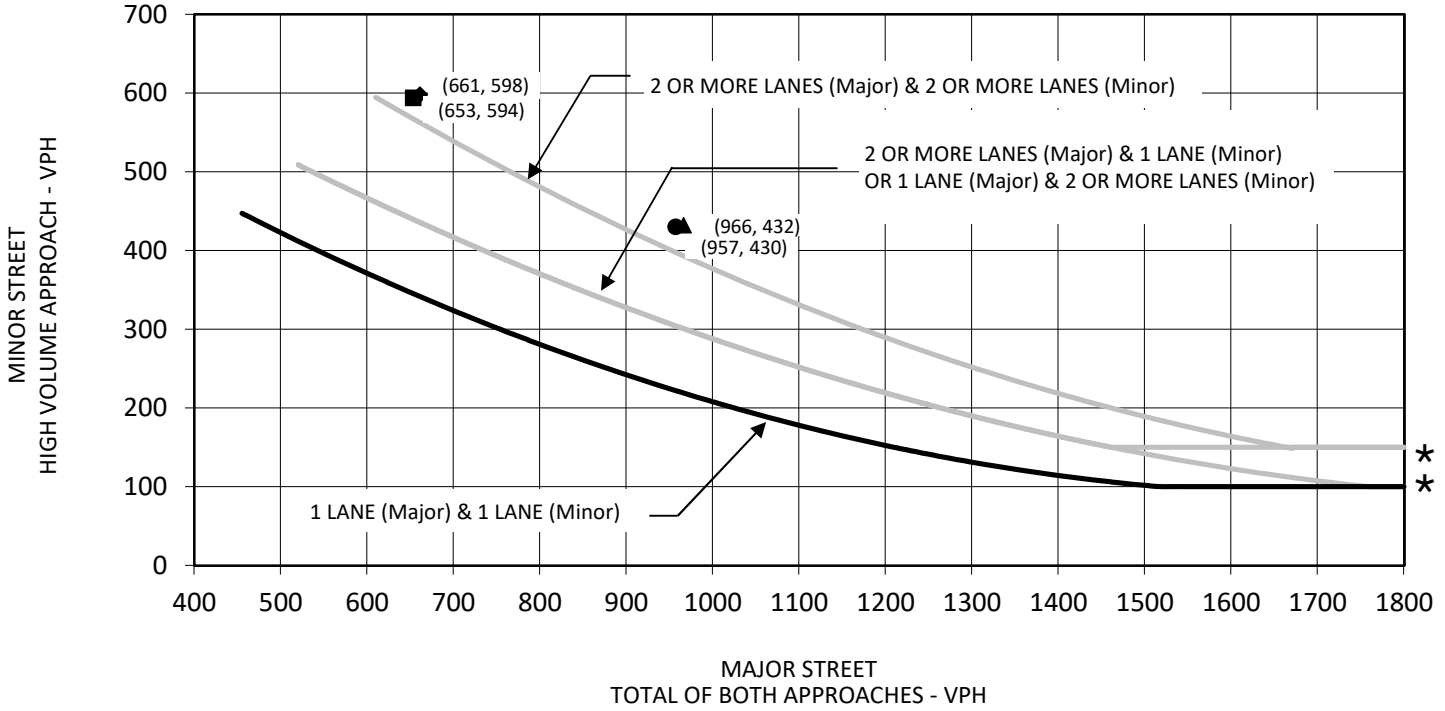
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

5th Street Townhomes Project
Transportation Impact Analysis

Warrant 3: Peak Hour – 5th Street/Avenue L – Cumulative Conditions

P:\20231308 5th Street Apt Calimesa\Traffic\Warrant\2045_Int1.xlsx (2/29/2024)

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE 9-2

LSA

● No Project AM Peak Hour
▲ Plus Project AM Peak Hour
■ No Project PM Peak Hour
◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

5th Street Townhomes Project
Transportation Impact Analysis

Warrant 3: Peak Hour – 5th Street/Myrtlewood Drive – Cumulative Conditions

P:\20231308 5th Street Apt Calimesa\Traffic\Warrant\2045_Int2.xlsx (2/29/2024)

10.0 SITE ACCESS ANALYSIS

As previously illustrated on Figure 2-2, access to the project would be provided via two full-access driveways, one on 5th Street and one on Avenue L.

10.1 EVALUATION OF PROJECT DRIVEWAYS

10.1.1 Sight Distance Analysis

A sight distance analysis was conducted at the project driveways along 5th Street and Avenue L to evaluate safe ingress and egress access from the project. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, both the stopping sight distance and corner sight distance have been evaluated. That is because these are the two sight distance lengths that would affect safe maneuver of ingress/egress traffic from the project driveways.

According to the California Department of Transportation (Caltrans) *Highway Design Manual* (HDM) (July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

The stopping sight distance was evaluated on the major arterials abutting the project (i.e. 5th Street and Avenue L). The posted speed limit on 5th Street is 30 mph and on Avenue L is 35 mph. The posted speed limits have been considered as the design speed. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 200 feet for a design speed of 30 mph and 250 feet for a design speed of 35 mph. Therefore, the minimum stopping sight distance has been considered as 200 feet for Project Driveway 1 (along 5th Street) and 250 feet for Project Driveway 2 (along Avenue L).

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. However, as a conservative approach, corner sight distances were also evaluated for the project driveways. The minimum corner sight distance was based on design speed, time gap, and types of vehicles from the minor roads (project driveways) entering the major roads (5th Street and Avenue L). Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 335 feet would be required for left-turn maneuvers coming out of Project Driveway 1 and a minimum corner sight distance of 390 feet would be required for left-turn maneuvers coming out of Project Driveway 2. Furthermore, a minimum corner sight distance of 290 feet would be required for right-turn maneuvers coming out of Project Driveway 1 and a minimum corner sight distance of 335 feet would be required for right-turn maneuvers coming out of Project Driveway 2.

Since the corner sight distances required at the project driveways would be greater than the stopping sight distances (335 feet compared to 200 feet for Project Driveway 1 and 390 feet compared to 250 feet for Project Driveway 2), sight triangle figures were created using corner sight distances. As a conservative measure, left-turn corner sight distances were used for both right- and

left-turn sight triangles for both project driveways. Figure 10-1 illustrates the sight triangle for Project Driveway 1, and Figure 10-2 illustrates the corresponding sight triangle for Project Driveway 2. As illustrated on these figures, both driveways would have adequate sight distance for left- and right-turn maneuvers onto the major roadways.

10.1.2 Driveway Length and Gated Entrance

Figure 2-2 illustrates the conceptual site plan of the project. As shown on Figure 2-2, both project accesses will be restricted with an entry gate at a distance of approximately 75 feet from the project driveway intersections. Project traffic needs to wait in front of the entry gate before entering the project site. Therefore, it was evaluated whether project ingress traffic will spill over onto Avenue L and 5th Street due to the gated access at the project entrance.

Considering an average of 25 feet per vehicle, each of these accesses can accommodate three vehicles without spilling over onto Avenue L and 5th Street. As summarized on Figure 6-2, the highest project ingress traffic occurs during the p.m. peak hour, with 21 inbound vehicles at Project Driveway 1 and 18 vehicles at Project Driveway 2.

Considering an even distribution of ingress project traffic arriving during the p.m. peak hour, there will be approximately one car every 3 minutes. However, since both these accesses can accommodate approximately three cars (approximately 9-minute interval), it is estimated that the ingress project traffic would not spill over onto Avenue L and 5th Street. As such, the project would not cause any queue spillover onto 5th Street and Avenue L.

10.1.3 Limit Driveway Impacts

According to the City's TIA Guidelines, driveways and local street access on arterial streets should be limited to minimize the impacts on arterial streets. Additionally, the driveways should be located to maintain a reasonable distance from adjacent intersections. Project Driveway 1 and Project Driveway 2 are located approximately 780 feet south and 690 feet east of the intersection of 5th Street/Avenue L, respectively. Similarly, Project Driveway 1 is located approximately 190 feet north of the intersection of 5th Street/Myrtlewood Drive. As such, both driveways would be located at a reasonable distance from the adjacent intersections.

10.1.4 Right Turn Lanes at Driveways

According to the City's TIA guidelines, if the project right-turn peak-hour volume at any of the project driveways accessing major arterial and secondary streets is 50 or more vehicles, a right-turn deceleration lane should be reviewed for appropriateness. As discussed in Section 6.2, Project Trip Distribution and Assignment, of this report, and as shown on Figure 6-2, the project is not anticipated to add 50 or more peak-hour right-turning vehicles at either driveway. Therefore, no right-turn deceleration lane would be required at either driveway.

10.2 BICYCLE, PEDESTRIAN, AND TRANSIT ACCESSIBILITY

10.2.1 Bicycle Accessibility

There are no existing bicycle facilities within the study area, and there are currently no facilities within Calimesa that are strictly for bicycle use. However, the City does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians.

10.2.2 Pedestrian Accessibility

The City maintains a connecting walking trail system, multipurpose trails, and equestrian trails. These multi-use trails accommodate walking, biking, and equestrian use. Currently, paved sidewalks are intermittently available on either direction of 5th Street, Avenue L, and Myrtlewood Drive. Additionally, the project will be constructing paved sidewalks along the project frontage on 5th Street and Avenue L.

10.2.3 Transit Accessibility

The project study area is within the service area of RTA and Omnitrans. Omnitrans Bus Route 319 has stops on 5th Street and County Line Road approximately 0.5 mile north of the project site. This bus route travels through and connects the cities of Yucaipa and Calimesa.

10.3 LIST OF CHAPTER 10.0 FIGURES

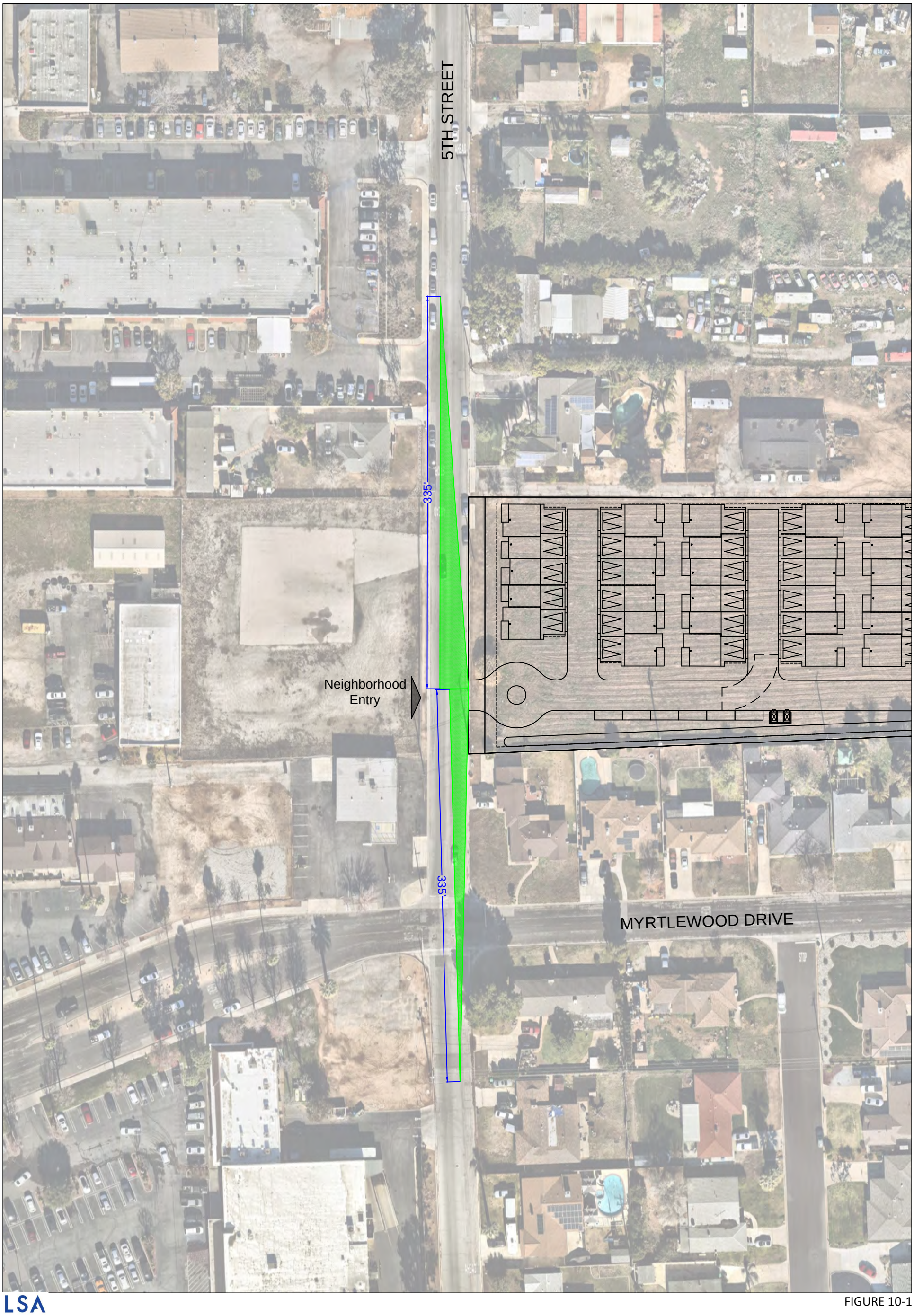


FIGURE 10-1

LSA

N

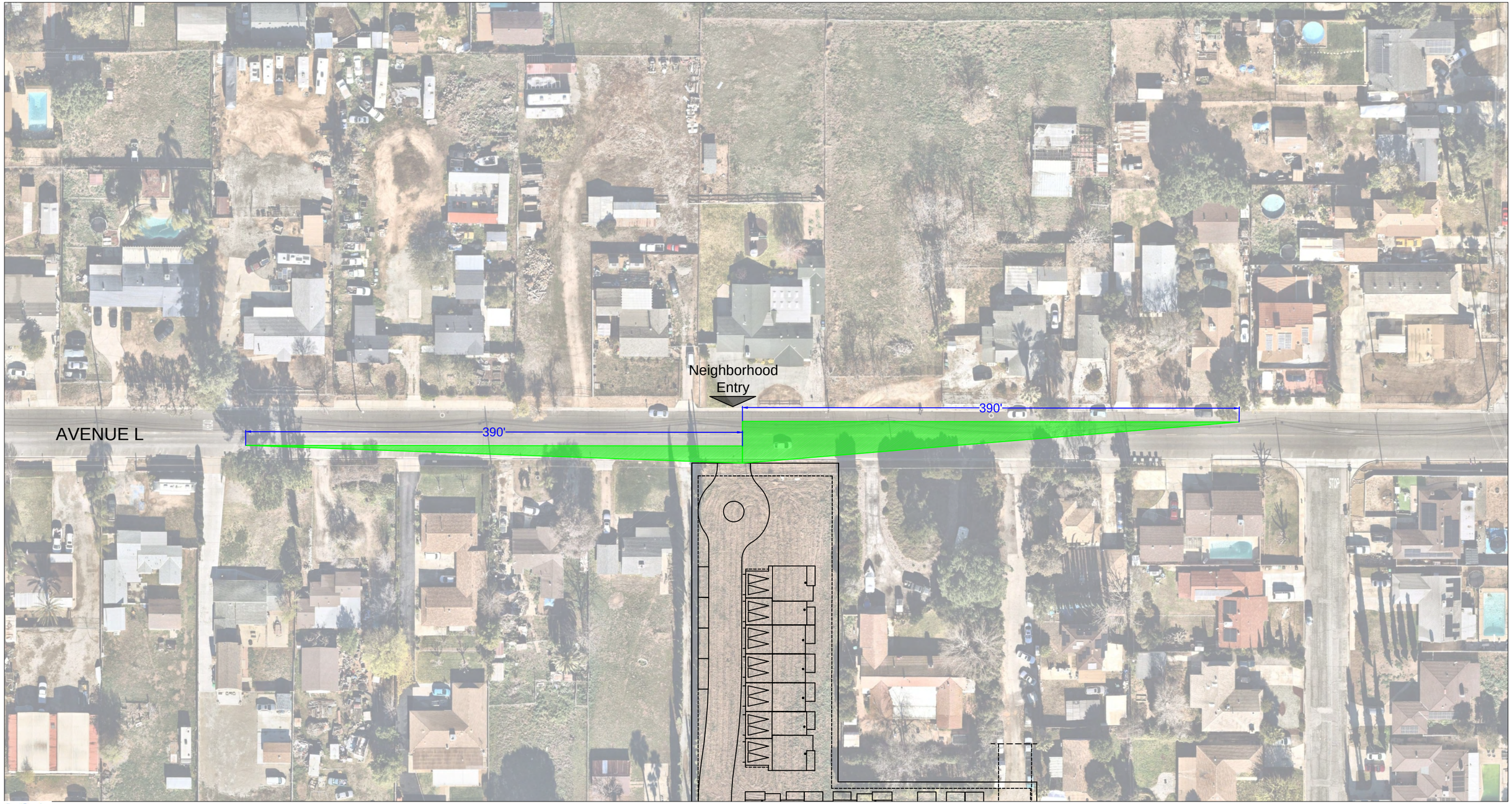
0 40 80
FEET

SOURCE: KTGY Architecture (2023); NearMap (2024).

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Site distance\Site_CAD.dwg (2/29/2024)

5th Street Townhomes Project
Transportation Impact Analysis

Corner Sight Distance at Project Driveway 1



LSA

FIGURE 10-2

0 40 80
FEET

SOURCE: KTGY Architecture (2023); NearMap (2024).
P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Site distance\Site_CAD.dwg (2/29/2024)

5th Street Townhomes Project
Transportation Impact Analysis

Corner Sight Distance at Project Driveway 2

11.0 REQUIREMENT OF CIRCULATION IMPROVEMENTS

As recommended in the City's TIA Guidelines and as mentioned in Chapter 3 of this report, an operational improvement would be required at unsignalized intersections if the study determines that either:

a. The addition of project-related traffic causes the intersection to degrade from an acceptable LOS C or better to LOS D or worse; or

b. The project adds 5 seconds or more of delay to an intersection that is already projected to operate without project traffic at an LOS D or worse; and

c. The intersection meets the peak-hour traffic signal warrant after the addition of project traffic.

As shown in Chapter 8.0, with addition of project traffic (Background Plus Project conditions), all study intersections are forecast to operate at a satisfactory LOS. Therefore, Condition (a) is not satisfied.

Similarly, as described in Chapters 8.0 and 9.0, the intersections of 5th Street/Avenue L and 5th Street/Myrtlewood Drive are forecast to operate at a deficient LOS (LOS D or worse) under Cumulative No Project conditions and would worsen with addition of project traffic. Additionally, both intersections meet the peak-hour signal warrant under both Cumulative No Project and Plus Project conditions for both peak hours. As such, Condition (c) is satisfied. However, the project would not add 5 seconds or more of delay at any of these locations. As such, Condition (b) is not satisfied for either location. Therefore, no improvements are recommended at these intersections.

12.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

LSA utilized the TIA Guidelines for the VMT analysis of the proposed project. The TIA Guidelines include the VMT screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures for the City.

The TIA Guidelines provide multiple screening criteria for land use projects. The VMT screening criteria in the "Analysis Methodology" section of the TIA Guidelines were reviewed to determine whether the proposed project could be screened out from a VMT analysis. Following is a brief description of the proposed project in relation to the VMT screening criteria:

- **Project Located in Transit Priority Area (TPA):** The proposed project is not located within a TPA; therefore, this screening criterion does not apply for the project.

- **Project Type (Land Use) Screening:** The guideline states that projects that generate 110 or fewer net daily trips can be screened out of a detailed VMT Analysis. As discussed in Section 6.1, Project Trip Generation, and shown in Table A, the project is estimated to generate 179 net new daily trips. Therefore, the project does not satisfy this criterion.

- **Residential or Office Project Located in Low-VMT Area:** Given the project consists of only residential land use, the WRCOG screening tool was used to evaluate whether the project is in a low-VMT area. Based on the review of the WRCOG screening tool, the baseline Traffic Analysis Zone VMT of the proposed project is 32.4, which is below the current Calimesa General Plan Buildout VMT threshold of 37.3 VMT/Service Population. Figure 12-1 illustrates the output of the tool and indicates that the project is located within a low-VMT zone using VMT per service population metric. Therefore, the project is located in a low VMT area. As such, the project satisfies this screening criterion and is screened out from a detailed VMT analysis.

As such, the proposed project is located in a low-VMT area based on the WRCOG screening tool. Additionally, the proposed project is a part of the Residential Infill Priority Area Overlay Zone in order to allow for higher-density development and increase housing opportunities in the city. The proposed project would improve convenience for local patrons and reduce regional VMT by reducing travel time and distance. Therefore, the project is not estimated to have any significant VMT impact and is screened out from a VMT analysis.

12.1 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

According to the City's TIA guidelines, a significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

Within the study area, there are no existing bicycle facilities. There are currently no facilities within Calimesa that are strictly for bicycle use. However, the City does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians. As such, the project will not decrease the performance or safety of any existing or proposed bicycle facility.

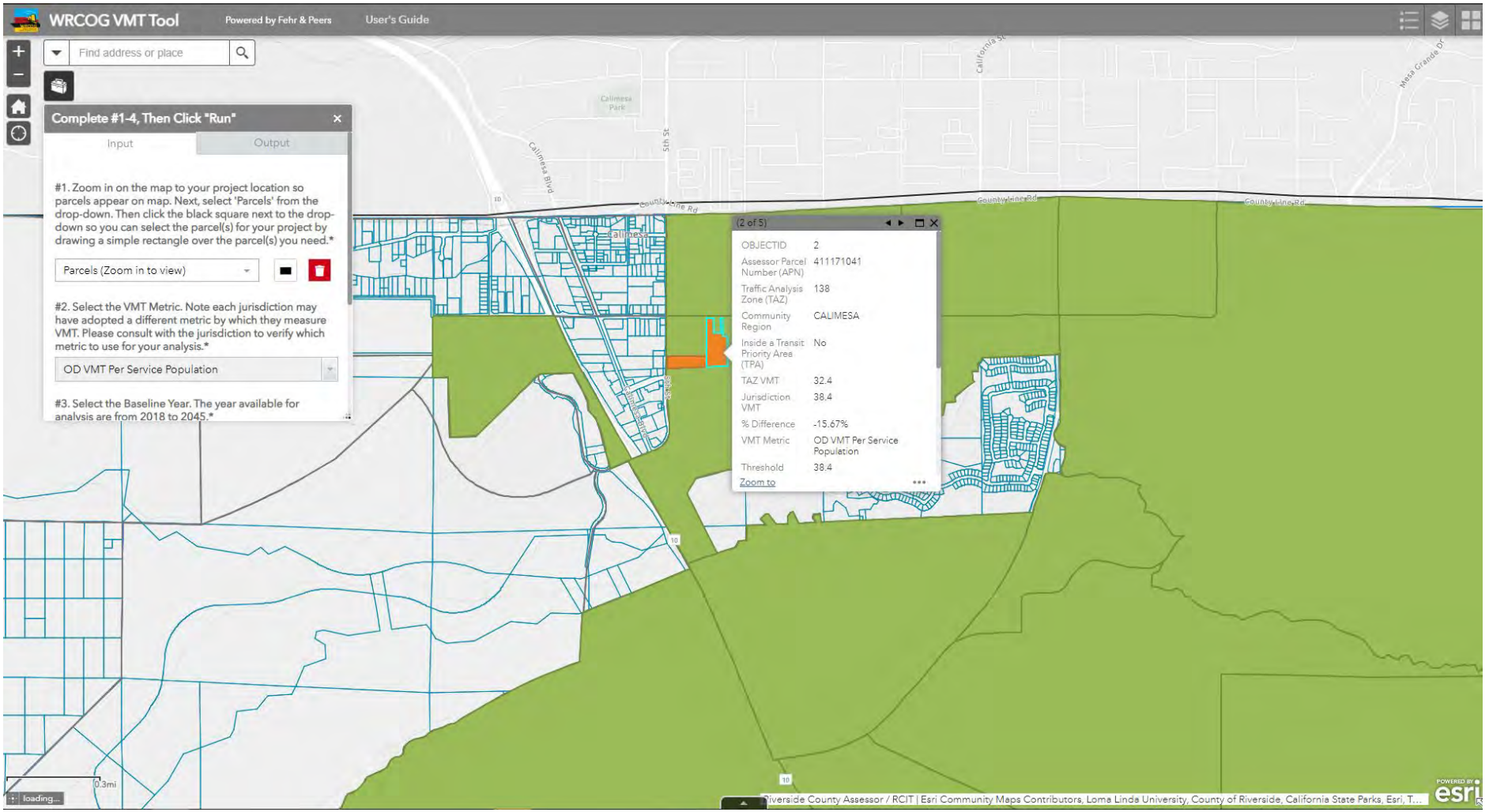
With regard to the pedestrian facilities, the City maintains a connected walking trail system, multipurpose trails, and equestrian trails. These multi-use trails accommodate walking, biking, and equestrian use. Currently, paved sidewalks are intermittently available on either direction of 5th Street, Avenue L, and Myrtlewood Drive. The project will not affect any existing sidewalks; rather, it will add sidewalks at the project frontage on 5th Street and Avenue L. As such, the project will not decrease the performance or safety of any existing or proposed pedestrian facility.

The project study area is located within the service area of RTA and Omnitrans. Omnitrans Bus Route 319 has stops on 5th Street and County Line Road approximately 0.5 mile north of the project site. This bus route travels through and connects the cities of Yucaipa and Calimesa. At present, there are no proposed service changes to the Omnitrans transit network due to the project. As such, the project will not decrease the performance or safety of any existing or proposed public transit facility.

Since the project does not conflict with any existing or proposed bicycle, pedestrian, or public transit facility, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

12.2 LIST OF CHAPTER 12.0 FIGURES

- Figure 12-1: Project Location VMT per Service Population



LSA

FIGURE 12-1

N

5th Street Townhomes Project
Transport

Project Location VMT per Service Population

SOURCE: WRCOG VMT Tool

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\VMT Service Location.ai (02/29/2024)

APPENDIX A

SCOPING AGREEMENT

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

Justin P. Schlaefli

Recommended Acceptance: Justin P. Schlaefli, TE
TKE Engineering, Inc. 1/17/24

Comment: please clearly state in LOS assessment why project is screened out of VMT assessment (i.e. consistent with the residential infill overlay zone EIR etc...)

December 1, 2023

Mike Thornton
City Engineer
City of Calimesa
908 Park Avenue
Calimesa, California 92320

Subject: Scope of Work for the 5th Street Townhomes Project Level of Service (LOS) Assessment (LSA Project No. 20231308)

Dear Mr. Thorton:

LSA would be preparing a LOS Assessment for the proposed 5th Street Townhomes Project (Project) within the City of Calimesa (City) in Riverside County (County). The project site is located south of Avenue L, north of Myrtlewood Drive, east of 5th Street, and west of 4th Street. The project is one of the sites that will be included in the City's residential infill overlay zone. Figure 1 (all figures and tables attached) illustrates the regional and project location.

The proposed project would include 120 multi-family apartment units with 265 parking spaces on site. Access to the project site will be provided via a full-access driveway on 5th Street and another full-access driveway on Avenue L. Figure 2 illustrates the conceptual site plan for the project.

LSA anticipates that the following scope of work will be required to conduct the LOS Assessment for the proposed project.

SCOPE OF WORK: LOS ASSESSMENT

Study Intersection Analysis

The LOS Assessment for the proposed project will be prepared in accordance with City's recommended methodology to meet the requirements for the City's General Plan LOS standard. It is LSA's understanding that the City follows the *City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (TIA Guidelines), dated May 2020. Based on the City's TIA Guidelines, the study area shall generally include any intersection in which the proposed project will add 50 or more peak hour trips or other intersections where addition of project trips may create significant impact. Based on our understanding of the project, the following intersections are being proposed for analysis:

1. 5th Street/Avenue L;
2. 5th Street/Myrtlewood Drive;
3. 5th Street/Project Driveway 1; and

3210 El Camino Real, Suite 100, Irvine, California 92602 949.553.0666 www.lsa.net

4. Project Driveway 2/Avenue L.

Figure 3 illustrates the study area intersections.

Traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Intersection LOS will be calculated using the *Highway Capacity Manual 7th Edition* (HCM 7) analysis methodologies and using Synchro 12 software.

Project Trip Generation, Trip Distribution, and Trip Assignment

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Uses 220 - "Multifamily Housing (Low-Rise) – Not Close to Rail Transit". The project trip generation is summarized in Table A. As shown in Table A, the project is estimated to generate 809 daily trips, with 48 trips occurring during the a.m. peak hour and 61 trips occurring during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Figure 4 illustrates the project trip distribution. The project trip assignment at the study area intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 5 illustrates the project trip assignment at the study area intersections.

Analysis Scenarios

The LOS Assessment will be prepared to meet the requirements of the City. The LOS Assessment will examine traffic operations at the study intersections under the following scenarios:

- Existing Conditions;
- Background Conditions;
- Background Plus Project Conditions;
- Cumulative No Project Conditions; and
- Cumulative Plus Project Conditions.

Volume Development and Analysis Methodology

Traffic volumes for existing conditions will be developed using existing count data collected at study intersections. LSA will obtain a.m. and p.m. peak hour intersection turn movement counts at study intersections.

Traffic volumes for background conditions will be developed by adding traffic volumes from approved cumulative projects within the vicinity of the project to the existing traffic volumes. If there are no cumulative projects within the vicinity of the project or data is not available for these cumulative projects, then traffic volumes for background conditions will be developed by applying a

2% per annum growth rate to existing traffic volumes. Traffic volumes for cumulative conditions will be developed using forecasted growth from the Riverside County Transportation Model (RIVCOM). The methodology used to develop cumulative traffic volumes for intersections will be consistent with the National Cooperative Highway Research Program (NCHRP) as well as local procedures for post-processing of modeled traffic volumes.

Background and cumulative plus project volumes will be developed by adding project traffic to the corresponding 'no project' scenarios. As previously stated, the LOS Assessment will analyze study intersections during the a.m. and p.m. peak hours. Intersection LOS will be calculated using HCM 7 analysis methodologies by using the Synchro 12 software.

Analysis of Traffic Operations and Recommended Circulation Improvements

LOS under 'no project' scenarios will be compared to corresponding LOS under 'plus project' scenarios to determine potential project related operational deficiencies. Determination of operational deficiencies will be made based on the City's General Plan LOS standards and significance threshold criteria as applicable.

Circulation improvements will be recommended at locations forecast to operate at a deficient LOS or where the project contributes to an existing or forecasted deficiency. Recommended improvements may include addition of intersection turn lanes and signalization. The LOS with the recommended improvements will be calculated and summarized along with a comparison of the LOS without improvements.

Signal Warrant Analysis (If Required)

A signal warrant analysis would be conducted at unsignalized intersections if a signal is recommended as a mitigation measure. Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the Manual on Uniform Traffic Control Devices (CA-MUTCD).

Fee Plans/Fair Share Contribution

LSA will evaluate whether the recommended improvements are included as part of the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program or any other fee program. If it is determined that the improvement is not covered through the TUMF or any other fee programs, then the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing to cumulative conditions.

Site Access Analysis

The City's TIA guidelines require site access and a safety and operational analysis. For this purpose, LSA will evaluate the intersection sight distance, adequacy of driveway lengths and gated entrance, corner clearance issues, necessity of dedicated right-turn lanes at driveways, and adequacy of pedestrian, bike and transit facilities from the project site.

Should you have any questions, please do not hesitate to contact me at (949) 553-0666 or email me at Ken.Wilhelm@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.

Ken Wilhelm
Principal

ATTACHMENTS

Forms

City of Calimesa TIA Scoping Form

Tables

Table A: Project Trip Generation

Figures

Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution
Figure 5: Project Trip Assignment

Attachment A: Project Scoping Form

This scoping form shall be submitted to the City of Calimesa to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	5th Street Townhomes Project
Project Address:	APNs: 411-17-1018, 411-17-1041
Project Opening Year:	2026
Project Description:	New construction of 120 multi-family apartment units with 265 parking spaces on site.

	Consultant:	**Developer:**
Name:	LSA Associates, Inc.	Calimesa 37, LLC.
Address:	3210 El Camino Real, Suite 100	101 Main Street, Suite A
	Irvine, CA 92602	Seal Beach, CA 90740
Telephone:	(949) 553-0666	
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual (11th Edition)

Current General Plan Land Use: RLM - Residential Low Medium

Proposed General Plan Land Use:

Current Zoning: R-L-M

Proposed Zoning:

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	12	36	48
PM Trips	0	0	0	38	23	61

Trip Internalization: ☐ Yes ☑ No (_____% Trip Discount)

Pass-By Allowance: ☐ Yes ☑ No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? ☑ Yes ☐ No

LOS screening justification (see Page 11 of the guidelines): This project is a 120-unit set of multi-family apartments. Therefore, the project meets the screening criteria of 'Apartments and multi-family projects of less than 150 units'. However, a LOS Assessment will be conducted to identify any potential project related operational deficiencies.

Is the project screened from VMT assessment? ☐ Yes ☐ No

VMT screening justification (see Pages 24-26 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
10 %	10 %	25 %	55 %

- Attach list of Approved and Pending Projects that need to be considered (provided by the City Traffic Engineer and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Note other specific items to be addressed:
    - Site access
    - On-site circulation
    - Parking
    - Consistency with Plans supporting Bikes/Peds/Transit
    - Other _____
- Date of Traffic Counts January 2024 (tentative)
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used RIVCOM
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

LSA

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Apartments - Low Rise	120 DU							
Trips/Unit[1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		12	36	48	38	23	61	809
	Trip Generation	**12**	**36**	**48**	**38**	**23**	**61**	**809**

Notes:

DU = Dwelling Units

[1] Rates from the Institute of Transportation Engineers *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise); Not Close to Rail Transit", Setting/Location - "General Urban/Suburban."

LSA

LEGEND

Project Site

FIGURE 1

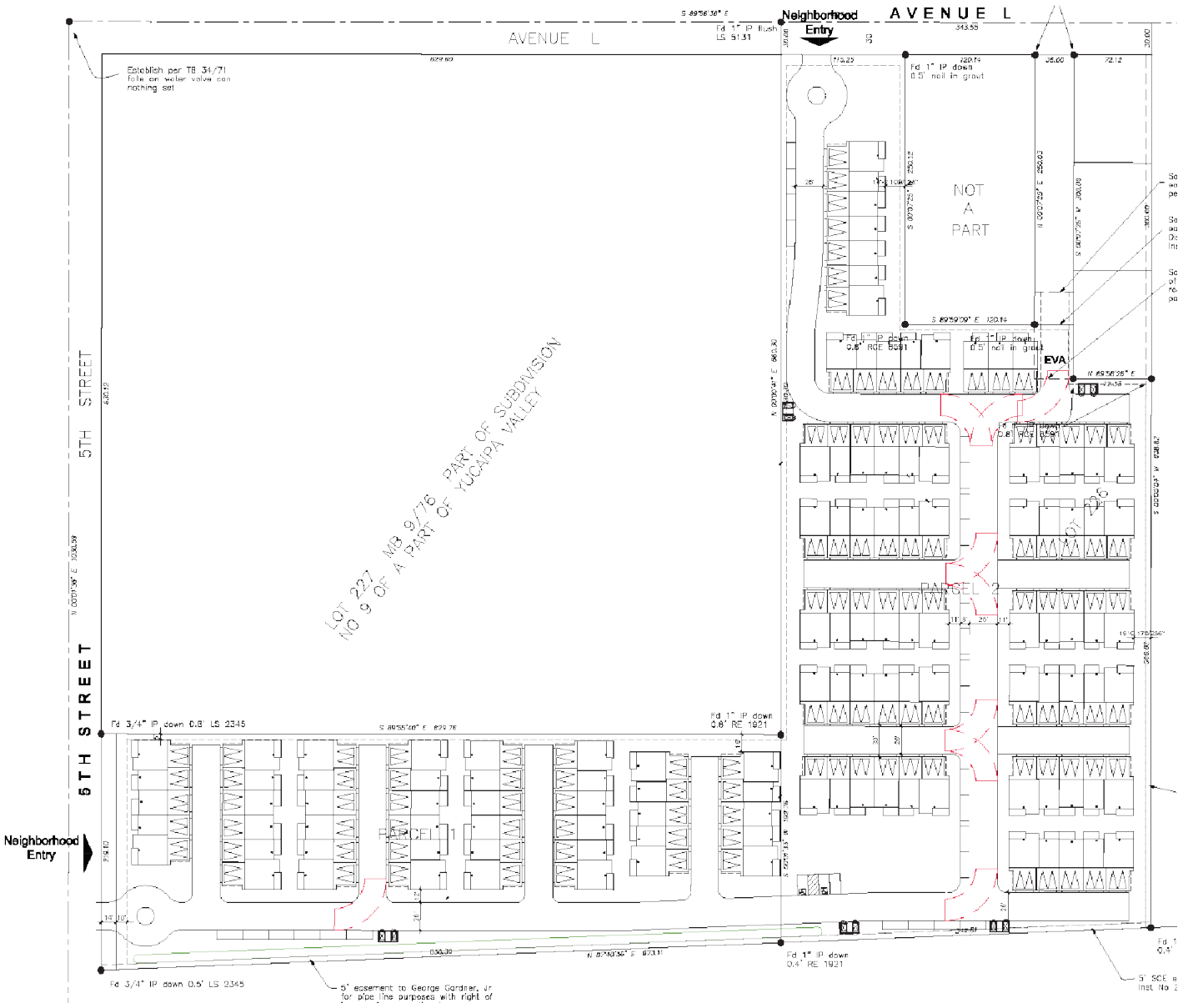
0 750 1500

FEET

SOURCE: ESRI Streetmap, 2021; Google Earth, 2021.

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\ArcGIS\ArcGIS.aprx (11/30/2023)

5th Street Townhomes Project
Level of Service Assessment
Regional and Project Location



LSA

FIGURE 2

N

0 55 110

FEET

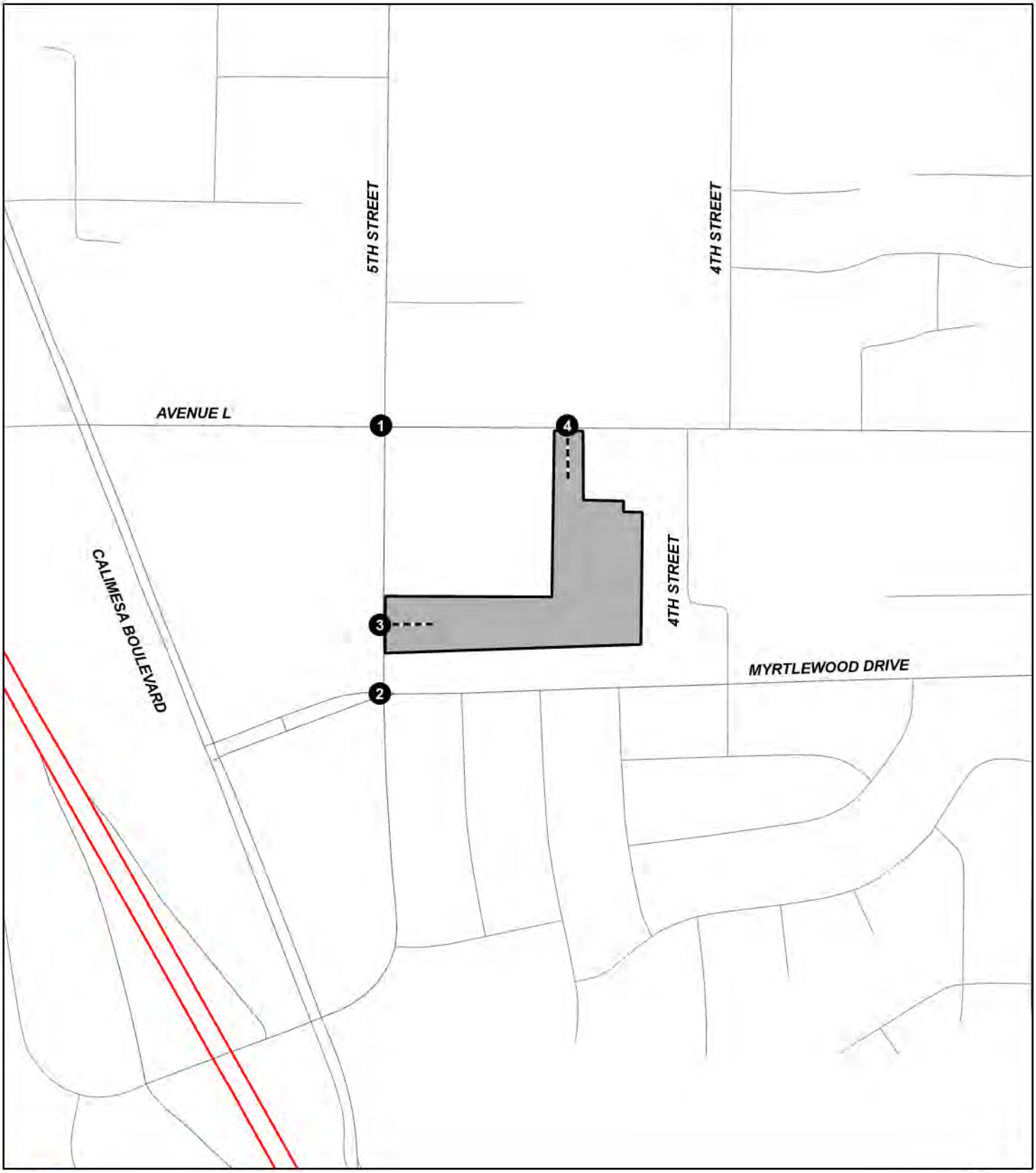
5th Street Townhomes Project

Transport

Conceptual Site Plan

SOURCE: KTGY Architecture, November 2023

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\fig2_Site Plan.ai (11/30/2023)



LSA

FIGURE 3

LEGEND

Project Location

Study Area Intersections

Project Driveway

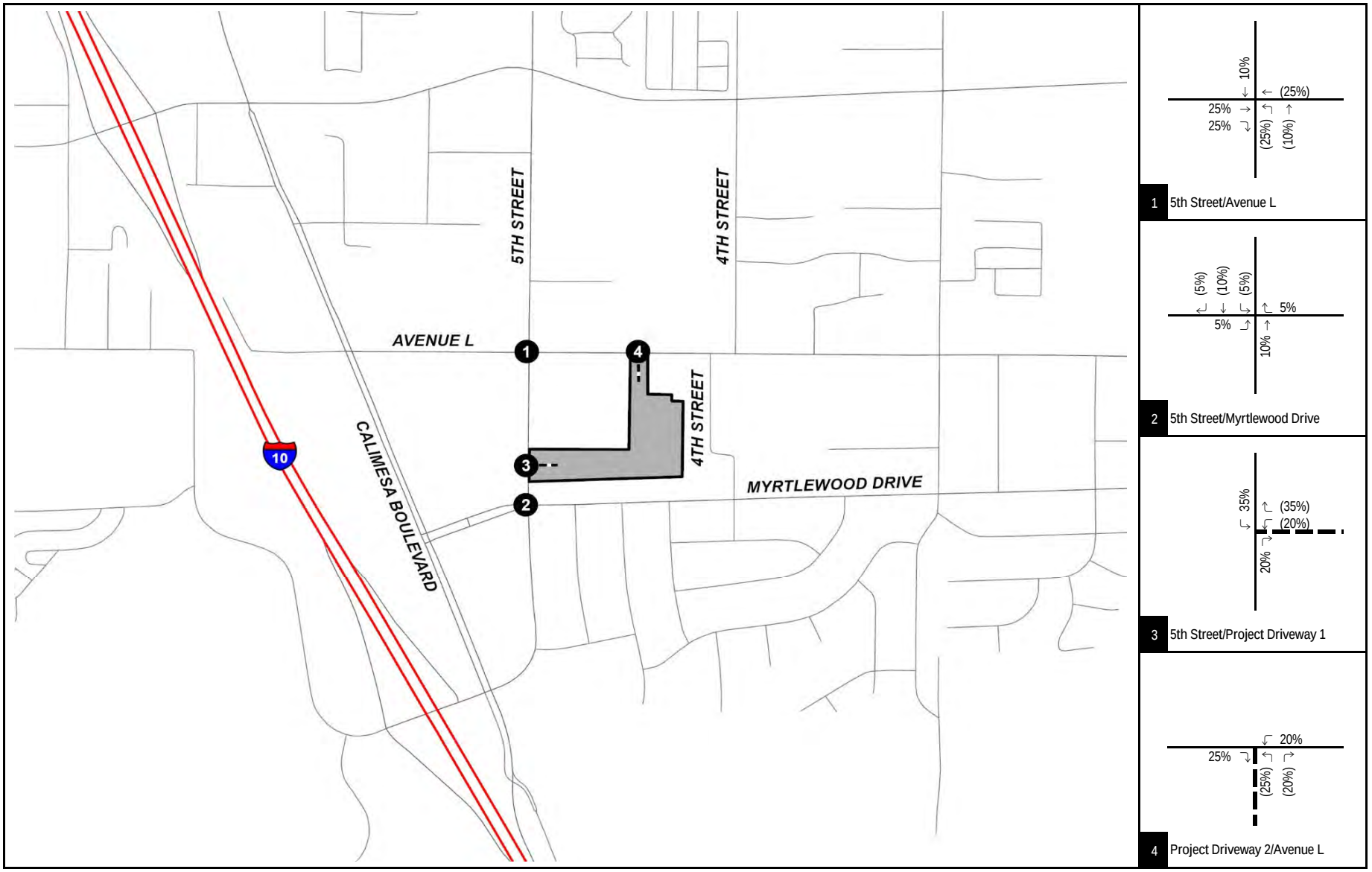
0 260 520

FEET

SOURCE: ESRI Streetmap, 2021.

P:\20231308 5th Street Apt Calimesa\Traffic\GIS\Report\ArcGIS\ArcGIS.aprx (11/28/2023)

5th Street Townhomes Project
Level of Service Assessment
Study Area Intersections



LSA

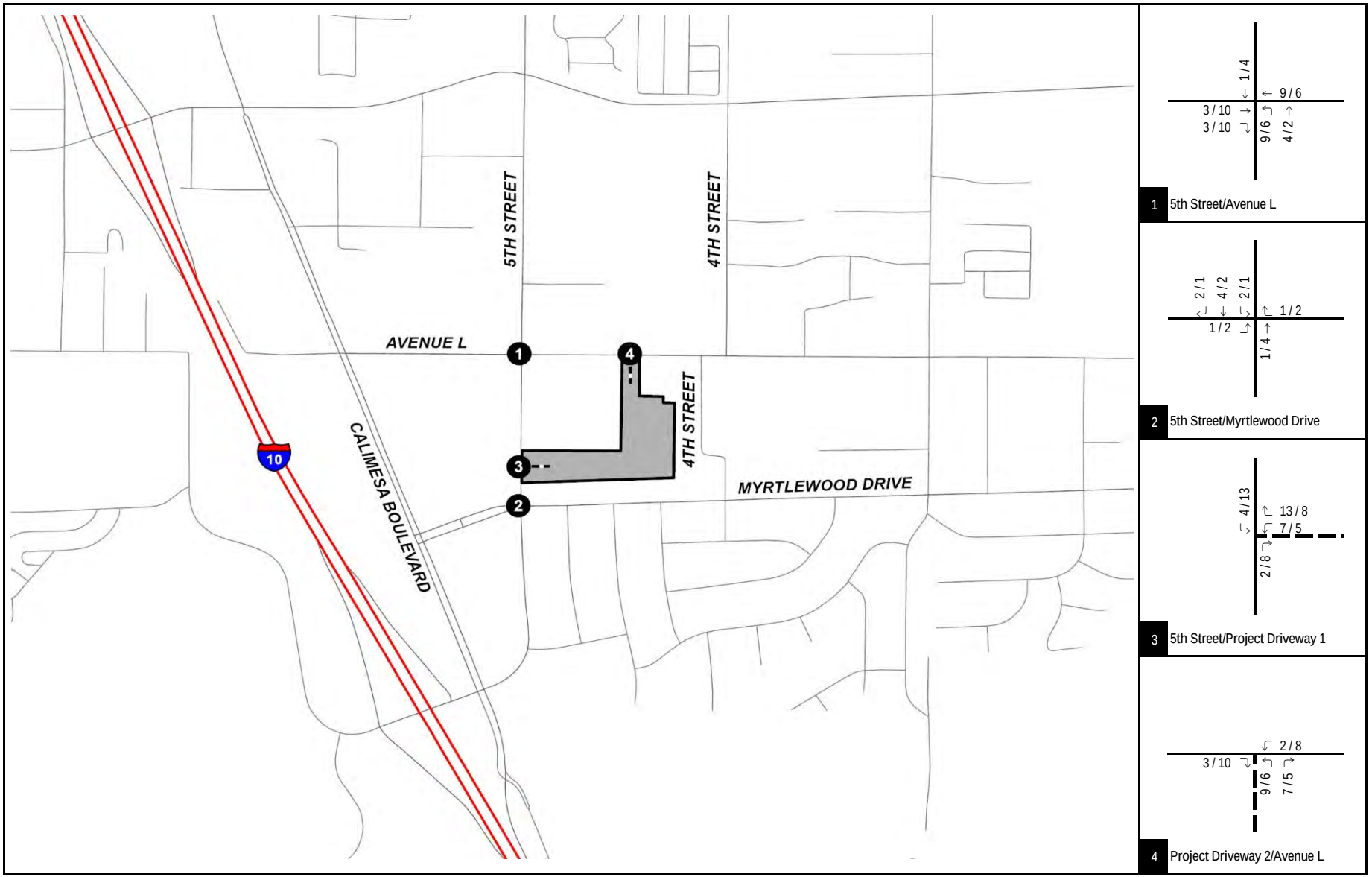
FIGURE 4

XX% (YY%)
Inbound (Outbound) Trip Distribution
----- Project Driveway

5th Street Townhomes Project
Level of Service Assessment

Project Trip Distribution

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Dist.xlsx\Figure (11/30/2023)



LSA

FIGURE 5

XX / YY
AM / PM Peak Hour Traffic Volumes
----- Project Driveway

5th Street Townhomes Project
Level of Service Assessment

Project Trip Assignment

P:\20231308 5th Street Apt Calimesa\Traffic\z24_Asgn.xlsx\Figure (11/30/2023)

APPENDIX B

TRAFFIC COUNT SHEETS

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

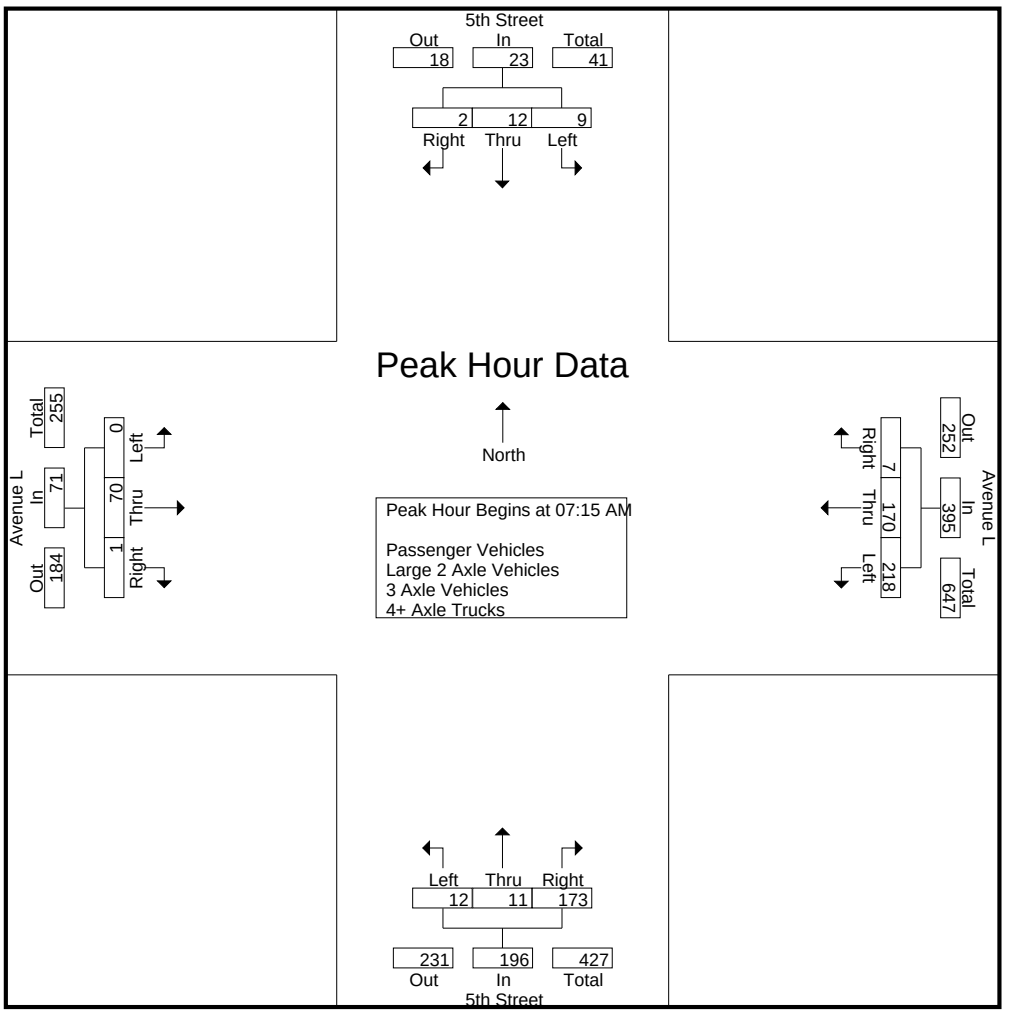
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	49	34	1	84	0	1	30	31	0	18	2	20	136
07:15 AM	5	1	0	6	61	42	1	104	2	1	39	42	0	21	0	21	173
07:30 AM	2	1	0	3	67	51	1	119	2	5	38	45	0	14	0	14	181
07:45 AM	1	9	1	11	55	35	4	94	5	3	58	66	0	18	0	18	189
Total	9	11	1	21	232	162	7	401	9	10	165	184	0	71	2	73	679
08:00 AM	1	1	1	3	35	42	1	78	3	2	38	43	0	17	1	18	142
08:15 AM	3	8	0	11	28	40	2	70	1	2	20	23	1	15	0	16	120
08:30 AM	1	3	2	6	33	25	0	58	2	4	19	25	2	24	3	29	118
08:45 AM	2	4	1	7	23	32	0	55	3	0	15	18	0	18	1	19	99
Total	7	16	4	27	119	139	3	261	9	8	92	109	3	74	5	82	479
Grand Total	16	27	5	48	351	301	10	662	18	18	257	293	3	145	7	155	1158
Apprch %	33.3	56.2	10.4		53	45.5	1.5		6.1	6.1	87.7		1.9	93.5	4.5		
Total %	1.4	2.3	0.4	4.1	30.3	26	0.9	57.2	1.6	1.6	22.2	25.3	0.3	12.5	0.6	13.4	
Passenger Vehicles	16	26	5	47	348	295	10	653	17	18	255	290	3	141	7	151	1141
% Passenger Vehicles	100	96.3	100	97.9	99.1	98	100	98.6	94.4	100	99.2	99	100	97.2	100	97.4	98.5
Large 2 Axle Vehicles	0	1	0	1	3	4	0	7	1	0	2	3	0	4	0	4	15
% Large 2 Axle Vehicles	0	3.7	0	2.1	0.9	1.3	0	1.1	5.6	0	0.8	1	0	2.8	0	2.6	1.3
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0.1

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**5**	1	0	6	61	42	1	104	2	1	39	42	0	**21**	0	**21**	173
07:30 AM	2	1	0	3	**67**	**51**	1	**119**	2	**5**	38	45	0	14	0	14	181
07:45 AM	1	**9**	**1**	**11**	55	35	**4**	94	**5**	3	**58**	**66**	0	18	0	18	**189**
08:00 AM	1	1	1	3	35	42	1	78	3	2	38	43	0	17	**1**	18	142
Total Volume	9	12	2	23	218	170	7	395	12	11	173	196	0	70	1	71	685
% App. Total	39.1	52.2	8.7		55.2	43	1.8		6.1	5.6	88.3		0	98.6	1.4		
PHF	.450	.333	.500	.523	.813	.833	.438	.830	.600	.550	.746	.742	.000	.833	.250	.845	.906

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:45 AM				07:00 AM				07:15 AM				08:00 AM			
+0 mins.	1	**9**	1	**11**	49	34	1	84	2	1	39	42	0	17	1	18
+15 mins.	1	1	1	3	61	42	1	104	2	**5**	38	45	1	15	0	16
+30 mins.	**3**	8	0	11	**67**	**51**	1	**119**	**5**	3	**58**	**66**	**2**	**24**	**3**	**29**
+45 mins.	1	3	**2**	6	55	35	**4**	94	3	2	38	43	0	18	1	19
Total Volume	6	21	4	31	232	162	7	401	12	11	173	196	3	74	5	82
% App. Total	19.4	67.7	12.9		57.9	40.4	1.7		6.1	5.6	88.3		3.7	90.2	6.1	
PHF	.500	.583	.500	.705	.866	.794	.438	.842	.600	.550	.746	.742	.375	.771	.417	.707

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

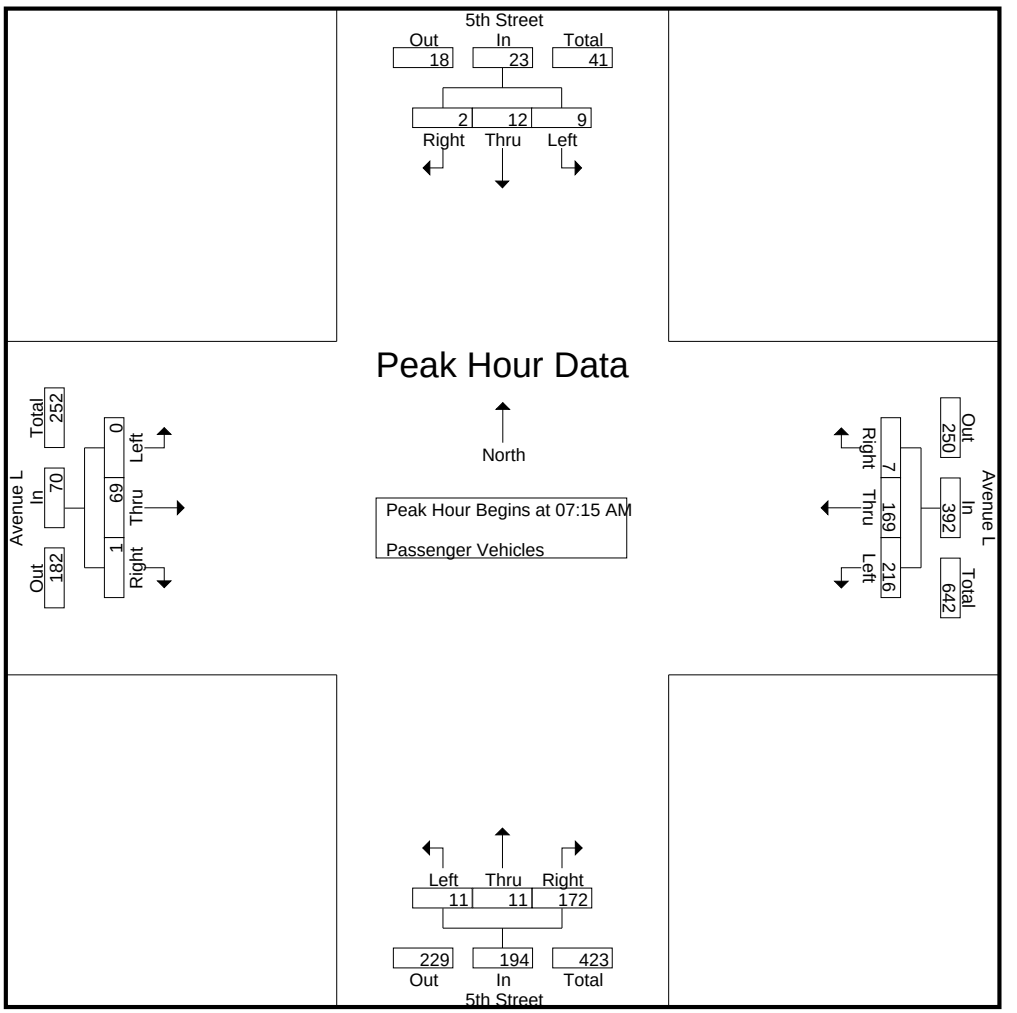
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	48	33	1	82	0	1	29	30	0	18	2	20	133
07:15 AM	5	1	0	6	59	42	1	102	2	1	39	42	0	21	0	21	171
07:30 AM	2	1	0	3	67	50	1	118	2	5	38	45	0	14	0	14	180
07:45 AM	1	9	1	11	55	35	4	94	4	3	57	64	0	17	0	17	186
Total	9	11	1	21	229	160	7	396	8	10	163	181	0	70	2	72	670
08:00 AM	1	1	1	3	35	42	1	78	3	2	38	43	0	17	1	18	142
08:15 AM	3	7	0	10	28	36	2	66	1	2	20	23	1	15	0	16	115
08:30 AM	1	3	2	6	33	25	0	58	2	4	19	25	2	22	3	27	116
08:45 AM	2	4	1	7	23	32	0	55	3	0	15	18	0	17	1	18	98
Total	7	15	4	26	119	135	3	257	9	8	92	109	3	71	5	79	471
Grand Total	16	26	5	47	348	295	10	653	17	18	255	290	3	141	7	151	1141
Apprch %	34	55.3	10.6		53.3	45.2	1.5		5.9	6.2	87.9		2	93.4	4.6		
Total %	1.4	2.3	0.4	4.1	30.5	25.9	0.9	57.2	1.5	1.6	22.3	25.4	0.3	12.4	0.6	13.2	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**5**	1	0	6	59	42	1	102	2	1	39	42	0	**21**	0	**21**	171
07:30 AM	2	1	0	3	**67**	**50**	1	**118**	2	**5**	38	45	0	14	0	14	180
07:45 AM	1	**9**	**1**	**11**	55	35	**4**	94	**4**	3	**57**	**64**	0	17	0	17	**186**
08:00 AM	1	1	1	3	35	42	1	78	3	2	38	43	0	17	**1**	18	142
Total Volume	9	12	2	23	216	169	7	392	11	11	172	194	0	69	1	70	679
% App. Total	39.1	52.2	8.7		55.1	43.1	1.8		5.7	5.7	88.7		0	98.6	1.4		
PHF	.450	.333	.500	.523	.806	.845	.438	.831	.688	.550	.754	.758	.000	.821	.250	.833	.913

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**5**	1	0	6	59	42	1	102	2	1	39	42	0	**21**	0	**21**
+15 mins.	2	1	0	3	**67**	**50**	1	**118**	2	**5**	38	45	0	14	0	14
+30 mins.	1	**9**	**1**	**11**	55	35	**4**	94	**4**	3	**57**	**64**	0	17	0	17
+45 mins.	1	1	1	3	35	42	1	78	3	2	38	43	0	17	**1**	18
Total Volume	9	12	2	23	216	169	7	392	11	11	172	194	0	69	1	70
% App. Total	39.1	52.2	8.7		55.1	43.1	1.8		5.7	5.7	88.7		0	98.6	1.4	
PHF	.450	.333	.500	.523	.806	.845	.438	.831	.688	.550	.754	.758	.000	.821	.250	.833

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

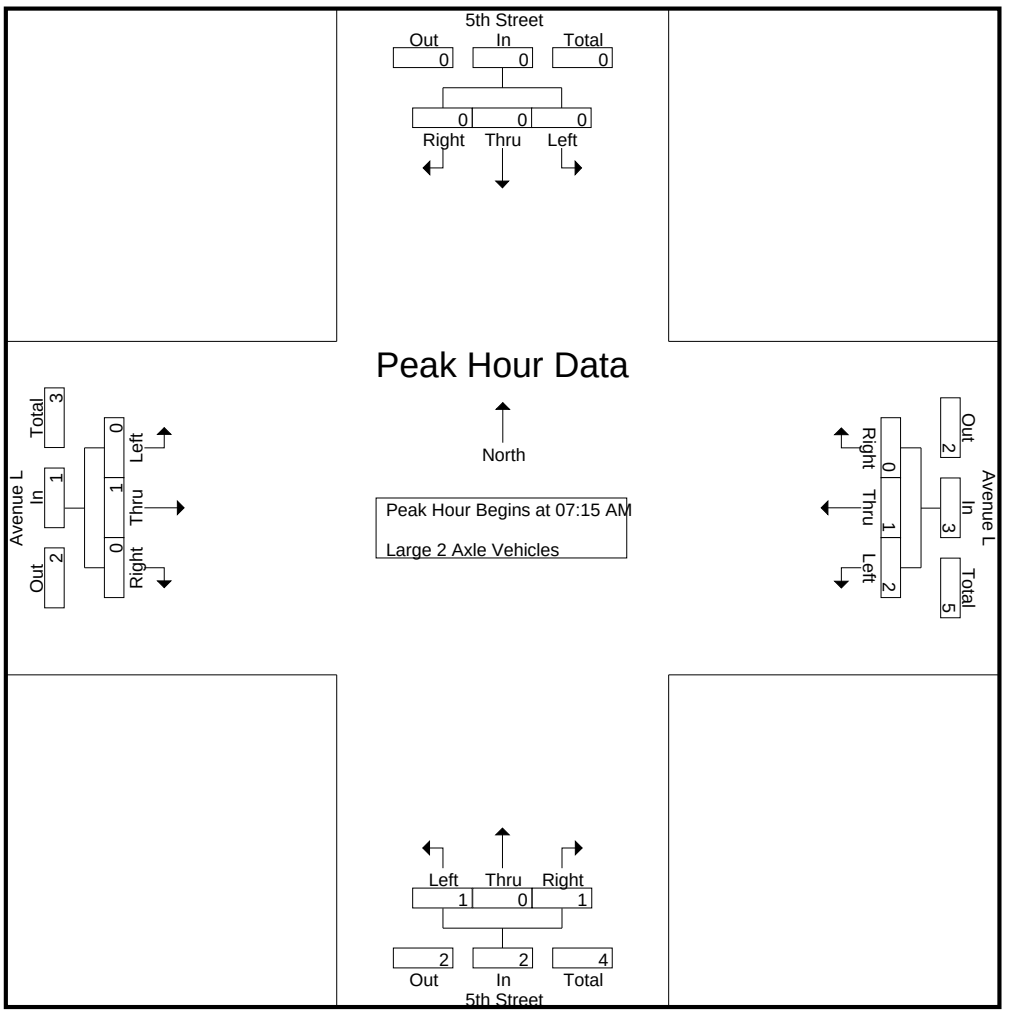
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
Total	0	0	0	0	3	1	0	4	1	0	2	3	0	1	0	1	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Grand Total	0	1	0	1	3	4	0	7	1	0	2	3	0	4	0	4	15
Apprch %	0	100	0		42.9	57.1	0		33.3	0	66.7		0	100	0		
Total %	0	6.7	0	6.7	20	26.7	0	46.7	6.7	0	13.3	20	0	26.7	0	26.7	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	**1**	0	**1**	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	1	0	3	1	0	1	2	0	1	0	1	6
% App. Total	0	0	0		66.7	33.3	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.375	.250	.000	.250	.250	.000	.250	.000	.250	.500

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	1	0	3	1	0	1	2	0	1	0	1
% App. Total	0	0	0		66.7	33.3	0		50	0	50		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.375	.250	.000	.250	.250	.000	.250	.000	.250

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

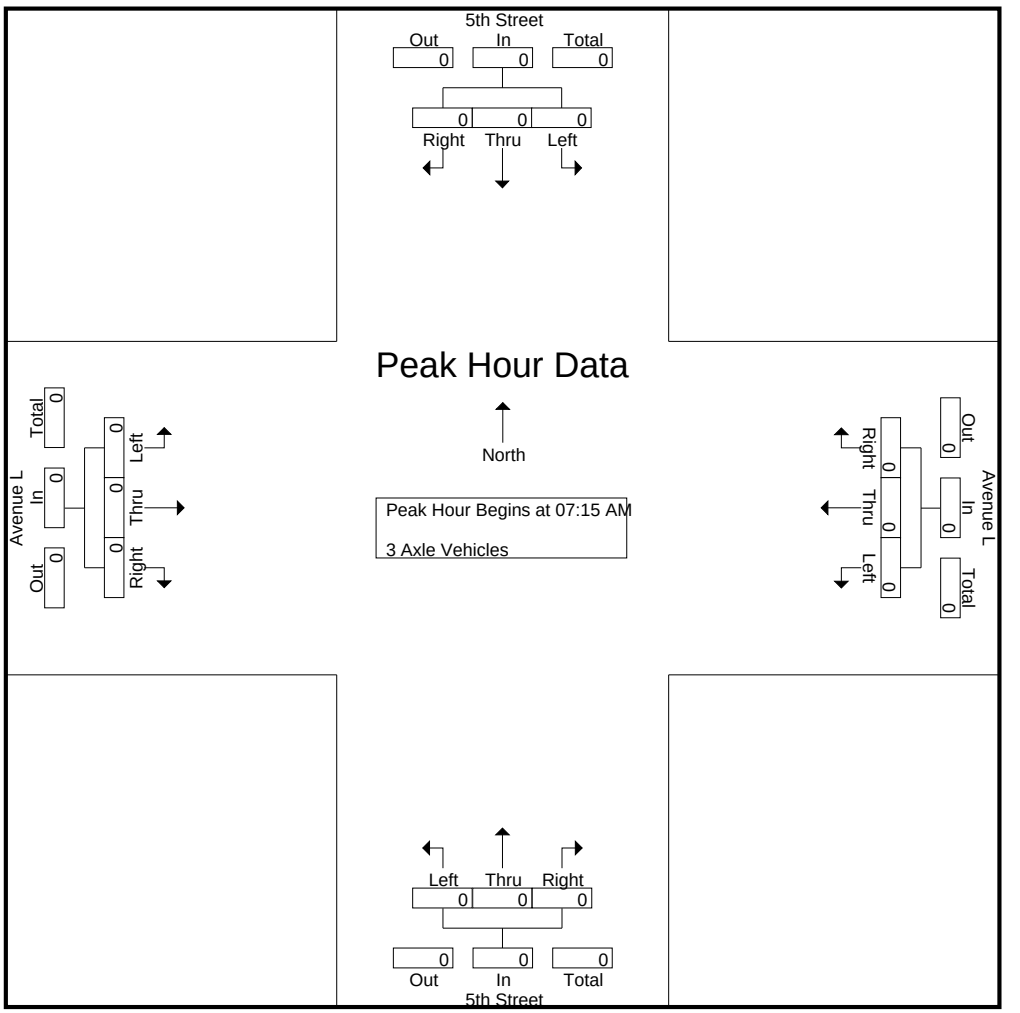
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

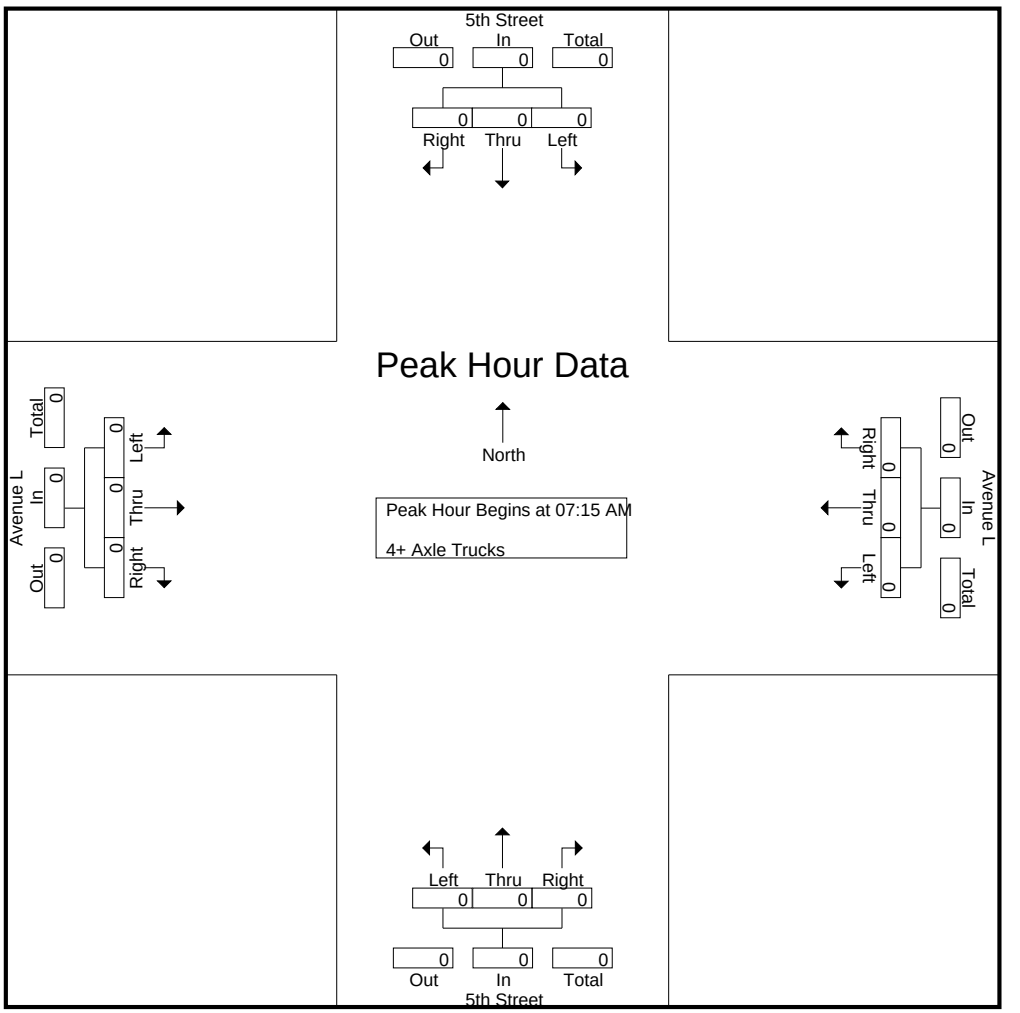
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

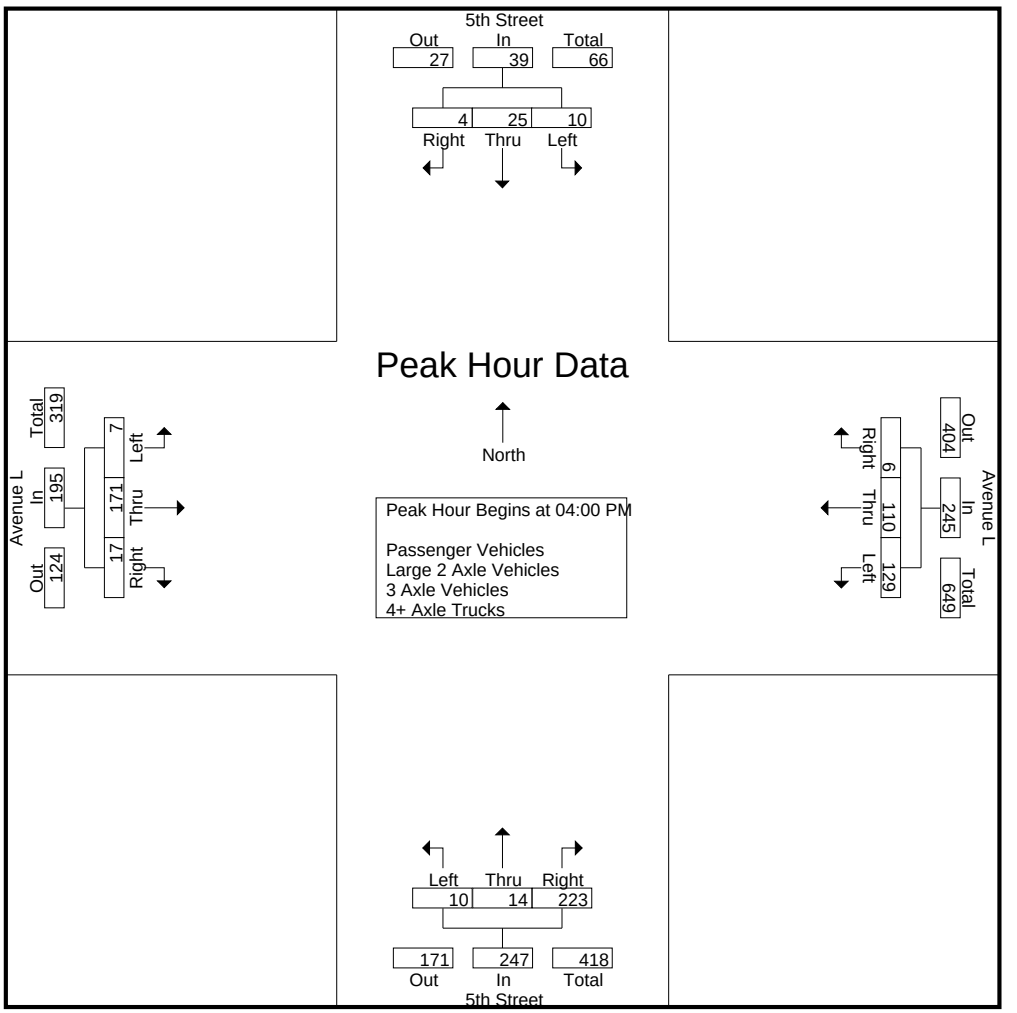
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	1	8	33	29	3	65	4	3	55	62	5	40	4	49	184
04:15 PM	3	4	2	9	34	28	2	64	2	8	68	78	0	41	2	43	194
04:30 PM	2	6	0	8	27	25	0	52	3	0	58	61	2	36	3	41	162
04:45 PM	4	9	1	14	35	28	1	64	1	3	42	46	0	54	8	62	186
Total	10	25	4	39	129	110	6	245	10	14	223	247	7	171	17	195	726
05:00 PM	2	4	1	7	23	28	5	56	5	9	64	78	1	36	2	39	180
05:15 PM	2	5	1	8	33	21	0	54	2	7	37	46	0	33	3	36	144
05:30 PM	3	6	0	9	26	24	1	51	3	3	49	55	0	36	3	39	154
05:45 PM	2	5	0	7	41	29	3	73	3	5	41	49	0	25	7	32	161
Total	9	20	2	31	123	102	9	234	13	24	191	228	1	130	15	146	639
Grand Total	19	45	6	70	252	212	15	479	23	38	414	475	8	301	32	341	1365
Apprch %	27.1	64.3	8.6		52.6	44.3	3.1		4.8	8	87.2		2.3	88.3	9.4		
Total %	1.4	3.3	0.4	5.1	18.5	15.5	1.1	35.1	1.7	2.8	30.3	34.8	0.6	22.1	2.3	25	
Passenger Vehicles	19	44	6	69	252	212	15	479	23	36	408	467	8	296	32	336	1351
% Passenger Vehicles	100	97.8	100	98.6	100	100	100	100	100	94.7	98.6	98.3	100	98.3	100	98.5	99
Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	6	8	0	5	0	5	14
% Large 2 Axle Vehicles	0	2.2	0	1.4	0	0	0	0	0	5.3	1.4	1.7	0	1.7	0	1.5	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	6	1	8	33	**29**	**3**	**65**	**4**	3	55	62	**5**	40	4	49	184
04:15 PM	3	4	**2**	9	34	28	2	64	2	**8**	**68**	**78**	0	41	2	43	**194**
04:30 PM	2	6	0	8	27	25	0	52	3	0	58	61	2	36	3	41	162
04:45 PM	**4**	**9**	1	**14**	**35**	28	1	64	1	3	42	46	0	**54**	**8**	**62**	186
Total Volume	10	25	4	39	129	110	6	245	10	14	223	247	7	171	17	195	726
% App. Total	25.6	64.1	10.3		52.7	44.9	2.4		4	5.7	90.3		3.6	87.7	8.7		
PHF	.625	.694	.500	.696	.921	.948	.500	.942	.625	.438	.820	.792	.350	.792	.531	.786	.936

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	1	6	1	8	33	**29**	**3**	**65**	2	8	**68**	**78**	**5**	40	4	49
+15 mins.	3	4	**2**	9	34	28	2	64	3	0	58	61	0	41	2	43
+30 mins.	2	6	0	8	27	25	0	52	1	3	42	46	2	36	3	41
+45 mins.	**4**	**9**	1	**14**	**35**	28	1	64	**5**	**9**	64	78	0	**54**	**8**	**62**
Total Volume	10	25	4	39	129	110	6	245	11	20	232	263	7	171	17	195
% App. Total	25.6	64.1	10.3		52.7	44.9	2.4		4.2	7.6	88.2		3.6	87.7	8.7	
PHF	.625	.694	.500	.696	.921	.948	.500	.942	.550	.556	.853	.843	.350	.792	.531	.786

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

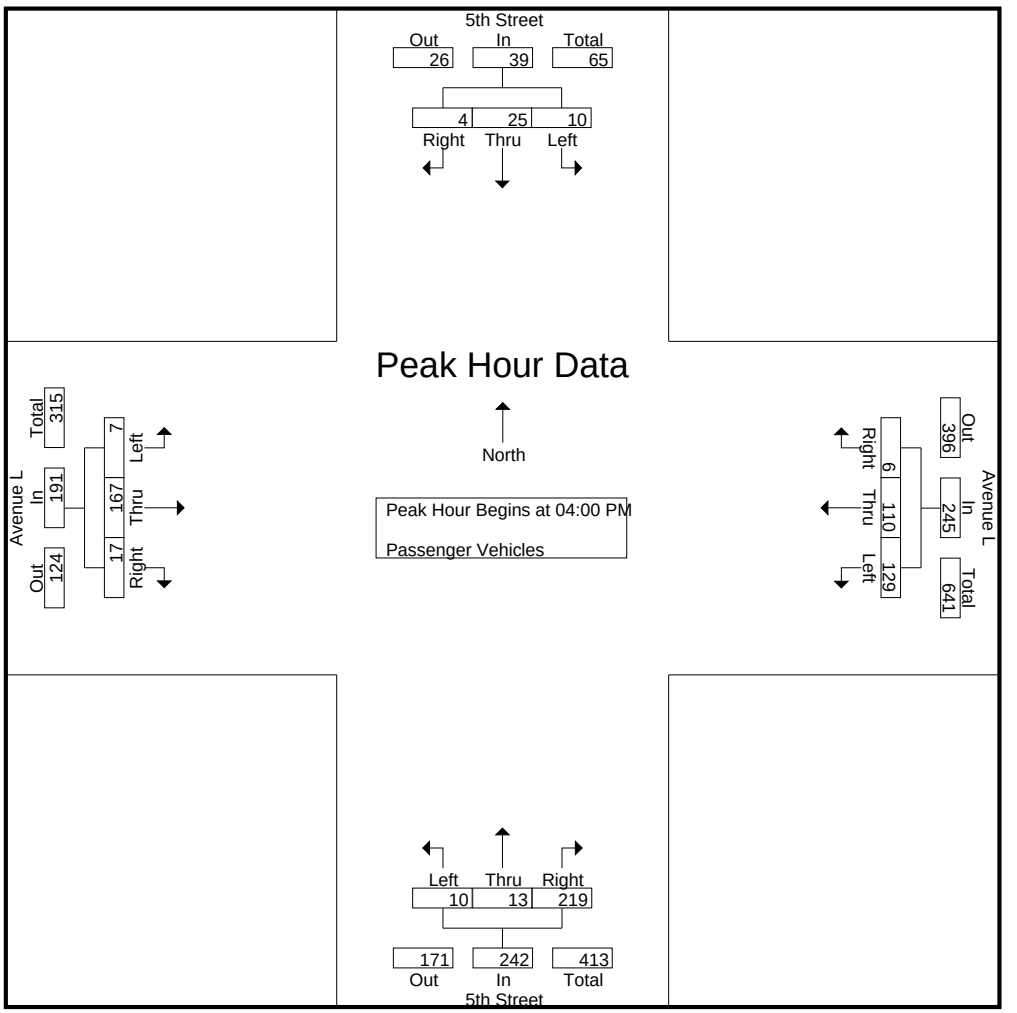
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	1	8	33	29	3	65	4	2	55	61	5	38	4	47	181
04:15 PM	3	4	2	9	34	28	2	64	2	8	66	76	0	39	2	41	190
04:30 PM	2	6	0	8	27	25	0	52	3	0	58	61	2	36	3	41	162
04:45 PM	4	9	1	14	35	28	1	64	1	3	40	44	0	54	8	62	184
Total	10	25	4	39	129	110	6	245	10	13	219	242	7	167	17	191	717
05:00 PM	2	4	1	7	23	28	5	56	5	8	64	77	1	36	2	39	179
05:15 PM	2	5	1	8	33	21	0	54	2	7	36	45	0	33	3	36	143
05:30 PM	3	6	0	9	26	24	1	51	3	3	48	54	0	36	3	39	153
05:45 PM	2	4	0	6	41	29	3	73	3	5	41	49	0	24	7	31	159
Total	9	19	2	30	123	102	9	234	13	23	189	225	1	129	15	145	634
Grand Total	19	44	6	69	252	212	15	479	23	36	408	467	8	296	32	336	1351
Apprch %	27.5	63.8	8.7		52.6	44.3	3.1		4.9	7.7	87.4		2.4	88.1	9.5		
Total %	1.4	3.3	0.4	5.1	18.7	15.7	1.1	35.5	1.7	2.7	30.2	34.6	0.6	21.9	2.4	24.9	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	6	1	8	33	**29**	**3**	**65**	**4**	2	55	61	**5**	38	4	47	181
04:15 PM	3	4	**2**	9	34	28	2	64	2	**8**	**66**	**76**	0	39	2	41	**190**
04:30 PM	2	6	0	8	27	25	0	52	3	0	58	61	2	36	3	41	162
04:45 PM	**4**	**9**	1	**14**	**35**	28	1	64	1	3	40	44	0	**54**	**8**	**62**	184
Total Volume	10	25	4	39	129	110	6	245	10	13	219	242	7	167	17	191	717
% App. Total	25.6	64.1	10.3		52.7	44.9	2.4		4.1	5.4	90.5		3.7	87.4	8.9		
PHF	.625	.694	.500	.696	.921	.948	.500	.942	.625	.406	.830	.796	.350	.773	.531	.770	.943

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	6	1	8	33	**29**	**3**	**65**	**4**	2	55	61	**5**	38	4	47
+15 mins.	3	4	**2**	9	34	28	2	64	2	**8**	**66**	**76**	0	39	2	41
+30 mins.	2	6	0	8	27	25	0	52	3	0	58	61	2	36	3	41
+45 mins.	**4**	**9**	1	**14**	**35**	28	1	64	1	3	40	44	0	**54**	**8**	**62**
Total Volume	10	25	4	39	129	110	6	245	10	13	219	242	7	167	17	191
% App. Total	25.6	64.1	10.3		52.7	44.9	2.4		4.1	5.4	90.5		3.7	87.4	8.9	
PHF	.625	.694	.500	.696	.921	.948	.500	.942	.625	.406	.830	.796	.350	.773	.531	.770

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

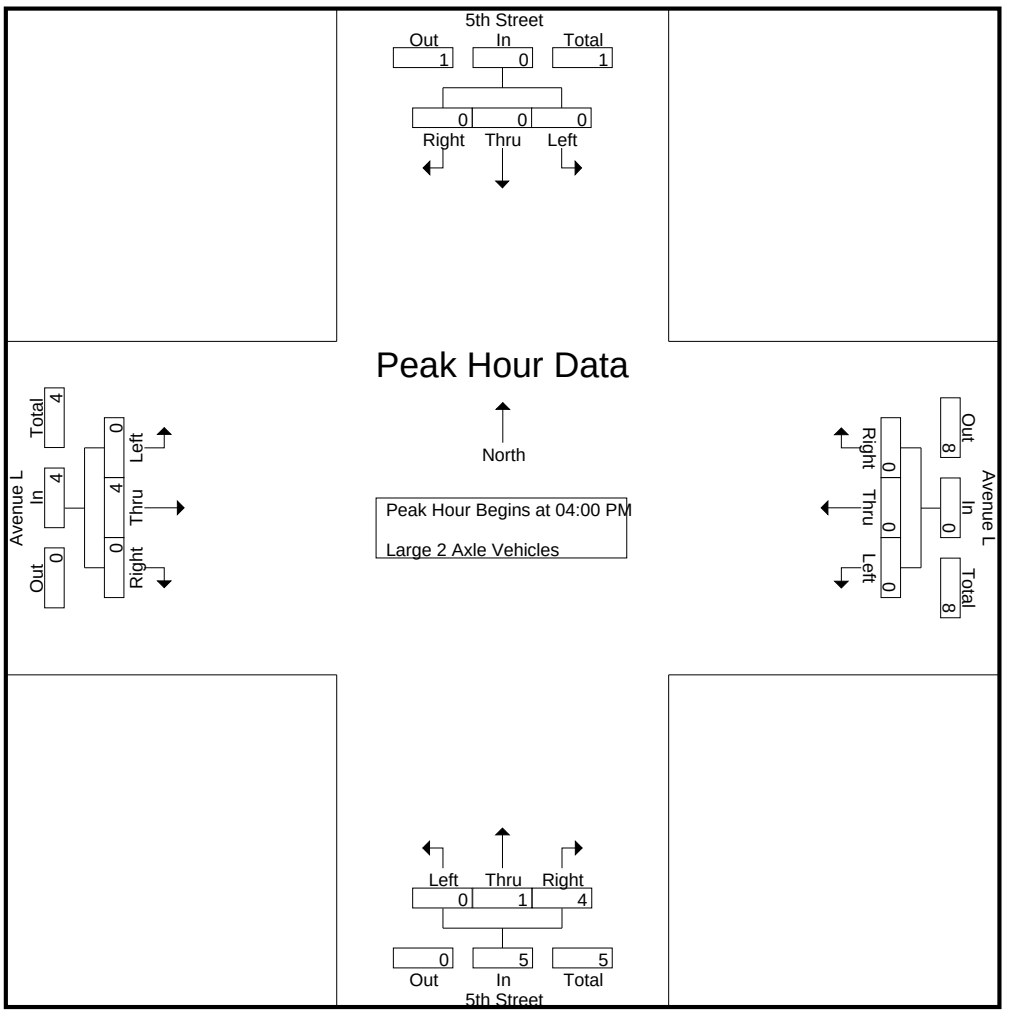
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	1	4	5	0	4	0	4	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	1	0	1	0	0	0	0	0	1	2	3	0	1	0	1	5
Grand Total	0	1	0	1	0	0	0	0	0	2	6	8	0	5	0	5	14
Apprch %	0	100	0		0	0	0		0	25	75		0	100	0		
Total %	0	7.1	0	7.1	0	0	0	0	0	14.3	42.9	57.1	0	35.7	0	35.7	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**2**	0	**2**	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	2	0	2	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	1	4	5	0	4	0	4	9
% App. Total	0	0	0		0	0	0		0	20	80		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.625	.000	.500	.000	.500	.563

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	4	5	0	4	0	4
% App. Total	0	0	0		0	0	0		0	20	80		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.625	.000	.500	.000	.500

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

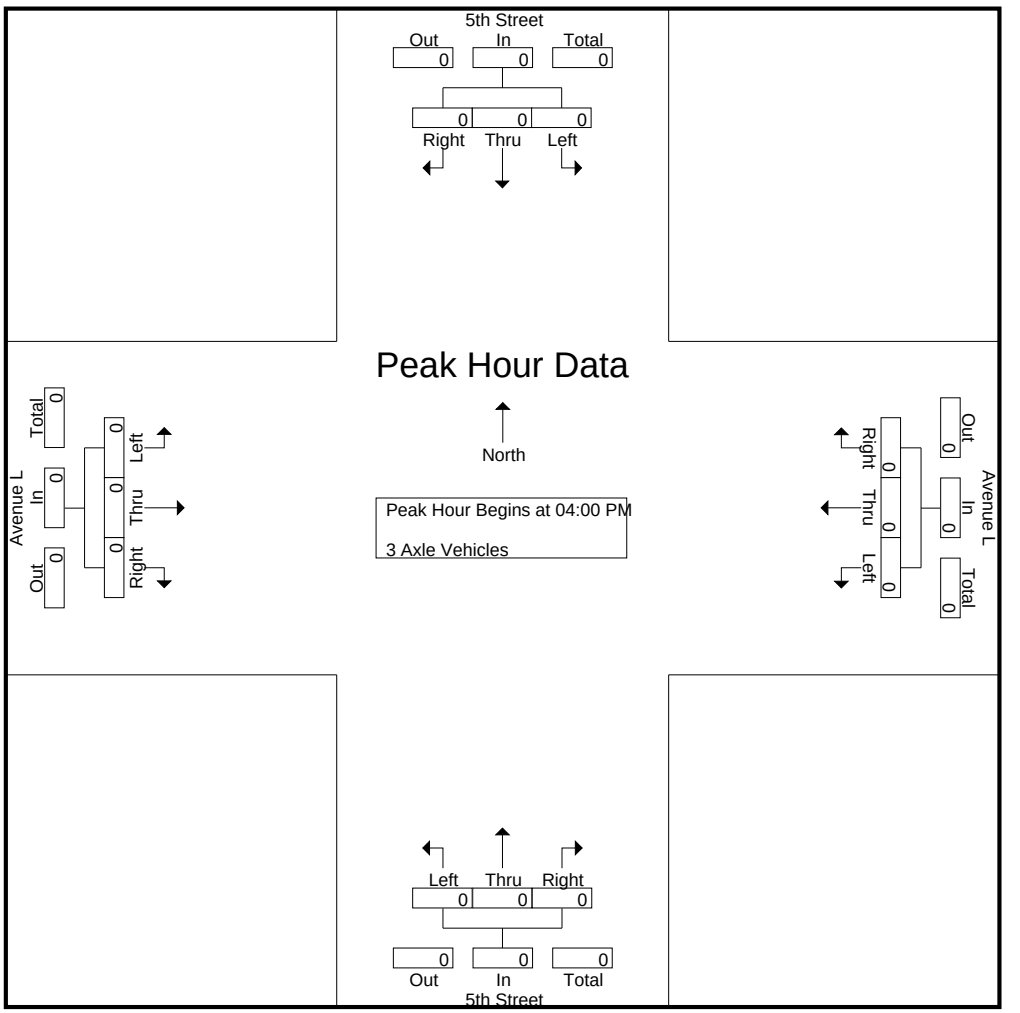
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

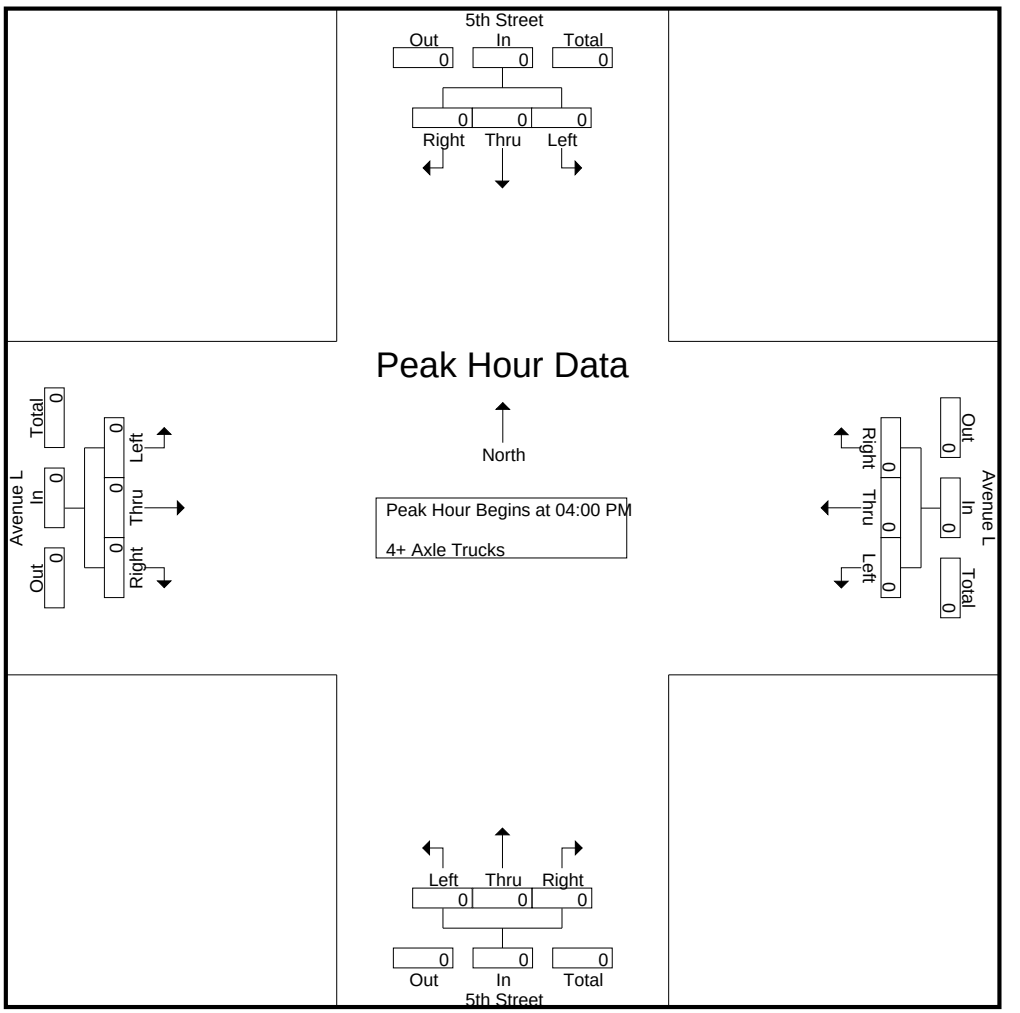
	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	5th Street Southbound				Avenue L Westbound				5th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Avenue L
Weather: Clear

File Name : 01_CAL_5th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Calimesa
N/S: 5th Street
E/W: Avenue L

Date: 1/24/2024
Day: Wednesday

PEDESTRIANS

	North Leg 5th Street	East Leg Avenue L	South Leg 5th Street	West Leg Avenue L	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	1	1

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

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

Location: Calimesa
N/S: 5th Street
E/W: Avenue L

Date: 1/24/2024
Day: Wednesday

BICYCLES

	Southbound 5th Street			Westbound Avenue L			Northbound 5th Street			Eastbound Avenue L			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

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

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

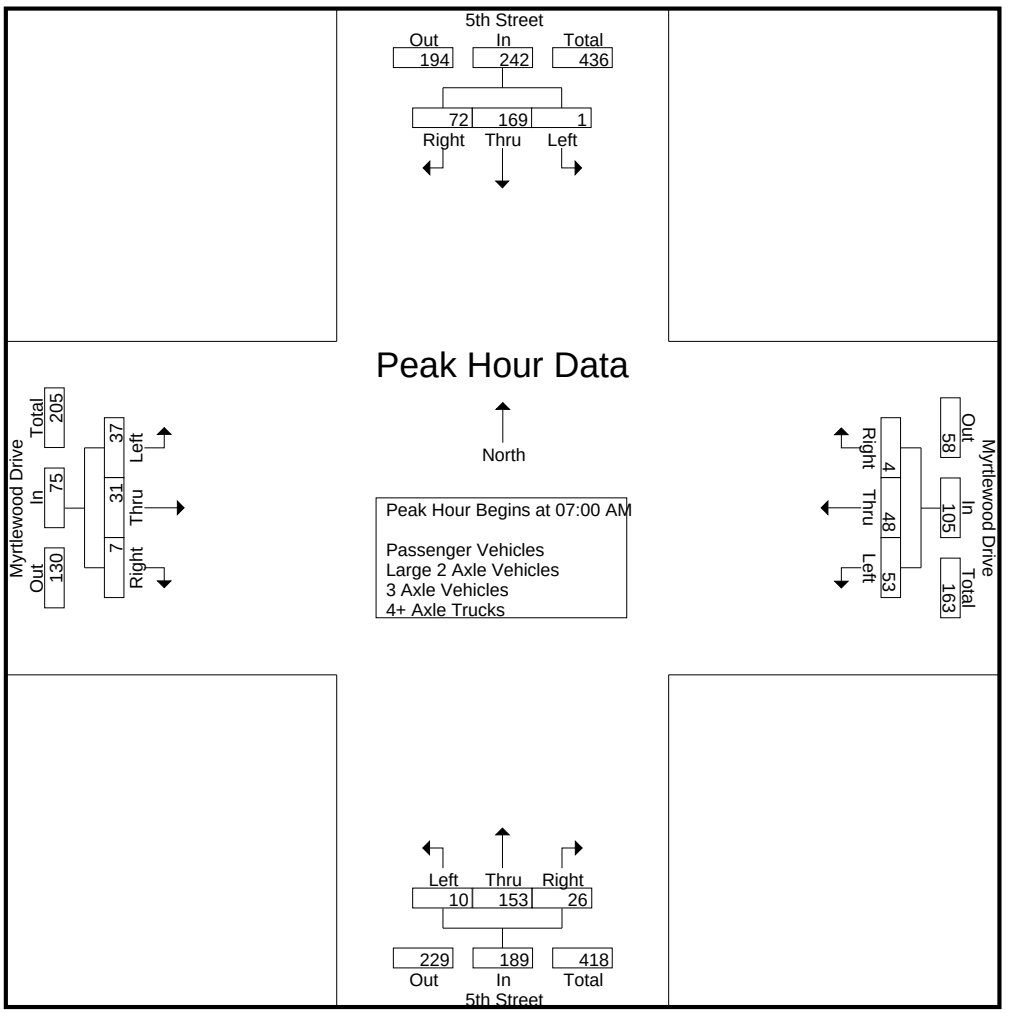
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	38	11	49	9	11	0	20	1	31	3	35	7	9	4	20	124
07:15 AM	0	47	20	67	16	11	1	28	0	33	3	36	9	4	1	14	145
07:30 AM	0	45	18	63	18	16	2	36	1	35	9	45	8	8	0	16	160
07:45 AM	1	39	23	63	10	10	1	21	8	54	11	73	13	10	2	25	182
Total	1	169	72	242	53	48	4	105	10	153	26	189	37	31	7	75	611
08:00 AM	0	21	19	40	11	11	1	23	1	33	6	40	11	8	1	20	123
08:15 AM	1	26	16	43	7	9	1	17	1	13	4	18	14	7	3	24	102
08:30 AM	1	24	13	38	11	9	1	21	0	14	9	23	11	8	1	20	102
08:45 AM	0	15	12	27	2	9	0	11	1	14	4	19	10	14	3	27	84
Total	2	86	60	148	31	38	3	72	3	74	23	100	46	37	8	91	411
Grand Total	3	255	132	390	84	86	7	177	13	227	49	289	83	68	15	166	1022
Apprch %	0.8	65.4	33.8		47.5	48.6	4		4.5	78.5	17		50	41	9		
Total %	0.3	25	12.9	38.2	8.2	8.4	0.7	17.3	1.3	22.2	4.8	28.3	8.1	6.7	1.5	16.2	
Passenger Vehicles	3	252	130	385	84	86	7	177	13	224	47	284	81	68	14	163	1009
% Passenger Vehicles	100	98.8	98.5	98.7	100	100	100	100	100	98.7	95.9	98.3	97.6	100	93.3	98.2	98.7
Large 2 Axle Vehicles	0	2	2	4	0	0	0	0	0	2	1	3	2	0	0	2	9
% Large 2 Axle Vehicles	0	0.8	1.5	1	0	0	0	0	0	0.9	2	1	2.4	0	0	1.2	0.9
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.4	0	0.3	0	0	0	0	0	0.4	2	0.7	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	0.6	0.1

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	38	11	49	9	11	0	20	1	31	3	35	7	9	**4**	20	124
07:15 AM	0	**47**	20	**67**	16	11	1	28	0	33	3	36	9	4	1	14	145
07:30 AM	0	45	18	63	**18**	**16**	**2**	**36**	1	35	9	45	8	8	0	16	160
07:45 AM	**1**	39	**23**	63	10	10	1	21	**8**	**54**	**11**	**73**	**13**	**10**	2	**25**	**182**
Total Volume	1	169	72	242	53	48	4	105	10	153	26	189	37	31	7	75	611
% App. Total	0.4	69.8	29.8		50.5	45.7	3.8		5.3	81	13.8		49.3	41.3	9.3		
PHF	.250	.899	.783	.903	.736	.750	.500	.729	.313	.708	.591	.647	.712	.775	.438	.750	.839

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	0	38	11	49	16	11	1	28	0	33	3	36	11	8	1	20
+15 mins.	0	**47**	20	**67**	**18**	**16**	**2**	**36**	1	35	9	45	**14**	7	**3**	24
+30 mins.	0	45	18	63	10	10	1	21	**8**	**54**	**11**	**73**	11	8	1	20
+45 mins.	**1**	39	**23**	63	11	11	1	23	1	33	6	40	10	**14**	3	**27**
Total Volume	1	169	72	242	55	48	5	108	10	155	29	194	46	37	8	91
% App. Total	0.4	69.8	29.8		50.9	44.4	4.6		5.2	79.9	14.9		50.5	40.7	8.8	
PHF	.250	.899	.783	.903	.764	.750	.625	.750	.313	.718	.659	.664	.821	.661	.667	.843

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

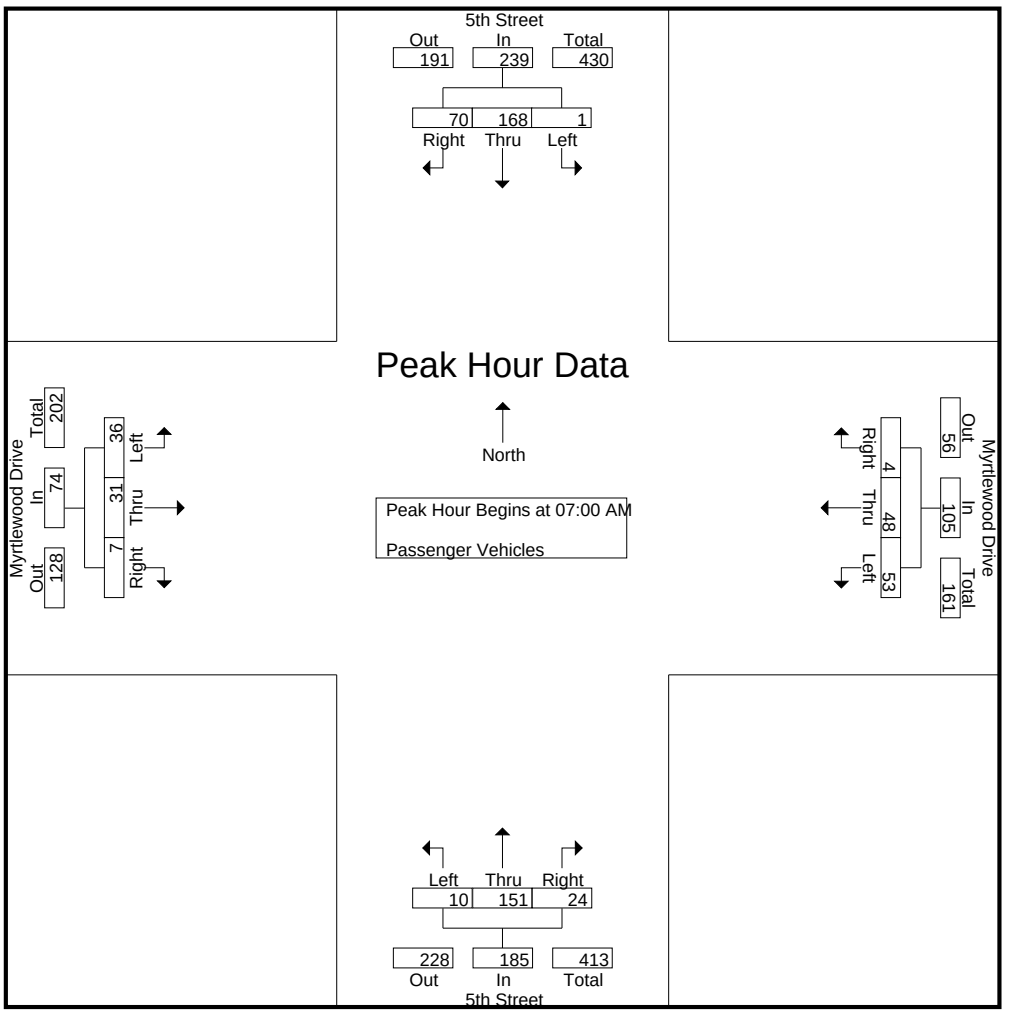
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	38	10	48	9	11	0	20	1	31	3	35	6	9	4	19	122
07:15 AM	0	46	19	65	16	11	1	28	0	33	3	36	9	4	1	14	143
07:30 AM	0	45	18	63	18	16	2	36	1	35	8	44	8	8	0	16	159
07:45 AM	1	39	23	63	10	10	1	21	8	52	10	70	13	10	2	25	179
Total	1	168	70	239	53	48	4	105	10	151	24	185	36	31	7	74	603
08:00 AM	0	21	19	40	11	11	1	23	1	33	6	40	11	8	1	20	123
08:15 AM	1	25	16	42	7	9	1	17	1	12	4	17	14	7	3	24	100
08:30 AM	1	23	13	37	11	9	1	21	0	14	9	23	11	8	1	20	101
08:45 AM	0	15	12	27	2	9	0	11	1	14	4	19	9	14	2	25	82
Total	2	84	60	146	31	38	3	72	3	73	23	99	45	37	7	89	406
Grand Total	3	252	130	385	84	86	7	177	13	224	47	284	81	68	14	163	1009
Apprch %	0.8	65.5	33.8		47.5	48.6	4		4.6	78.9	16.5		49.7	41.7	8.6		
Total %	0.3	25	12.9	38.2	8.3	8.5	0.7	17.5	1.3	22.2	4.7	28.1	8	6.7	1.4	16.2	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	38	10	48	9	11	0	20	1	31	3	35	6	9	**4**	19	122
07:15 AM	0	**46**	19	**65**	16	11	1	28	0	33	3	36	9	4	1	14	143
07:30 AM	0	45	18	63	**18**	**16**	**2**	**36**	1	35	8	44	8	8	0	16	159
07:45 AM	**1**	39	**23**	63	10	10	1	21	**8**	**52**	**10**	**70**	**13**	**10**	2	**25**	**179**
Total Volume	1	168	70	239	53	48	4	105	10	151	24	185	36	31	7	74	603
% App. Total	0.4	70.3	29.3		50.5	45.7	3.8		5.4	81.6	13		48.6	41.9	9.5		
PHF	.250	.913	.761	.919	.736	.750	.500	.729	.313	.726	.600	.661	.692	.775	.438	.740	.842

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	38	10	48	9	11	0	20	1	31	3	35	6	9	**4**	19
+15 mins.	0	**46**	19	**65**	16	11	1	28	0	33	3	36	9	4	1	14
+30 mins.	0	45	18	63	**18**	**16**	**2**	**36**	1	35	8	44	8	8	0	16
+45 mins.	**1**	39	**23**	63	10	10	1	21	**8**	**52**	**10**	**70**	**13**	**10**	2	**25**
Total Volume	1	168	70	239	53	48	4	105	10	151	24	185	36	31	7	74
% App. Total	0.4	70.3	29.3		50.5	45.7	3.8		5.4	81.6	13		48.6	41.9	9.5	
PHF	.250	.913	.761	.919	.736	.750	.500	.729	.313	.726	.600	.661	.692	.775	.438	.740

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

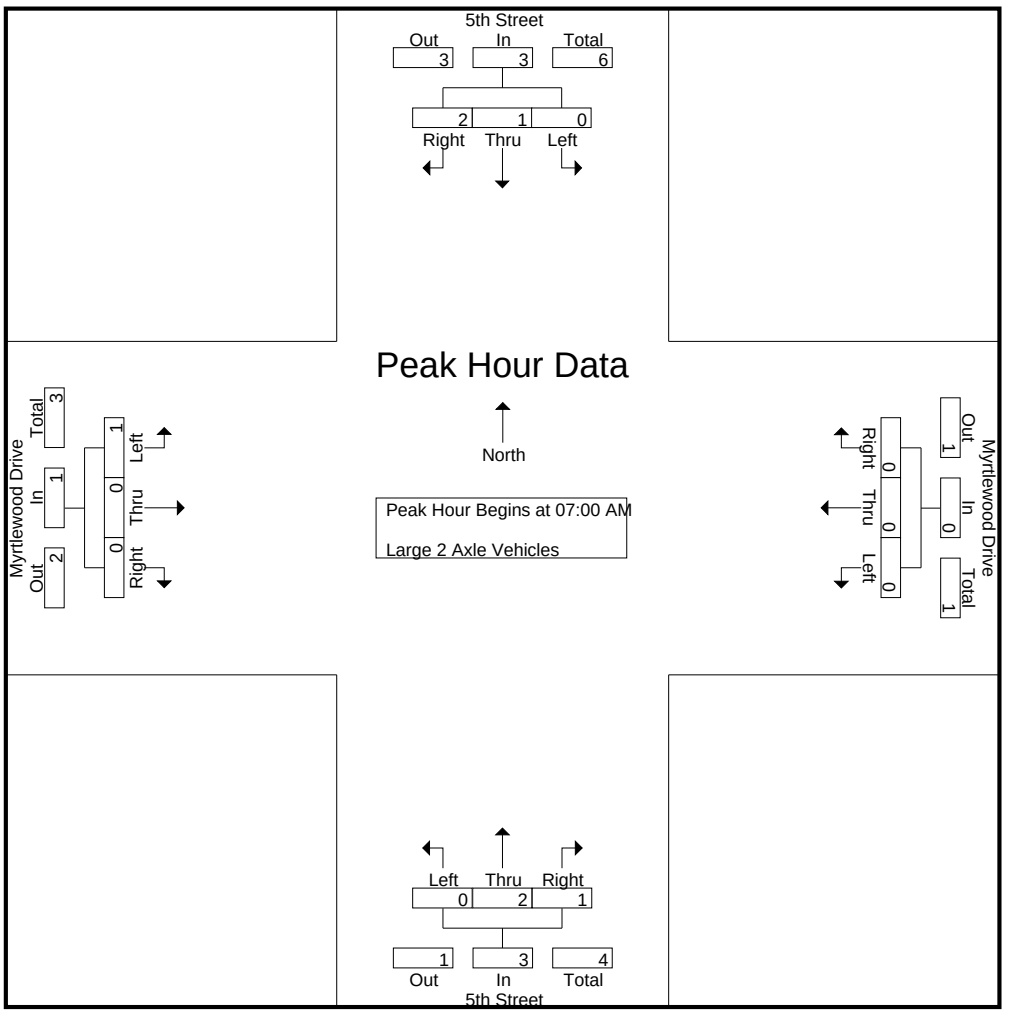
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	1	2	3	0	0	0	0	0	2	1	3	1	0	0	1	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	2	2	4	0	0	0	0	0	2	1	3	2	0	0	2	9
Apprch %	0	50	50		0	0	0		0	66.7	33.3		100	0	0		
Total %	0	22.2	22.2	44.4	0	0	0	0	0	22.2	11.1	33.3	22.2	0	0	22.2	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
07:15 AM	0	**1**	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	1	2	3	0	0	0	0	0	2	1	3	1	0	0	1	7
% App. Total	0	33.3	66.7		0	0	0		0	66.7	33.3		100	0	0		
PHF	.000	.250	.500	.375	.000	.000	.000	.000	.000	.250	.250	.375	.250	.000	.000	.250	.875

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	**1**	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	1	2	3	0	0	0	0	0	2	1	3	1	0	0	1
% App. Total	0	33.3	66.7		0	0	0		0	66.7	33.3		100	0	0	
PHF	.000	.250	.500	.375	.000	.000	.000	.000	.000	.250	.250	.375	.250	.000	.000	.250

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

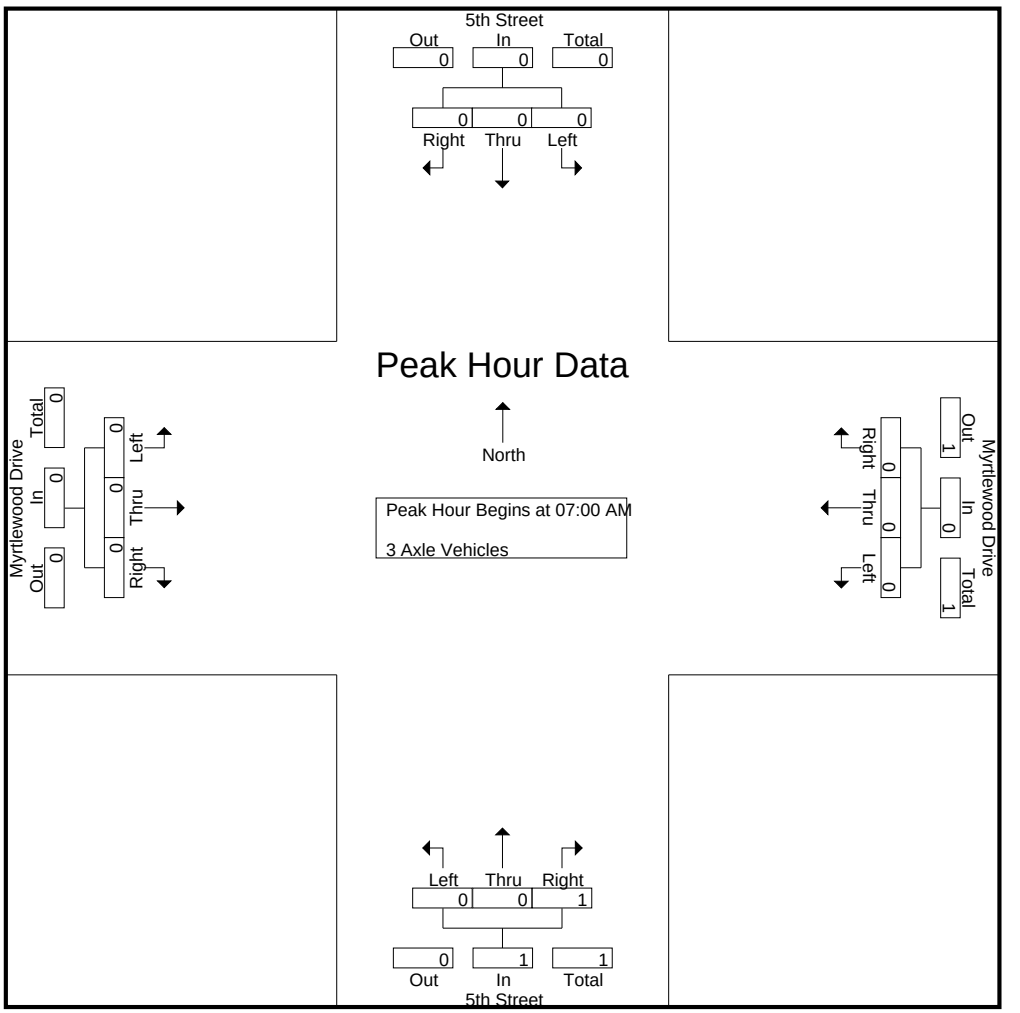
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	50	50		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	33.3	33.3	66.7	0	0	0	0	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

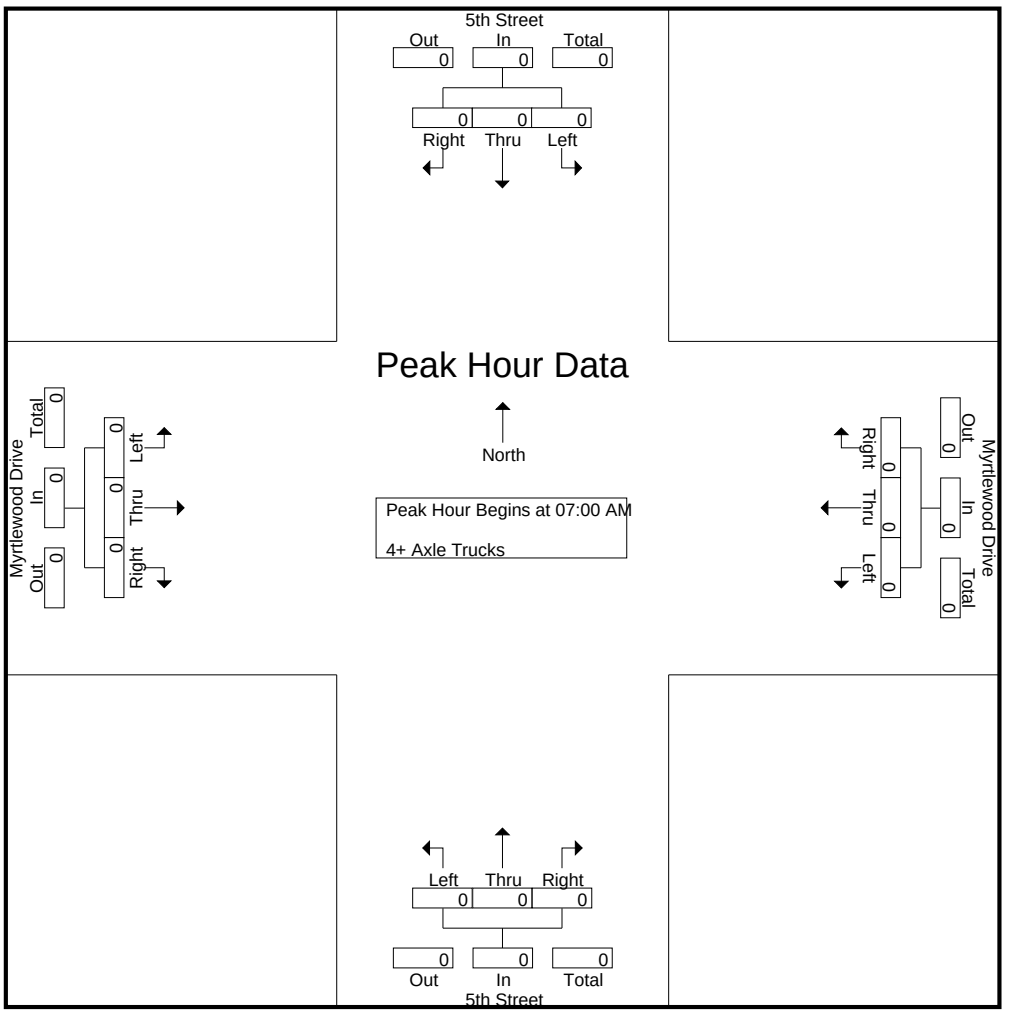
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

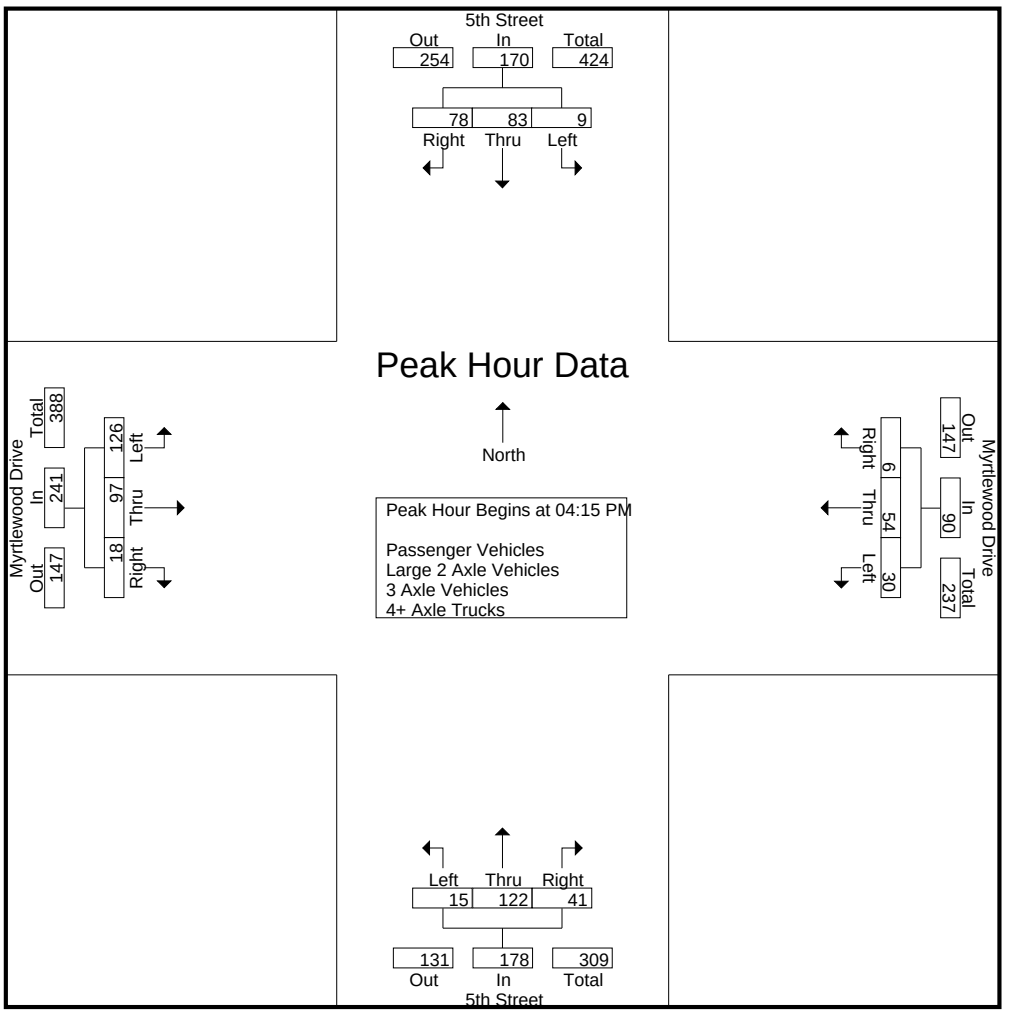
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	15	30	46	4	11	0	15	3	36	12	51	24	22	4	50	162
04:15 PM	1	22	16	39	6	16	1	23	3	33	9	45	46	21	3	70	177
04:30 PM	0	22	18	40	9	13	1	23	3	33	13	49	30	20	4	54	166
04:45 PM	5	10	22	37	8	15	3	26	6	31	8	45	18	29	6	53	161
Total	7	69	86	162	27	55	5	87	15	133	42	190	118	92	17	227	666
05:00 PM	3	29	22	54	7	10	1	18	3	25	11	39	32	27	5	64	175
05:15 PM	1	16	25	42	2	16	0	18	2	23	6	31	31	25	7	63	154
05:30 PM	2	19	16	37	4	18	1	23	2	23	11	36	32	21	3	56	152
05:45 PM	3	11	23	37	2	11	1	14	2	44	9	55	28	23	5	56	162
Total	9	75	86	170	15	55	3	73	9	115	37	161	123	96	20	239	643
Grand Total	16	144	172	332	42	110	8	160	24	248	79	351	241	188	37	466	1309
Apprch %	4.8	43.4	51.8		26.2	68.8	5		6.8	70.7	22.5		51.7	40.3	7.9		
Total %	1.2	11	13.1	25.4	3.2	8.4	0.6	12.2	1.8	18.9	6	26.8	18.4	14.4	2.8	35.6	
Passenger Vehicles	16	144	172	332	42	110	8	160	24	242	78	344	239	188	37	464	1300
% Passenger Vehicles	100	100	100	100	100	100	100	100	100	97.6	98.7	98	99.2	100	100	99.6	99.3
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	6	1	7	2	0	0	2	9
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	2.4	1.3	2	0.8	0	0	0.4	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	22	16	39	6	**16**	1	23	3	**33**	9	45	**46**	21	3	**70**	**177**
04:30 PM	0	22	18	40	**9**	13	1	23	3	33	**13**	**49**	30	20	4	54	166
04:45 PM	**5**	10	**22**	37	8	15	**3**	**26**	**6**	31	8	45	18	**29**	**6**	53	161
05:00 PM	3	**29**	22	**54**	7	10	1	18	3	25	11	39	32	27	5	64	175
Total Volume	9	83	78	170	30	54	6	90	15	122	41	178	126	97	18	241	679
% App. Total	5.3	48.8	45.9		33.3	60	6.7		8.4	68.5	23		52.3	40.2	7.5		
PHF	.450	.716	.886	.787	.833	.844	.500	.865	.625	.924	.788	.908	.685	.836	.750	.861	.959

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:30 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	0	22	18	40	6	**16**	1	23	3	**36**	12	**51**	**46**	21	3	**70**
+15 mins.	**5**	10	22	37	**9**	13	1	23	3	33	9	45	30	20	4	54
+30 mins.	3	**29**	22	**54**	8	15	**3**	**26**	3	33	**13**	49	18	**29**	**6**	53
+45 mins.	1	16	**25**	42	7	10	1	18	**6**	31	8	45	32	27	5	64
Total Volume	9	77	87	173	30	54	6	90	15	133	42	190	126	97	18	241
% App. Total	5.2	44.5	50.3		33.3	60	6.7		7.9	70	22.1		52.3	40.2	7.5	
PHF	.450	.664	.870	.801	.833	.844	.500	.865	.625	.924	.808	.931	.685	.836	.750	.861

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

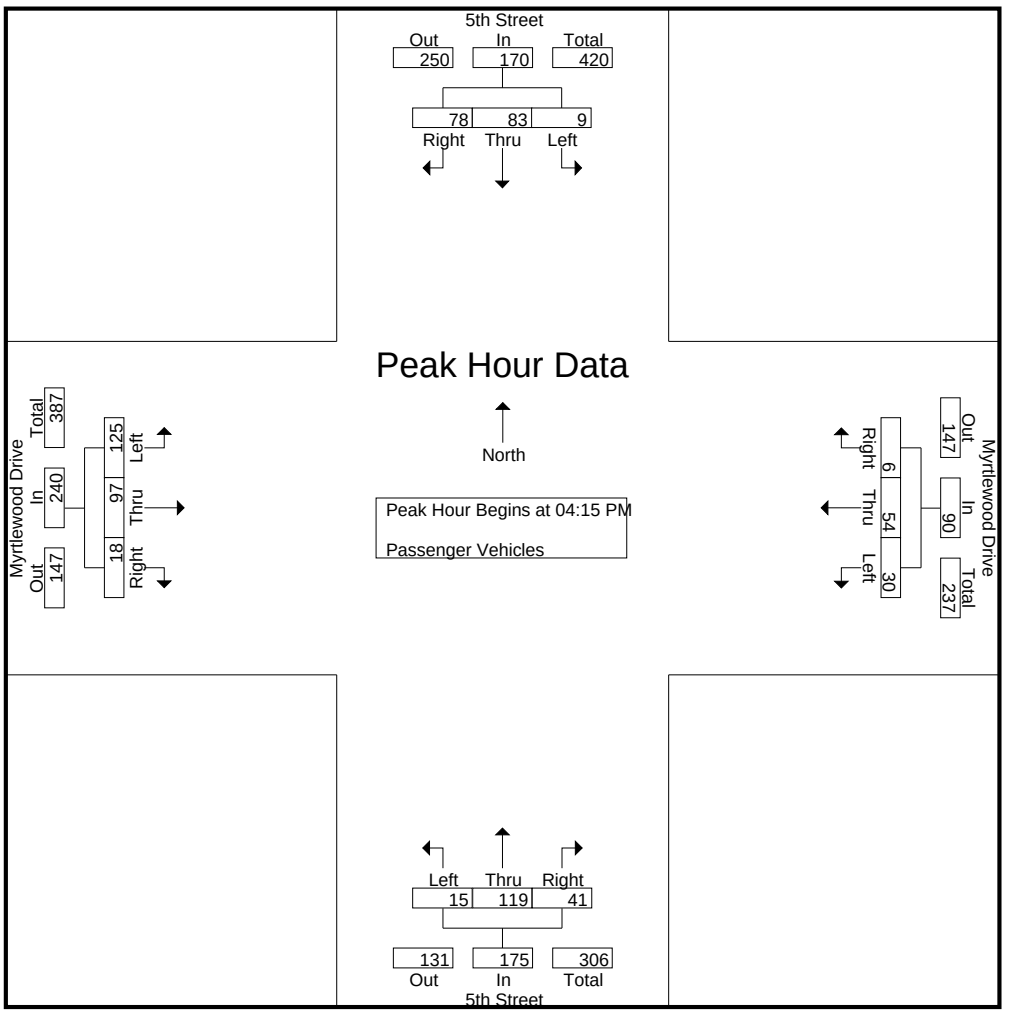
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	15	30	46	4	11	0	15	3	35	12	50	24	22	4	50	161
04:15 PM	1	22	16	39	6	16	1	23	3	32	9	44	45	21	3	69	175
04:30 PM	0	22	18	40	9	13	1	23	3	33	13	49	30	20	4	54	166
04:45 PM	5	10	22	37	8	15	3	26	6	30	8	44	18	29	6	53	160
Total	7	69	86	162	27	55	5	87	15	130	42	187	117	92	17	226	662
05:00 PM	3	29	22	54	7	10	1	18	3	24	11	38	32	27	5	64	174
05:15 PM	1	16	25	42	2	16	0	18	2	22	5	29	30	25	7	62	151
05:30 PM	2	19	16	37	4	18	1	23	2	23	11	36	32	21	3	56	152
05:45 PM	3	11	23	37	2	11	1	14	2	43	9	54	28	23	5	56	161
Total	9	75	86	170	15	55	3	73	9	112	36	157	122	96	20	238	638
Grand Total	16	144	172	332	42	110	8	160	24	242	78	344	239	188	37	464	1300
Apprch %	4.8	43.4	51.8		26.2	68.8	5		7	70.3	22.7		51.5	40.5	8		
Total %	1.2	11.1	13.2	25.5	3.2	8.5	0.6	12.3	1.8	18.6	6	26.5	18.4	14.5	2.8	35.7	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	22	16	39	6	**16**	1	23	3	32	9	44	**45**	21	3	**69**	**175**
04:30 PM	0	22	18	40	**9**	13	1	23	3	**33**	**13**	**49**	30	20	4	54	166
04:45 PM	**5**	10	**22**	37	8	15	**3**	**26**	**6**	30	8	44	18	**29**	**6**	53	160
05:00 PM	3	**29**	22	**54**	7	10	1	18	3	24	11	38	32	27	5	64	174
Total Volume	9	83	78	170	30	54	6	90	15	119	41	175	125	97	18	240	675
% App. Total	5.3	48.8	45.9		33.3	60	6.7		8.6	68	23.4		52.1	40.4	7.5		
PHF	.450	.716	.886	.787	.833	.844	.500	.865	.625	.902	.788	.893	.694	.836	.750	.870	.964

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	22	16	39	6	**16**	1	23	3	32	9	44	**45**	21	3	**69**
+15 mins.	0	22	18	40	**9**	13	1	23	3	**33**	**13**	**49**	30	20	4	54
+30 mins.	**5**	10	**22**	37	8	15	**3**	**26**	**6**	30	8	44	18	**29**	**6**	53
+45 mins.	3	**29**	22	**54**	7	10	1	18	3	24	11	38	32	27	5	64
Total Volume	9	83	78	170	30	54	6	90	15	119	41	175	125	97	18	240
% App. Total	5.3	48.8	45.9		33.3	60	6.7		8.6	68	23.4		52.1	40.4	7.5	
PHF	.450	.716	.886	.787	.833	.844	.500	.865	.625	.902	.788	.893	.694	.836	.750	.870

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

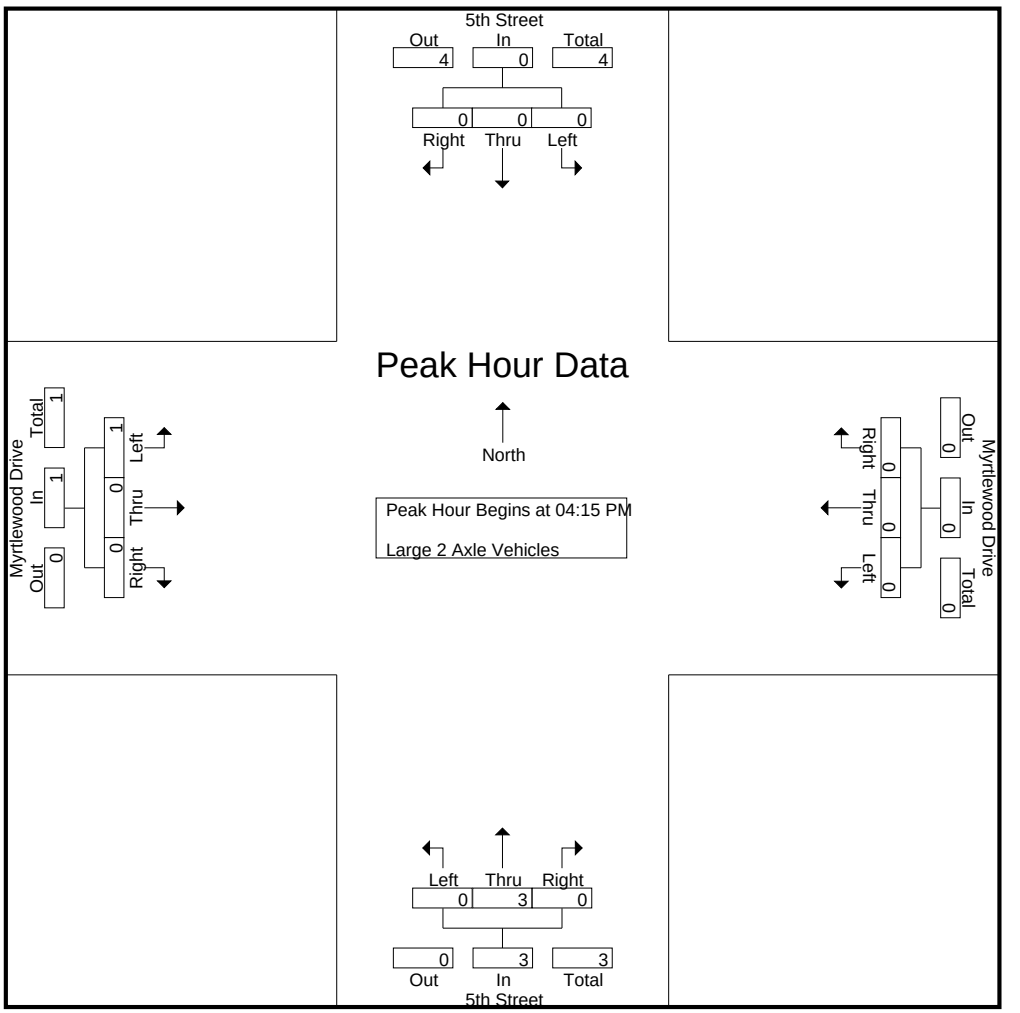
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	1	4	1	0	0	1	5
Grand Total	0	0	0	0	0	0	0	0	0	6	1	7	2	0	0	2	9
Apprch %	0	0	0		0	0	0		0	85.7	14.3		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	66.7	11.1	77.8	22.2	0	0	22.2	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.500

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

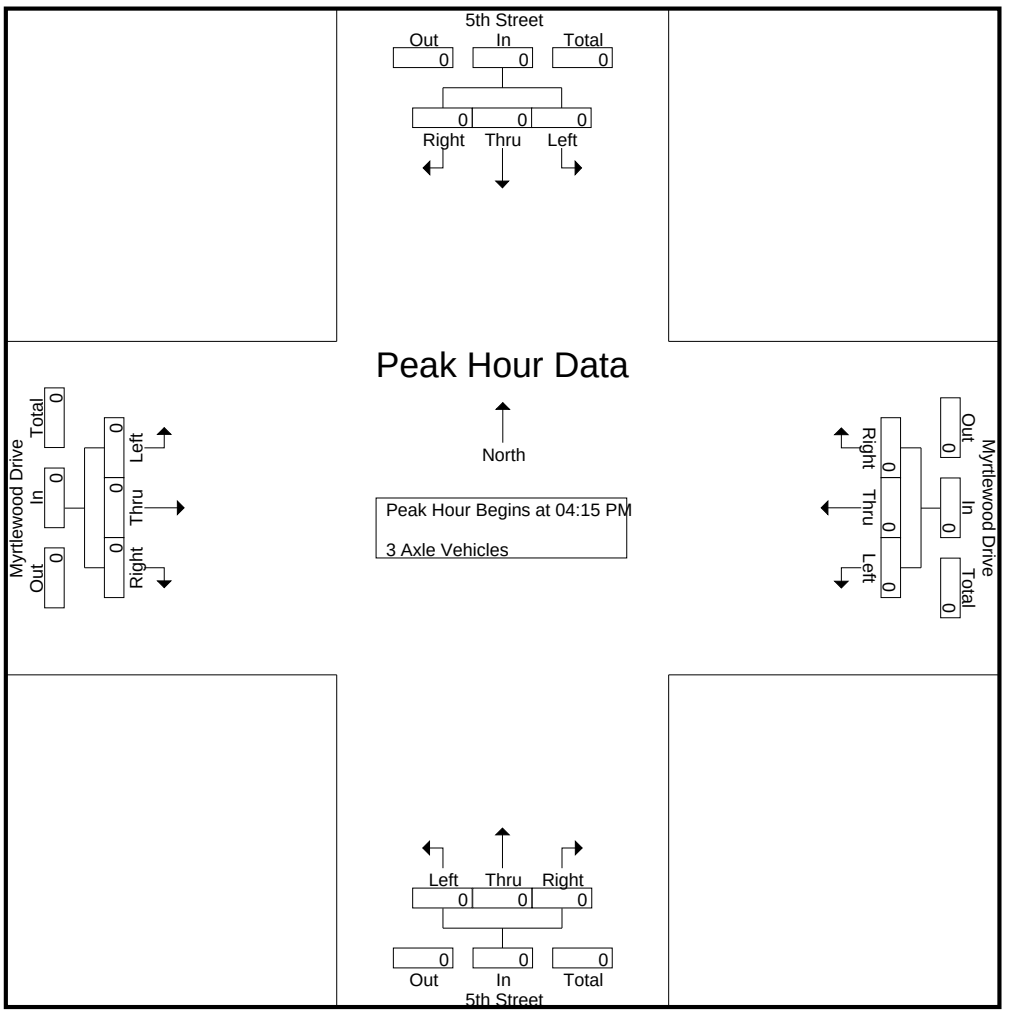
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

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

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

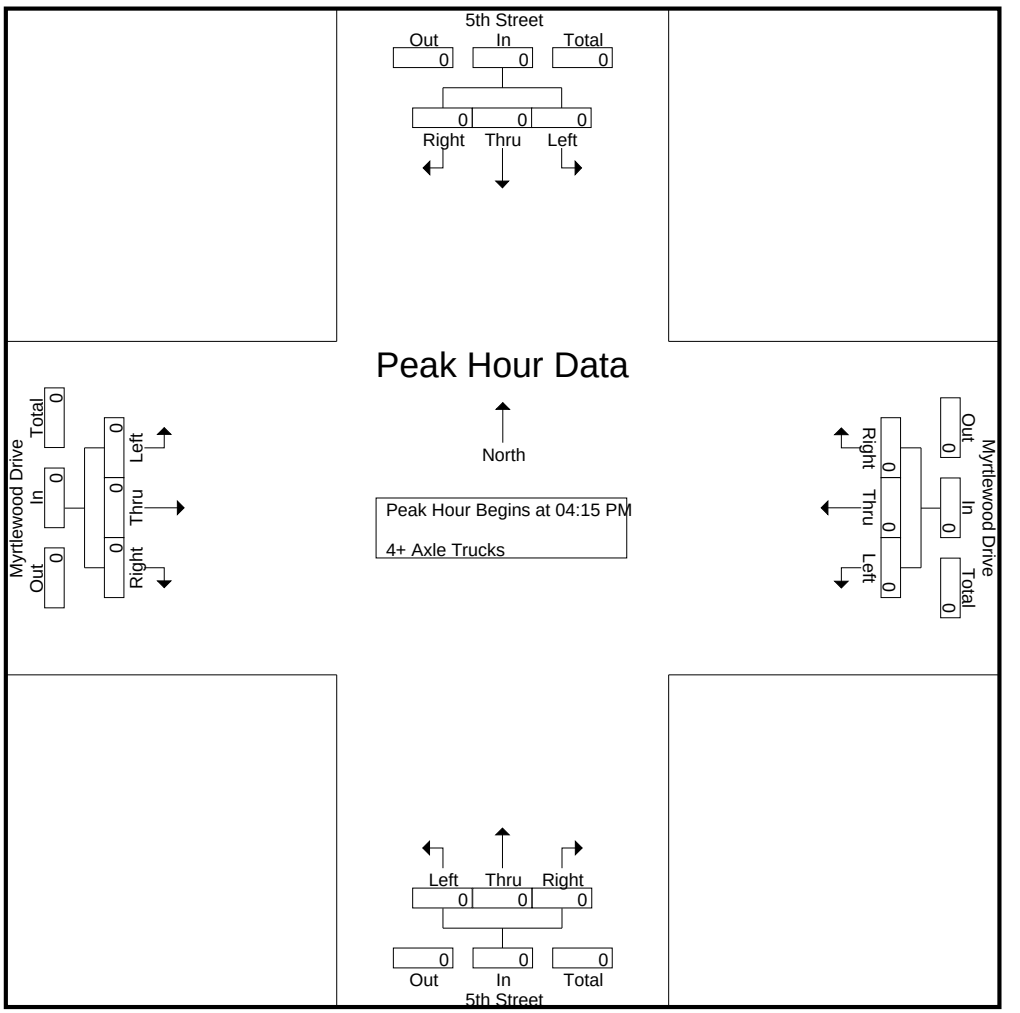
	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	5th Street Southbound				Myrtlewood Drive Westbound				5th Street Northbound				Myrtlewood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive
Weather: Clear

File Name : 02_CAL_5th_Myr PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

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

Location: Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive

Date: 1/24/2024
Day: Wednesday

PEDESTRIANS

	North Leg 5th Street Pedestrians	East Leg Myrtlewood Drive Pedestrians	South Leg 5th Street Pedestrians	West Leg Myrtlewood Drive Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	1	2	1	3	7

	North Leg 5th Street Pedestrians	East Leg Myrtlewood Drive Pedestrians	South Leg 5th Street Pedestrians	West Leg Myrtlewood Drive Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	2	0	2
4:30 PM	0	0	1	0	1
4:45 PM	0	1	0	1	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	3	2	6

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

Location: Calimesa
N/S: 5th Street
E/W: Myrtlewood Drive

Date: 1/24/2024
Day: Wednesday

BICYCLES

	Southbound 5th Street			Westbound Myrtlewood Drive			Northbound 5th Street			Eastbound Myrtlewood Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

	Southbound 5th Street			Westbound Myrtlewood Drive			Northbound 5th Street			Eastbound Myrtlewood Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

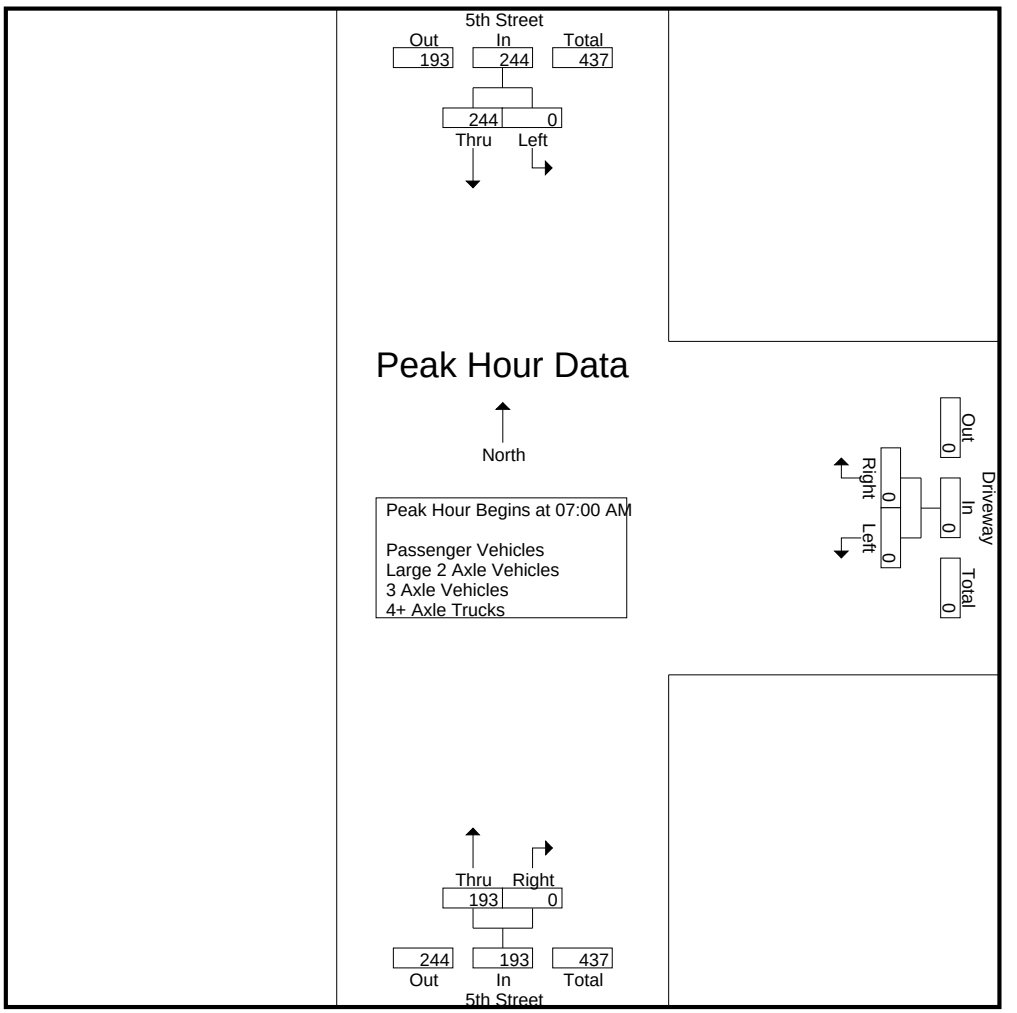
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	51	51	0	0	0	37	0	37	88
07:15 AM	0	66	66	0	0	0	42	0	42	108
07:30 AM	0	64	64	0	0	0	44	0	44	108
07:45 AM	0	63	63	0	0	0	70	0	70	133
Total	0	244	244	0	0	0	193	0	193	437
08:00 AM	0	40	40	0	0	0	47	0	47	87
08:15 AM	0	42	42	1	0	1	27	0	27	70
08:30 AM	1	38	39	1	0	1	26	0	26	66
08:45 AM	0	27	27	0	0	0	24	0	24	51
Total	1	147	148	2	0	2	124	0	124	274
Grand Total	1	391	392	2	0	2	317	0	317	711
Apprch %	0.3	99.7		100	0		100	0		
Total %	0.1	55	55.1	0.3	0	0.3	44.6	0	44.6	
Passenger Vehicles	1	384	385	2	0	2	311	0	311	698
% Passenger Vehicles	100	98.2	98.2	100	0	100	98.1	0	98.1	98.2
Large 2 Axle Vehicles	0	6	6	0	0	0	5	0	5	11
% Large 2 Axle Vehicles	0	1.5	1.5	0	0	0	1.6	0	1.6	1.5
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	0.3	0	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	51	51	0	0	0	37	0	37	88
07:15 AM	0	**66**	**66**	0	0	0	42	0	42	108
07:30 AM	0	64	64	0	0	0	44	0	44	108
07:45 AM	0	63	63	0	0	0	**70**	0	**70**	**133**
Total Volume	0	244	244	0	0	0	193	0	193	437
% App. Total	0	100		0	0		100	0		
PHF	.000	.924	.924	.000	.000	.000	.689	.000	.689	.821

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM			07:45 AM			07:15 AM		
+0 mins.	0	51	51	0	0	0	42	0	42
+15 mins.	0	**66**	**66**	0	0	0	44	0	44
+30 mins.	0	64	64	**1**	0	**1**	**70**	0	**70**
+45 mins.	0	63	63	1	0	1	47	0	47
Total Volume	0	244	244	2	0	2	203	0	203
% App. Total	0	100		100	0		100	0	
PHF	.000	.924	.924	.500	.000	.500	.725	.000	.725

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

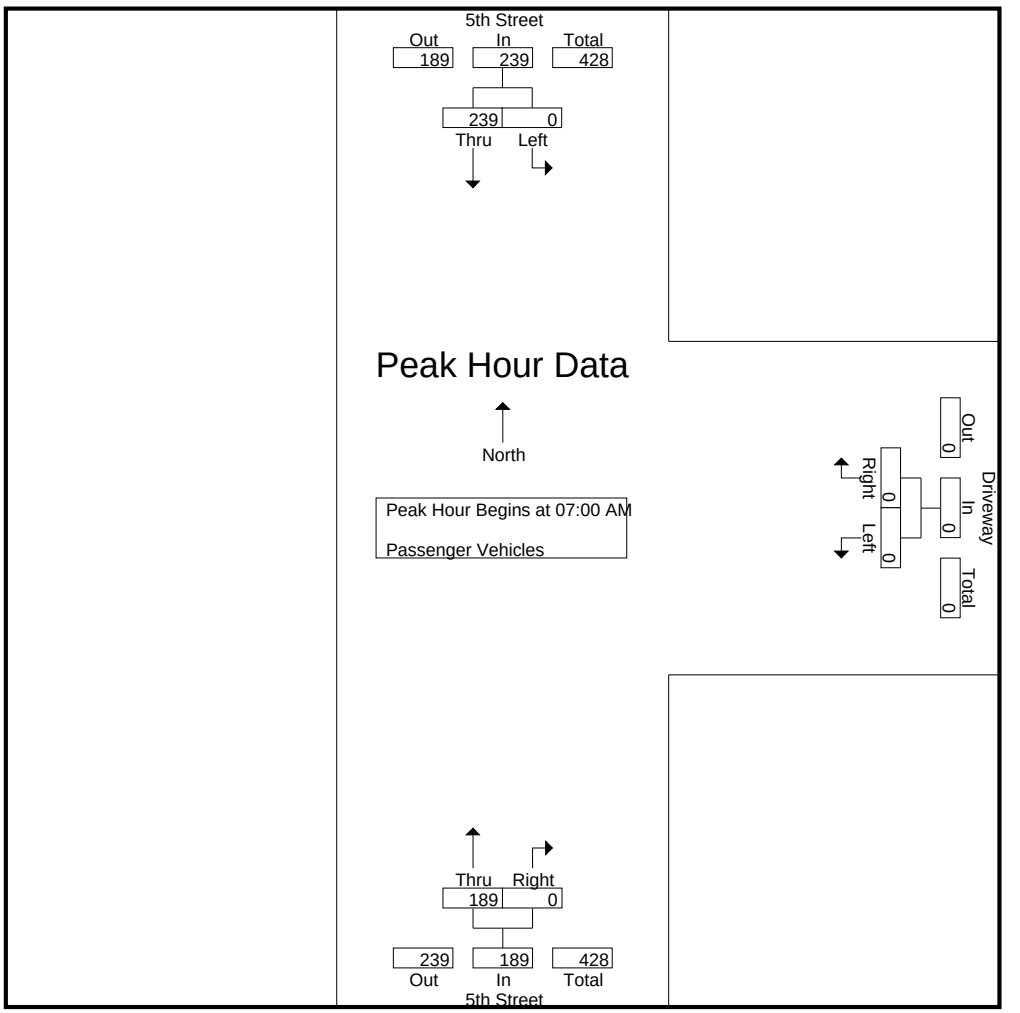
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	49	49	0	0	0	36	0	36	85
07:15 AM	0	63	63	0	0	0	42	0	42	105
07:30 AM	0	64	64	0	0	0	44	0	44	108
07:45 AM	0	63	63	0	0	0	67	0	67	130
Total	0	239	239	0	0	0	189	0	189	428
08:00 AM	0	40	40	0	0	0	47	0	47	87
08:15 AM	0	41	41	1	0	1	26	0	26	68
08:30 AM	1	37	38	1	0	1	26	0	26	65
08:45 AM	0	27	27	0	0	0	23	0	23	50
Total	1	145	146	2	0	2	122	0	122	270
Grand Total	1	384	385	2	0	2	311	0	311	698
Apprch %	0.3	99.7		100	0		100	0		
Total %	0.1	55	55.2	0.3	0	0.3	44.6	0	44.6	

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	49	49	0	0	0	36	0	36	85
07:15 AM	0	63	63	0	0	0	42	0	42	105
07:30 AM	0	**64**	**64**	0	0	0	44	0	44	108
07:45 AM	0	63	63	0	0	0	**67**	0	**67**	**130**
Total Volume	0	239	239	0	0	0	189	0	189	428
% App. Total	0	100		0	0		100	0		
PHF	.000	.934	.934	.000	.000	.000	.705	.000	.705	.823

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	49	49	0	0	0	36	0	36
+15 mins.	0	63	63	0	0	0	42	0	42
+30 mins.	0	**64**	**64**	0	0	0	44	0	44
+45 mins.	0	63	63	0	0	0	**67**	0	**67**
Total Volume	0	239	239	0	0	0	189	0	189
% App. Total	0	100		0	0		100	0	
PHF	.000	.934	.934	.000	.000	.000	.705	.000	.705

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

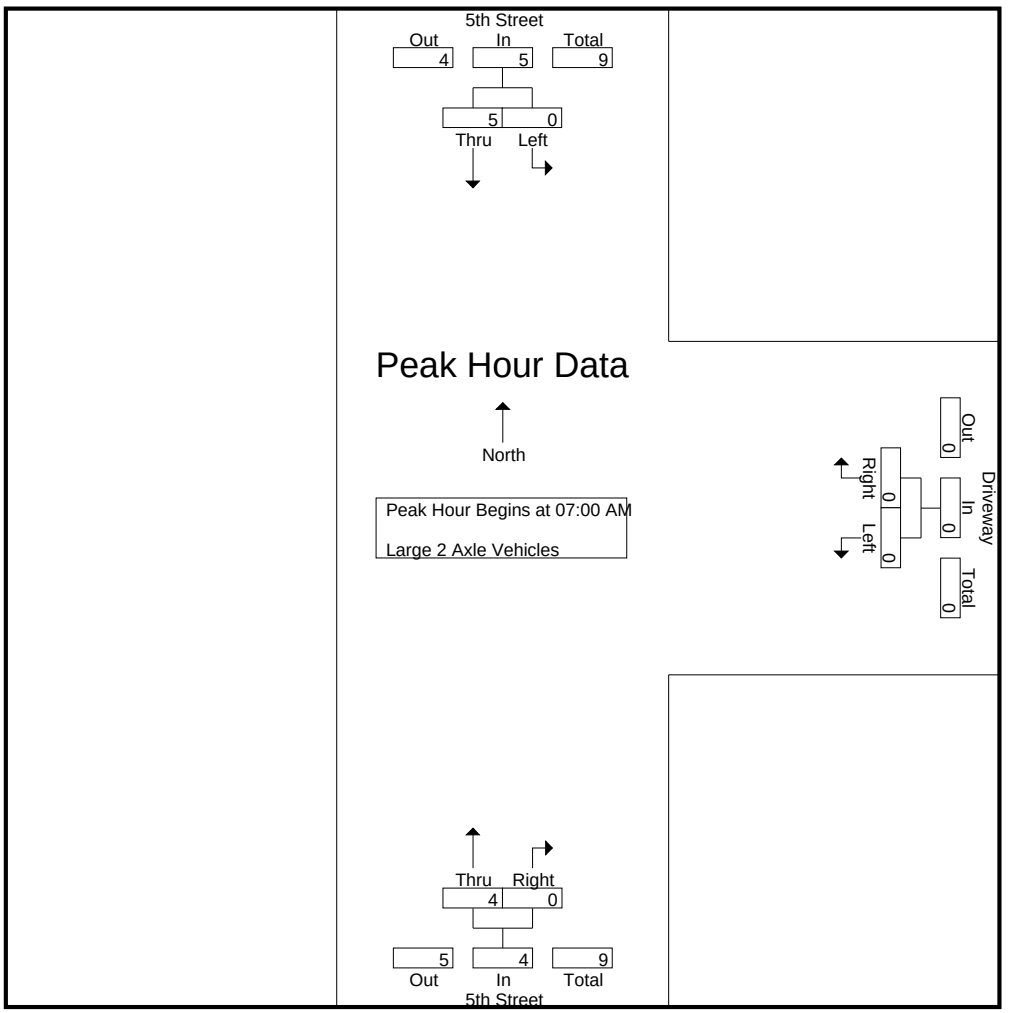
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	1	0	1	3
07:15 AM	0	3	3	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	3	0	3	3
Total	0	5	5	0	0	0	4	0	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	6	6	0	0	0	5	0	5	11
Apprch %	0	100		0	0		100	0		
Total %	0	54.5	54.5	0	0	0	45.5	0	45.5	

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	2	2	0	0	0	1	0	1	**3**
07:15 AM	0	**3**	**3**	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	**3**	0	**3**	3
Total Volume	0	5	5	0	0	0	4	0	4	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.417	.417	.000	.000	.000	.333	.000	.333	.750

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	2	2	0	0	0	1	0	1
+15 mins.	0	**3**	**3**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**3**	0	**3**
Total Volume	0	5	5	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.417	.417	.000	.000	.000	.333	.000	.333

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

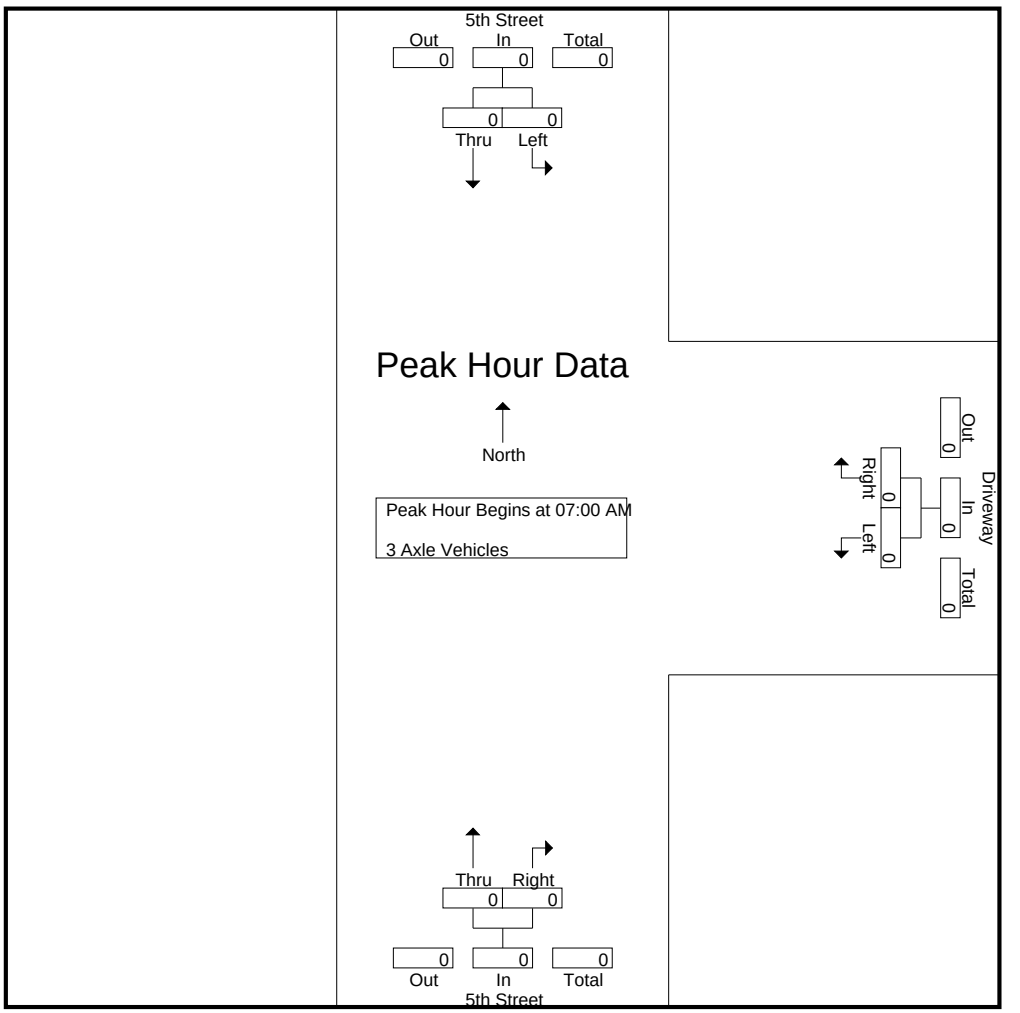
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

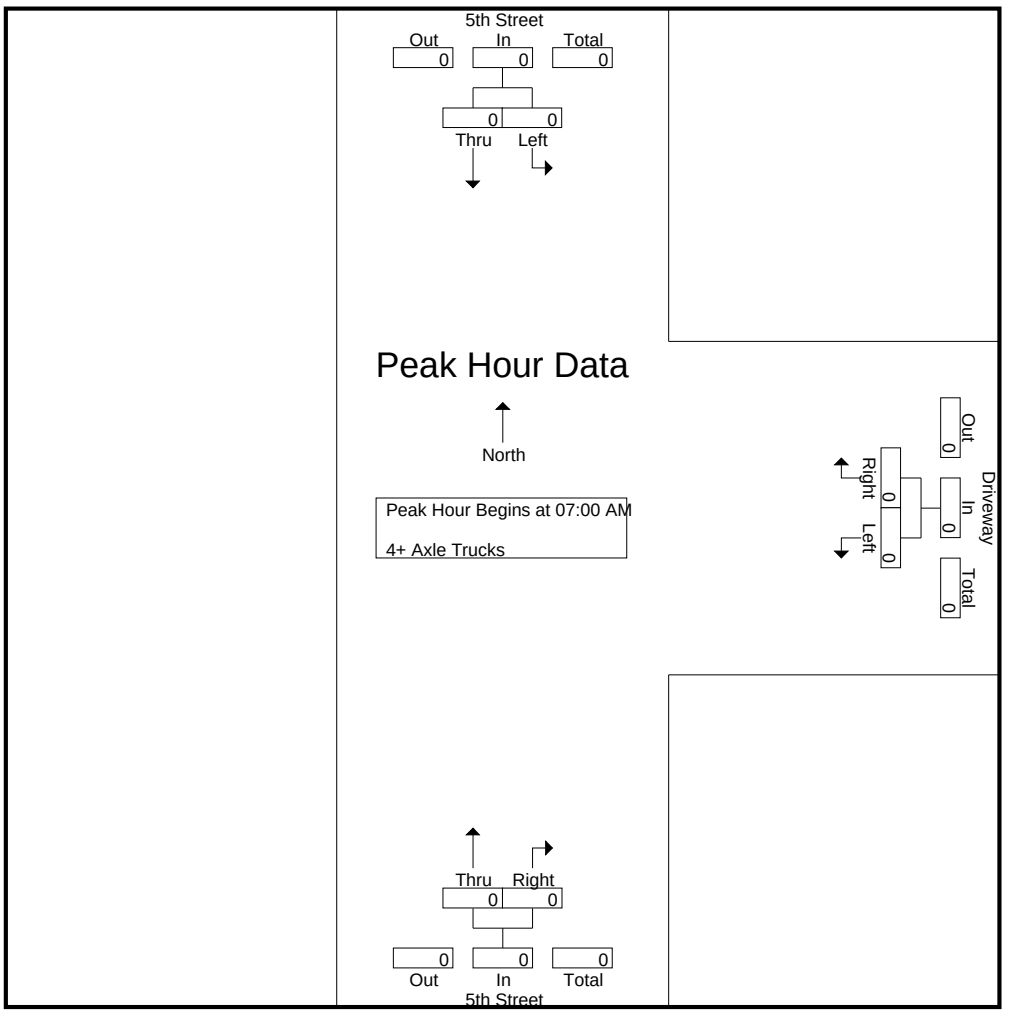
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

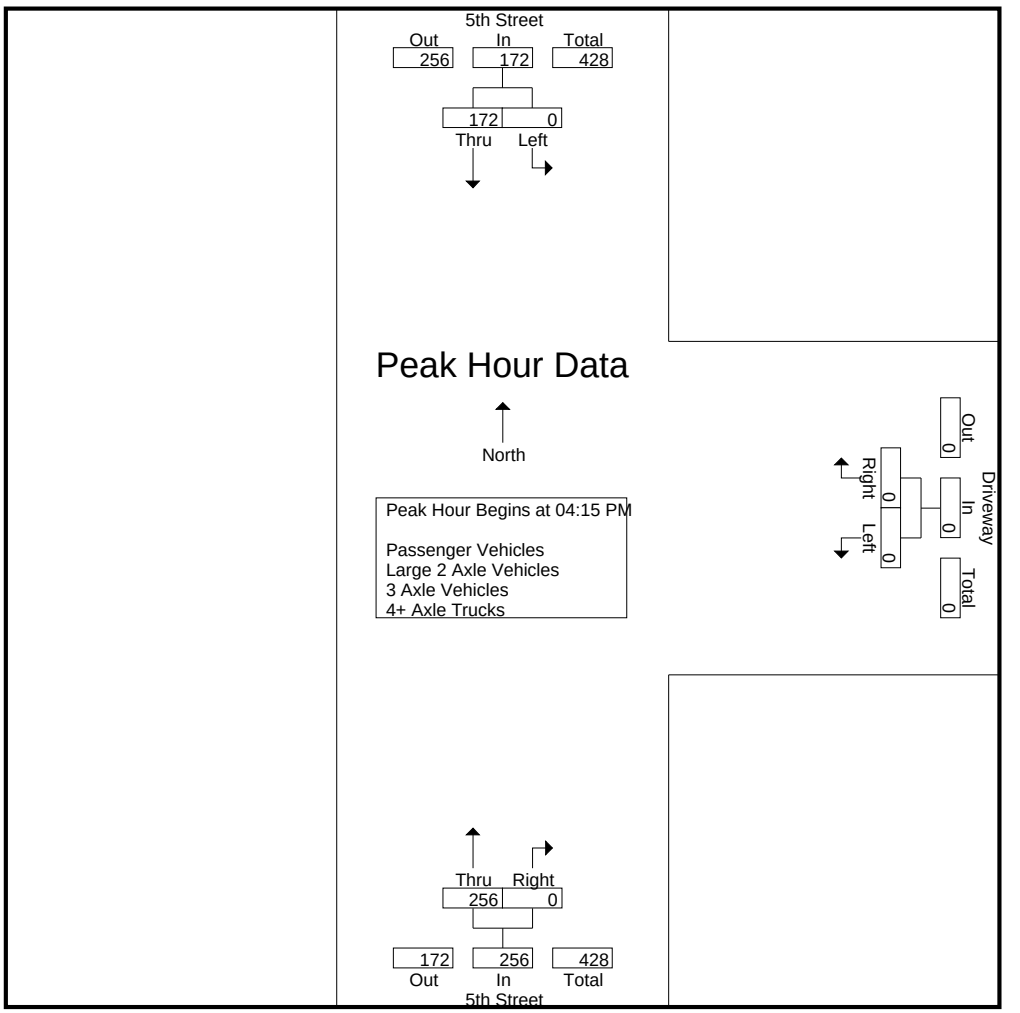
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	46	46	0	0	0	61	0	61	107
04:15 PM	0	42	42	0	0	0	80	0	80	122
04:30 PM	0	39	39	0	0	0	65	0	65	104
04:45 PM	0	38	38	0	0	0	51	0	51	89
Total	0	165	165	0	0	0	257	0	257	422
05:00 PM	0	53	53	0	0	0	60	0	60	113
05:15 PM	1	42	43	1	0	1	49	1	50	94
05:30 PM	0	36	36	0	0	0	60	0	60	96
05:45 PM	0	37	37	0	0	0	72	0	72	109
Total	1	168	169	1	0	1	241	1	242	412
Grand Total	1	333	334	1	0	1	498	1	499	834
Apprch %	0.3	99.7		100	0		99.8	0.2		
Total %	0.1	39.9	40	0.1	0	0.1	59.7	0.1	59.8	
Passenger Vehicles	1	333	334	1	0	1	491	1	492	827
% Passenger Vehicles	100	100	100	100	0	100	98.6	100	98.6	99.2
Large 2 Axle Vehicles	0	0	0	0	0	0	7	0	7	7
% Large 2 Axle Vehicles	0	0	0	0	0	0	1.4	0	1.4	0.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	42	42	0	0	0	**80**	0	**80**	**122**
04:30 PM	0	39	39	0	0	0	65	0	65	104
04:45 PM	0	38	38	0	0	0	51	0	51	89
05:00 PM	0	**53**	**53**	0	0	0	60	0	60	113
Total Volume	0	172	172	0	0	0	256	0	256	428
% App. Total	0	100		0	0		100	0		
PHF	.000	.811	.811	.000	.000	.000	.800	.000	.800	.877

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:30 PM			04:30 PM			04:00 PM		
+0 mins.	0	39	39	0	0	0	61	0	61
+15 mins.	0	38	38	0	0	0	**80**	0	**80**
+30 mins.	0	**53**	**53**	0	0	0	65	0	65
+45 mins.	**1**	42	43	**1**	0	**1**	51	0	51
Total Volume	1	172	173	1	0	1	257	0	257
% App. Total	0.6	99.4		100	0		100	0	
PHF	.250	.811	.816	.250	.000	.250	.803	.000	.803

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

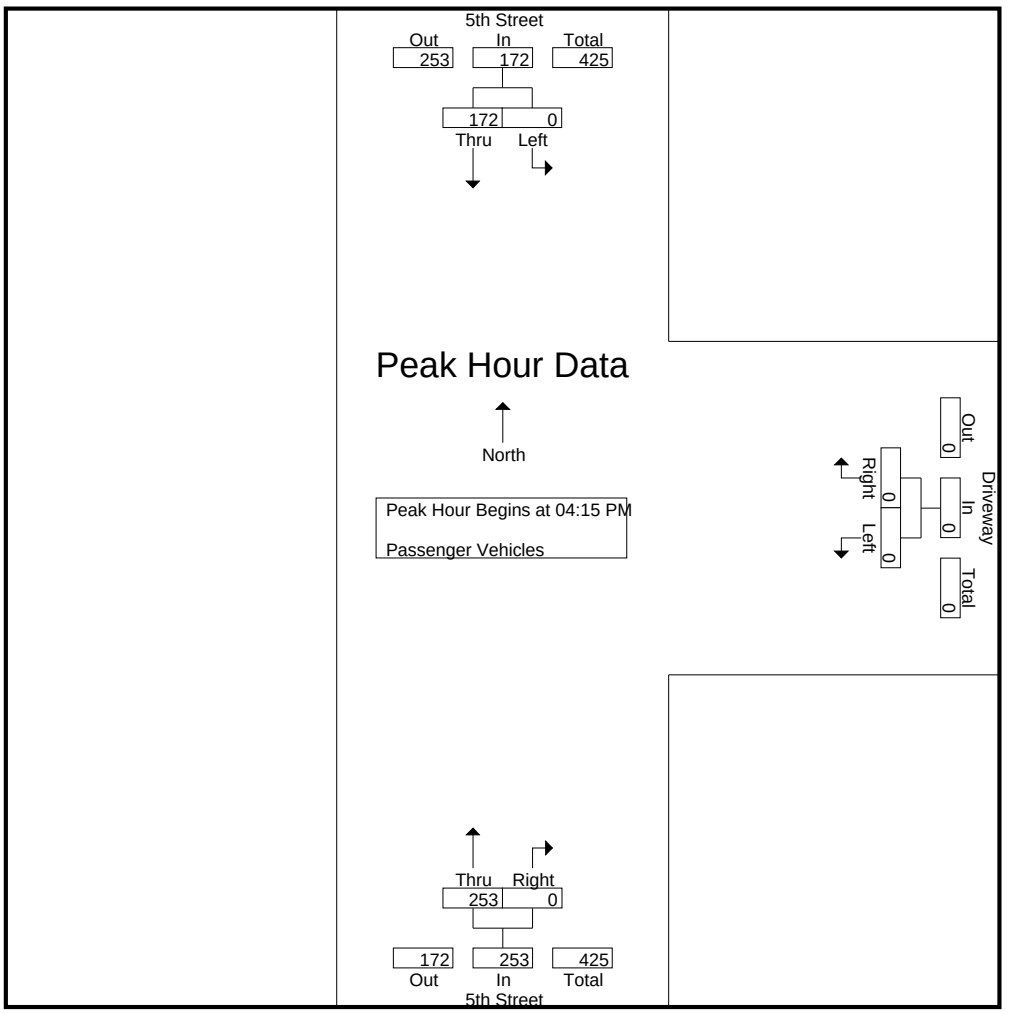
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	46	46	0	0	0	60	0	60	106
04:15 PM	0	42	42	0	0	0	78	0	78	120
04:30 PM	0	39	39	0	0	0	65	0	65	104
04:45 PM	0	38	38	0	0	0	51	0	51	89
Total	0	165	165	0	0	0	254	0	254	419
05:00 PM	0	53	53	0	0	0	59	0	59	112
05:15 PM	1	42	43	1	0	1	48	1	49	93
05:30 PM	0	36	36	0	0	0	59	0	59	95
05:45 PM	0	37	37	0	0	0	71	0	71	108
Total	1	168	169	1	0	1	237	1	238	408
Grand Total	1	333	334	1	0	1	491	1	492	827
Apprch %	0.3	99.7		100	0		99.8	0.2		
Total %	0.1	40.3	40.4	0.1	0	0.1	59.4	0.1	59.5	

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	42	42	0	0	0	**78**	0	**78**	**120**
04:30 PM	0	39	39	0	0	0	65	0	65	104
04:45 PM	0	38	38	0	0	0	51	0	51	89
05:00 PM	0	**53**	**53**	0	0	0	59	0	59	112
Total Volume	0	172	172	0	0	0	253	0	253	425
% App. Total	0	100		0	0		100	0		
PHF	.000	.811	.811	.000	.000	.000	.811	.000	.811	.885

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	42	42	0	0	0	**78**	0	**78**
+15 mins.	0	39	39	0	0	0	65	0	65
+30 mins.	0	38	38	0	0	0	51	0	51
+45 mins.	0	**53**	**53**	0	0	0	59	0	59
Total Volume	0	172	172	0	0	0	253	0	253
% App. Total	0	100		0	0		100	0	
PHF	.000	.811	.811	.000	.000	.000	.811	.000	.811

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

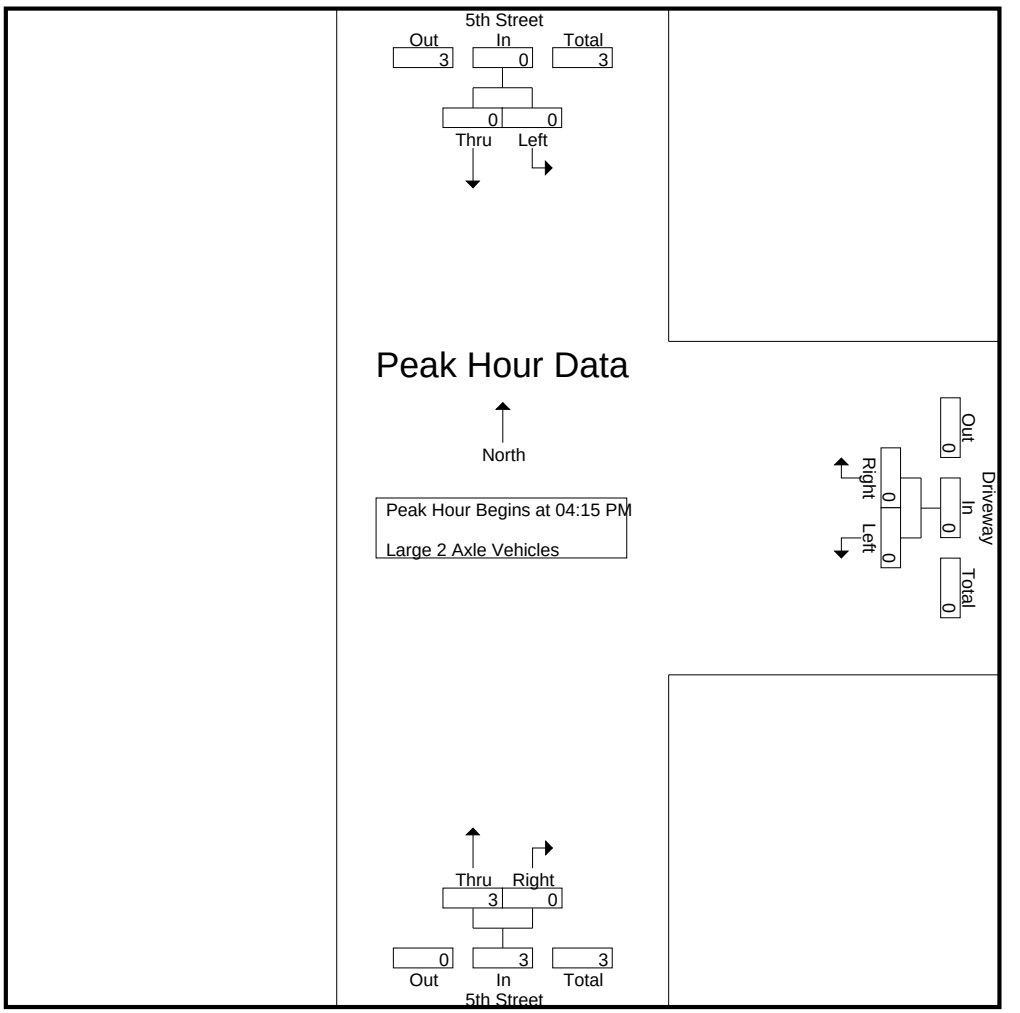
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	4	0	4	4
Grand Total	0	0	0	0	0	0	7	0	7	7
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

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

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

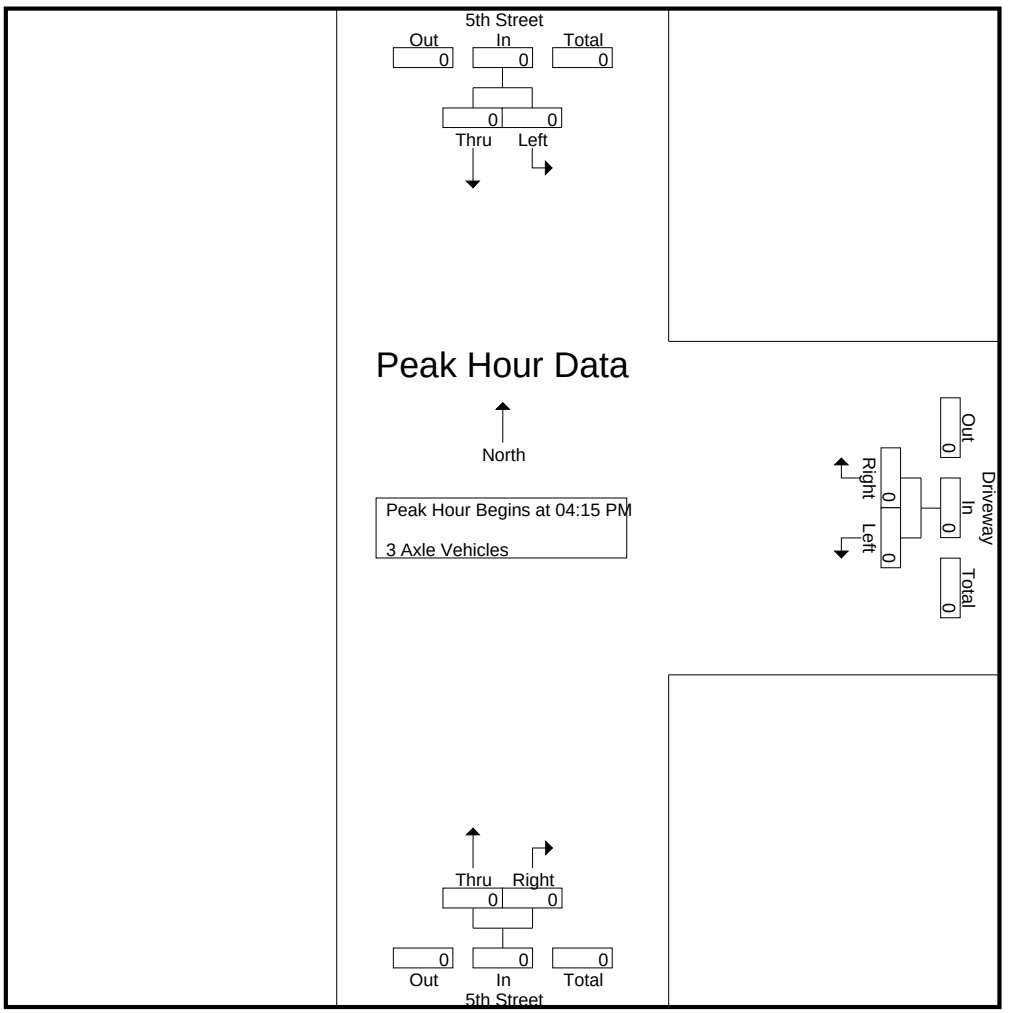
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

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

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

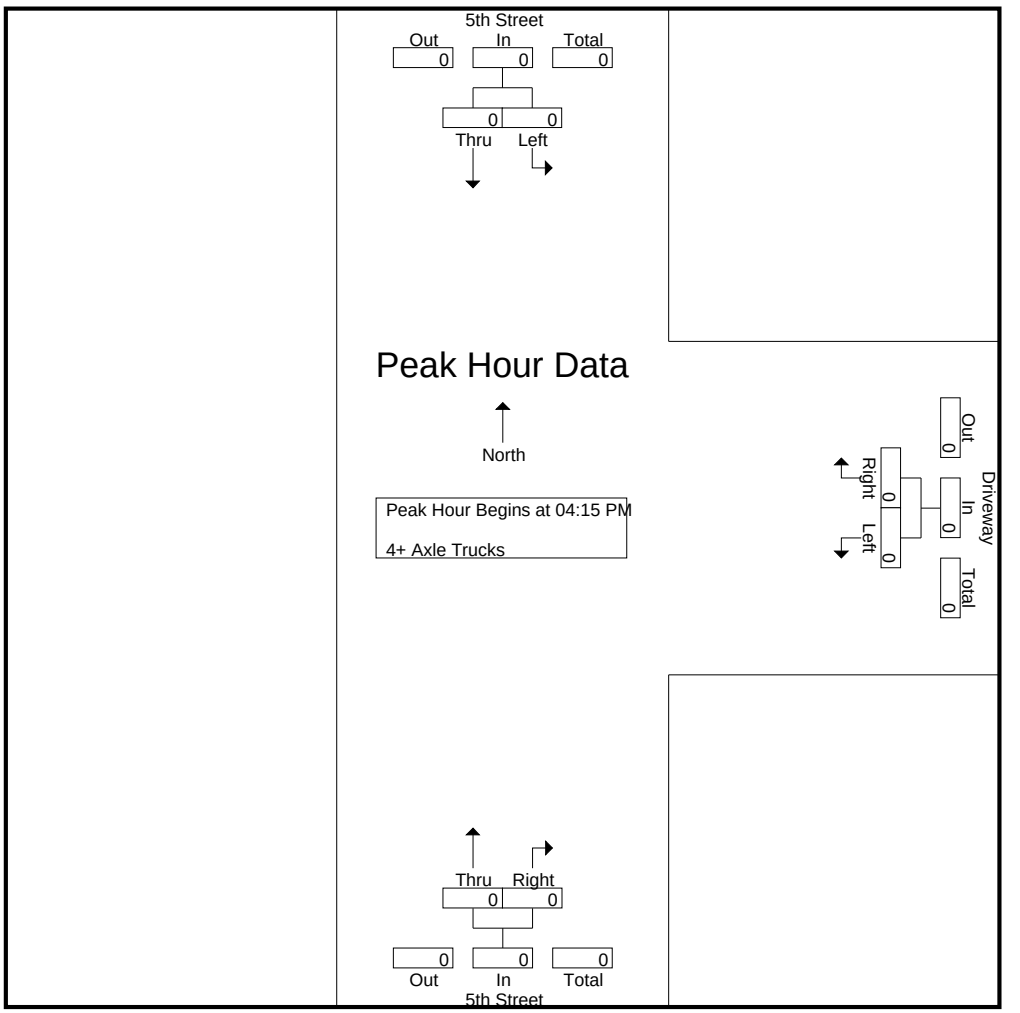
	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	5th Street Southbound			Driveway Westbound			5th Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 5th Street
E/W: Driveway
Weather: Clear

File Name : 03_CAL_5th_DW PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

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

Location: Calimesa
N/S: 5th Street
E/W: Driveway

Date: 1/24/2024
Day: Wednesday

PEDESTRIANS

	North Leg 5th Street	East Leg Driveway	South Leg 5th Street	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

	North Leg 5th Street	East Leg Driveway	South Leg 5th Street	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: Calimesa
N/S: 5th Street
E/W: Driveway

Date: 1/24/2024
Day: Wednesday

BICYCLES

	Southbound 5th Street			Westbound Driveway			Northbound 5th Street			Eastbound Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound 5th Street			Westbound Driveway			Northbound 5th Street			Eastbound Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

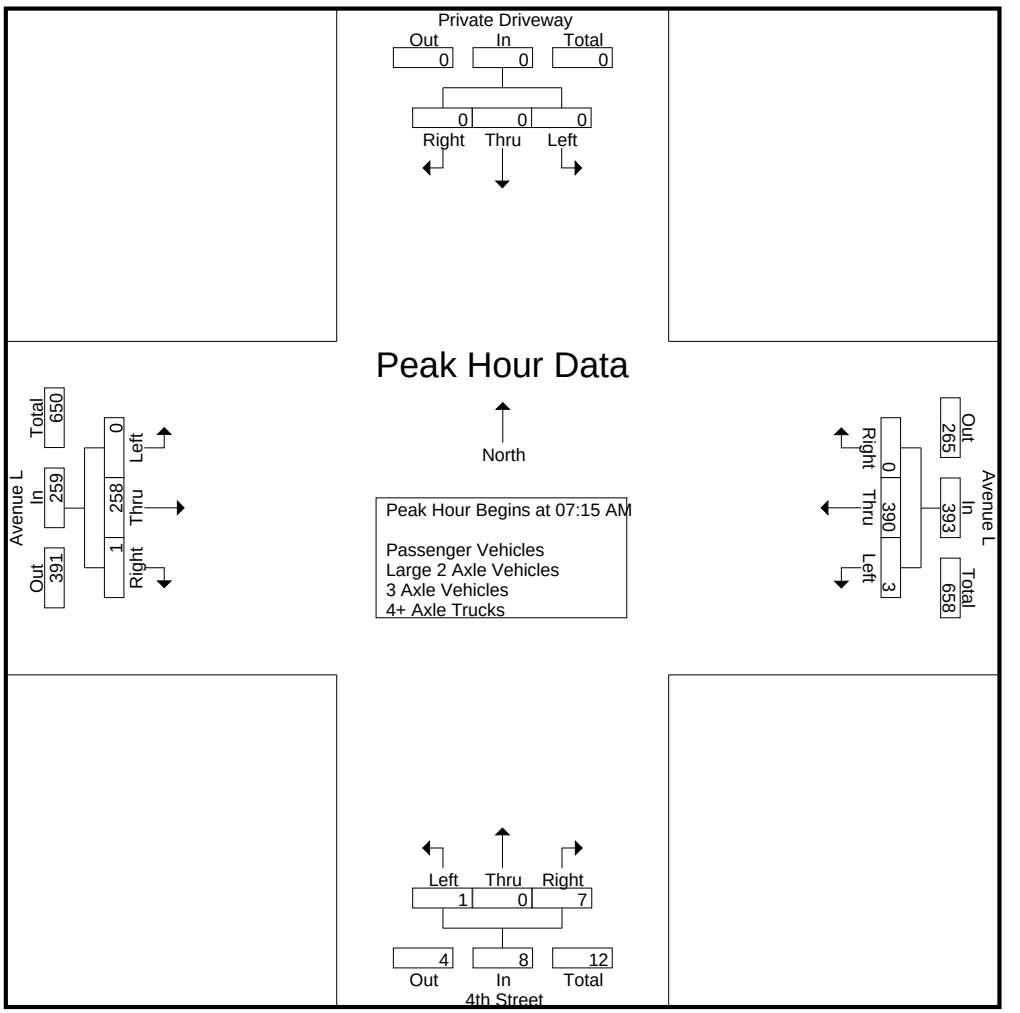
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	82	0	82	0	0	1	1	0	45	0	45	128
07:15 AM	0	0	0	0	0	106	0	106	1	0	1	2	0	69	0	69	177
07:30 AM	0	0	0	0	1	113	0	114	0	0	4	4	0	58	1	59	177
07:45 AM	0	0	0	0	1	94	0	95	0	0	1	1	0	75	0	75	171
Total	0	0	0	0	2	395	0	397	1	0	7	8	0	247	1	248	653
08:00 AM	0	0	0	0	1	77	0	78	0	0	1	1	0	56	0	56	135
08:15 AM	0	0	0	0	0	69	0	69	0	0	0	0	0	39	0	39	108
08:30 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	44	0	44	99
08:45 AM	0	0	0	0	1	56	0	57	0	0	1	1	0	35	0	35	93
Total	0	0	0	0	2	257	0	259	0	0	2	2	0	174	0	174	435
Grand Total	0	0	0	0	4	652	0	656	1	0	9	10	0	421	1	422	1088
Apprch %	0	0	0		0.6	99.4	0		10	0	90		0	99.8	0.2		
Total %	0	0	0	0	0.4	59.9	0	60.3	0.1	0	0.8	0.9	0	38.7	0.1	38.8	
Passenger Vehicles	0	0	0	0	2	645	0	647	1	0	9	10	0	417	1	418	1075
% Passenger Vehicles	0	0	0	0	50	98.9	0	98.6	100	0	100	100	0	99	100	99.1	98.8
Large 2 Axle Vehicles	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
% Large 2 Axle Vehicles	0	0	0	0	25	0.8	0	0.9	0	0	0	0	0	1	0	0.9	0.9
3 Axle Vehicles	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	25	0.2	0	0.3	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	106	0	106	**1**	0	1	2	0	69	0	69	**177**
07:30 AM	0	0	0	0	**1**	**113**	0	**114**	0	0	**4**	**4**	0	58	**1**	59	177
07:45 AM	0	0	0	0	1	94	0	95	0	0	1	1	0	**75**	0	**75**	171
08:00 AM	0	0	0	0	1	77	0	78	0	0	1	1	0	56	0	56	135
Total Volume	0	0	0	0	3	390	0	393	1	0	7	8	0	258	1	259	660
% App. Total	0	0	0		0.8	99.2	0		12.5	0	87.5		0	99.6	0.4		
PHF	.000	.000	.000	.000	.750	.863	.000	.862	.250	.000	.438	.500	.000	.860	.250	.863	.932

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	82	0	82	0	0	1	1	0	69	0	69
+15 mins.	0	0	0	0	0	106	0	106	**1**	0	1	2	0	58	**1**	59
+30 mins.	0	0	0	0	**1**	**113**	0	**114**	0	0	**4**	**4**	0	**75**	0	**75**
+45 mins.	0	0	0	0	1	94	0	95	0	0	1	1	0	56	0	56
Total Volume	0	0	0	0	2	395	0	397	1	0	7	8	0	258	1	259
% App. Total	0	0	0		0.5	99.5	0		12.5	0	87.5		0	99.6	0.4	
PHF	.000	.000	.000	.000	.500	.874	.000	.871	.250	.000	.438	.500	.000	.860	.250	.863

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

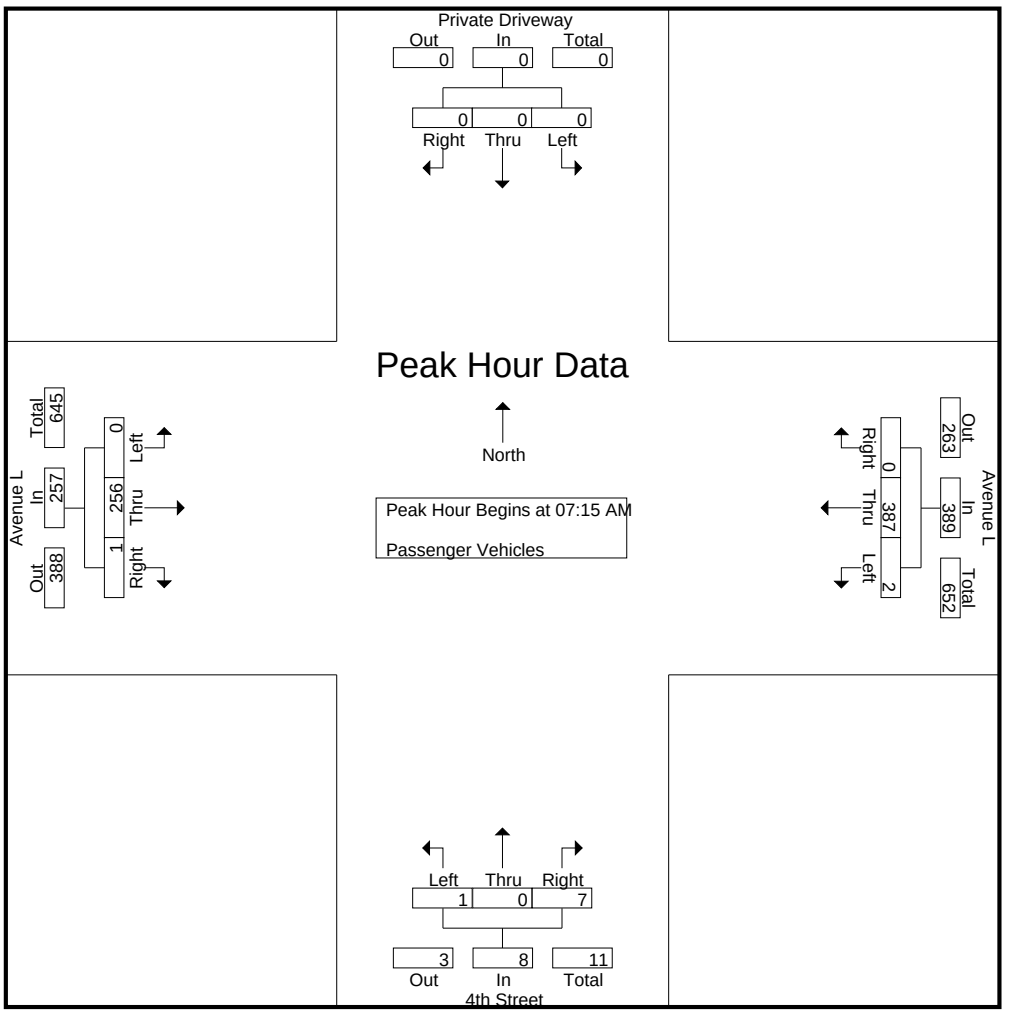
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	80	0	80	0	0	1	1	0	44	0	44	125
07:15 AM	0	0	0	0	0	105	0	105	1	0	1	2	0	69	0	69	176
07:30 AM	0	0	0	0	1	112	0	113	0	0	4	4	0	58	1	59	176
07:45 AM	0	0	0	0	1	94	0	95	0	0	1	1	0	73	0	73	169
Total	0	0	0	0	2	391	0	393	1	0	7	8	0	244	1	245	646
08:00 AM	0	0	0	0	0	76	0	76	0	0	1	1	0	56	0	56	133
08:15 AM	0	0	0	0	0	67	0	67	0	0	0	0	0	39	0	39	106
08:30 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	43	0	43	98
08:45 AM	0	0	0	0	0	56	0	56	0	0	1	1	0	35	0	35	92
Total	0	0	0	0	0	254	0	254	0	0	2	2	0	173	0	173	429
Grand Total	0	0	0	0	2	645	0	647	1	0	9	10	0	417	1	418	1075
Apprch %	0	0	0		0.3	99.7	0		10	0	90		0	99.8	0.2		
Total %	0	0	0	0	0.2	60	0	60.2	0.1	0	0.8	0.9	0	38.8	0.1	38.9	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	105	0	105	**1**	0	1	2	0	69	0	69	**176**
07:30 AM	0	0	0	0	**1**	**112**	0	**113**	0	0	**4**	**4**	0	58	**1**	59	176
07:45 AM	0	0	0	0	1	94	0	95	0	0	1	1	0	**73**	0	**73**	169
08:00 AM	0	0	0	0	0	76	0	76	0	0	1	1	0	56	0	56	133
Total Volume	0	0	0	0	2	387	0	389	1	0	7	8	0	256	1	257	654
% App. Total	0	0	0		0.5	99.5	0		12.5	0	87.5		0	99.6	0.4		
PHF	.000	.000	.000	.000	.500	.864	.000	.861	.250	.000	.438	.500	.000	.877	.250	.880	.929

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	105	0	105	**1**	0	1	2	0	69	0	69
+15 mins.	0	0	0	0	**1**	**112**	0	**113**	0	0	**4**	**4**	0	58	**1**	59
+30 mins.	0	0	0	0	1	94	0	95	0	0	1	1	0	**73**	0	**73**
+45 mins.	0	0	0	0	0	76	0	76	0	0	1	1	0	56	0	56
Total Volume	0	0	0	0	2	387	0	389	1	0	7	8	0	256	1	257
% App. Total	0	0	0		0.5	99.5	0		12.5	0	87.5		0	99.6	0.4	
PHF	.000	.000	.000	.000	.500	.864	.000	.861	.250	.000	.438	.500	.000	.877	.250	.880

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

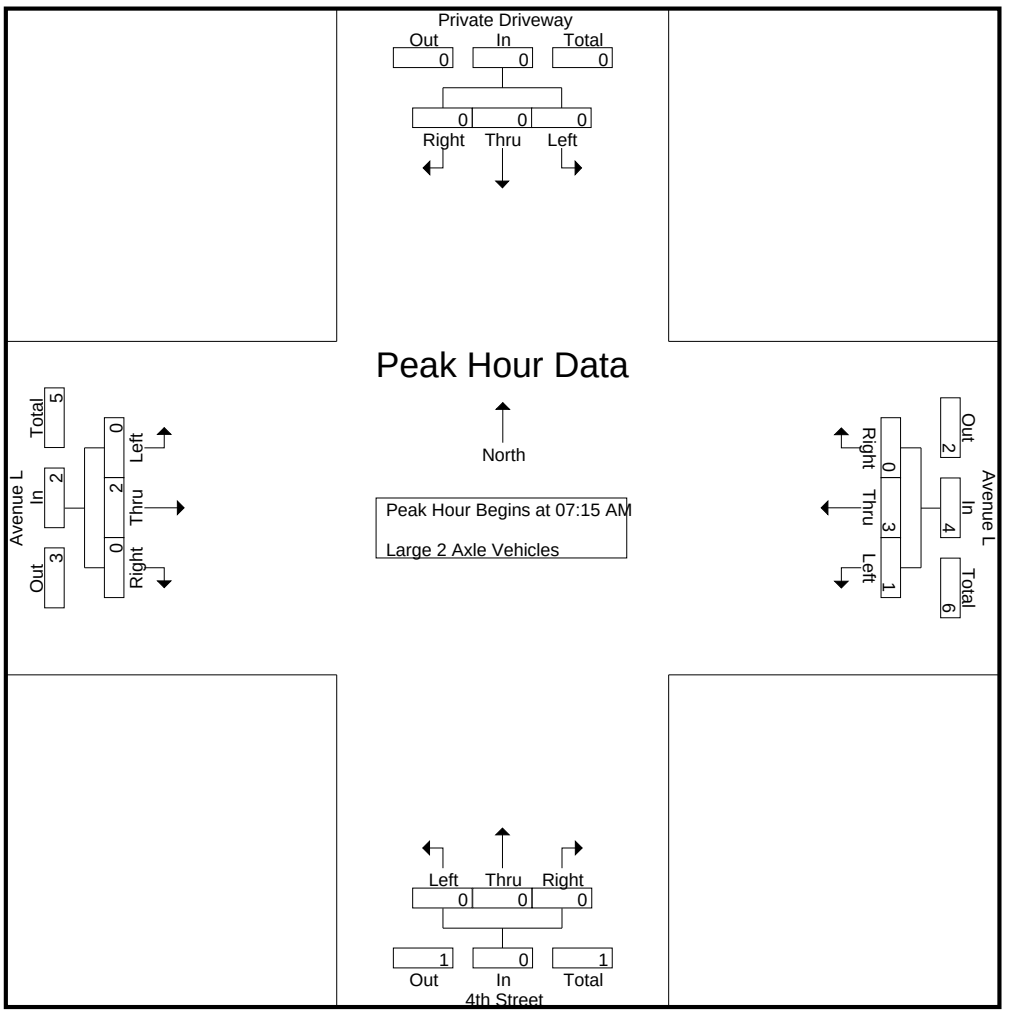
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
Grand Total	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
Apprch %	0	0	0		16.7	83.3	0		0	0	0		0	100	0		
Total %	0	0	0	0	10	50	0	60	0	0	0	0	0	40	0	40	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
08:00 AM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

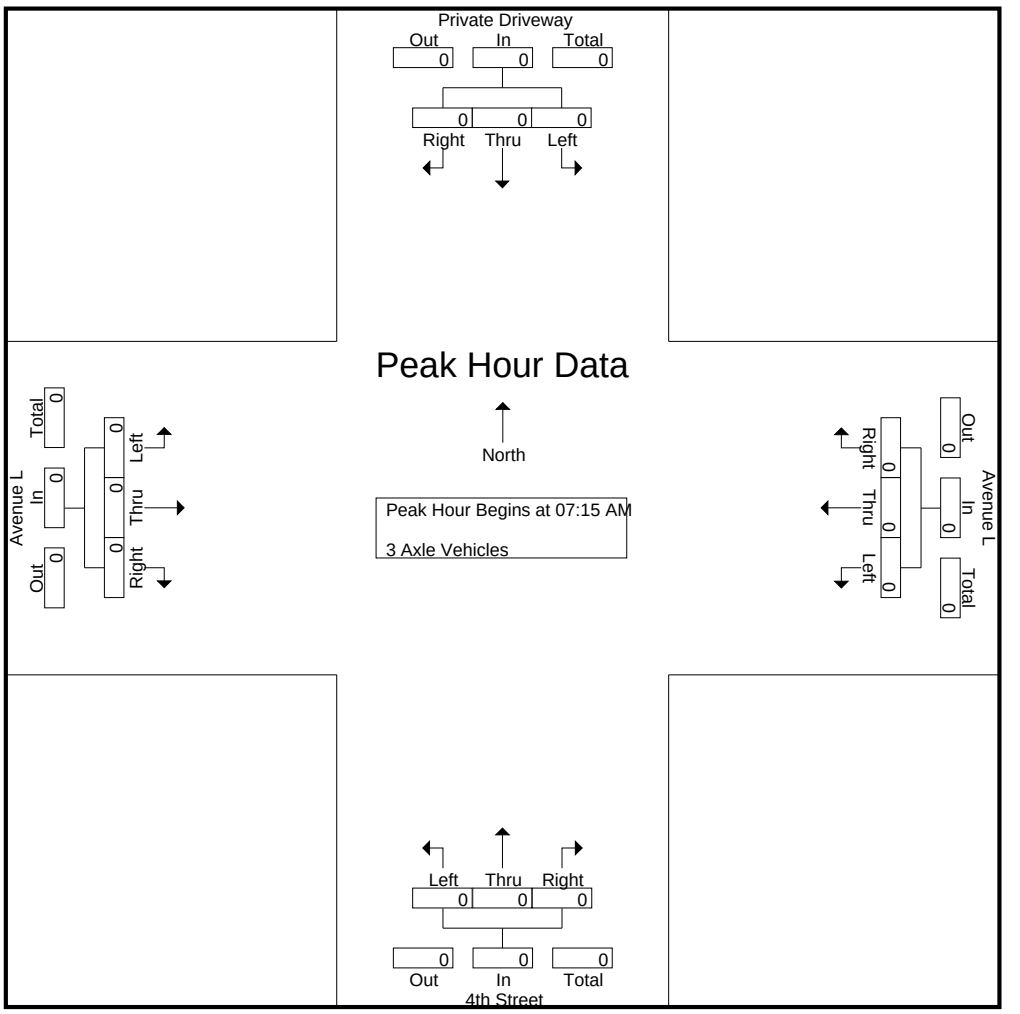
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		50	50	0		0	0	0		0	0	0		
Total %	0	0	0	0	50	50	0	100	0	0	0	0	0	0	0	0	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

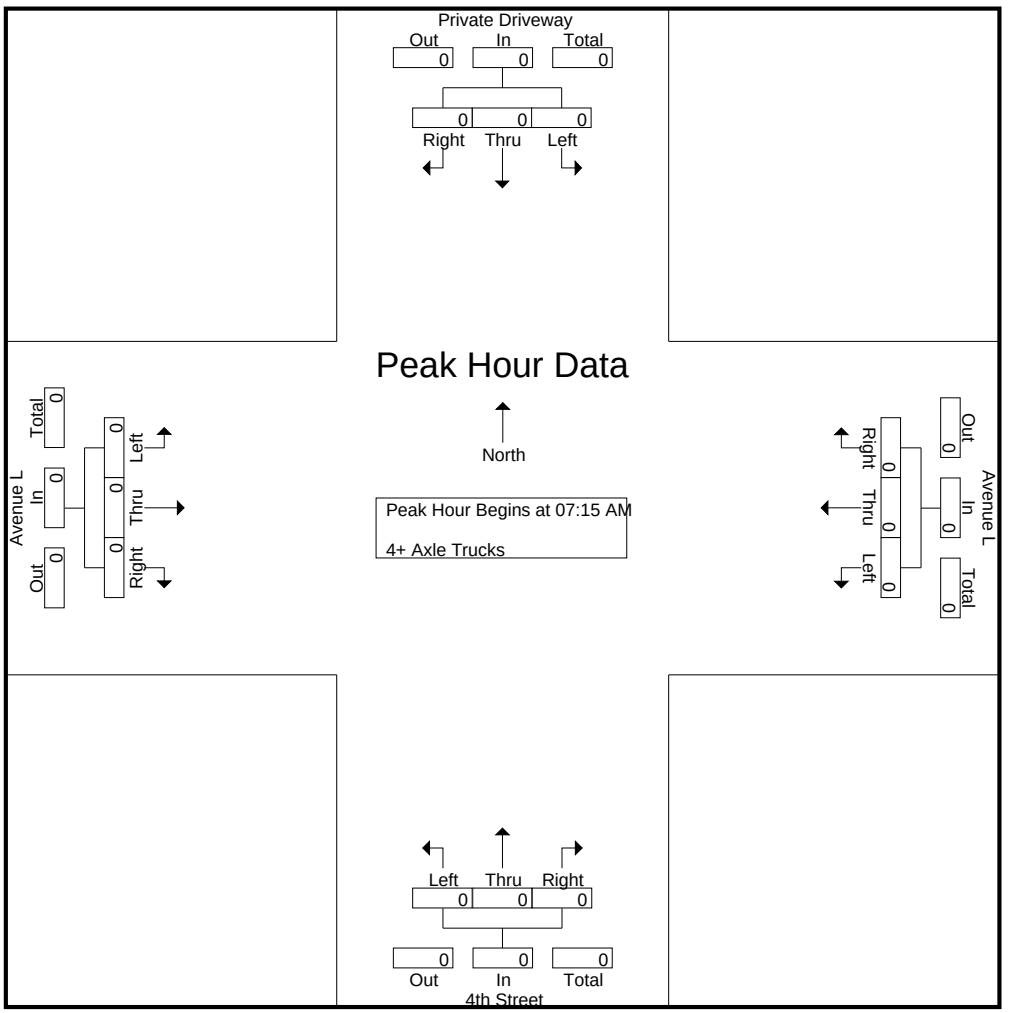
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L AM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

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

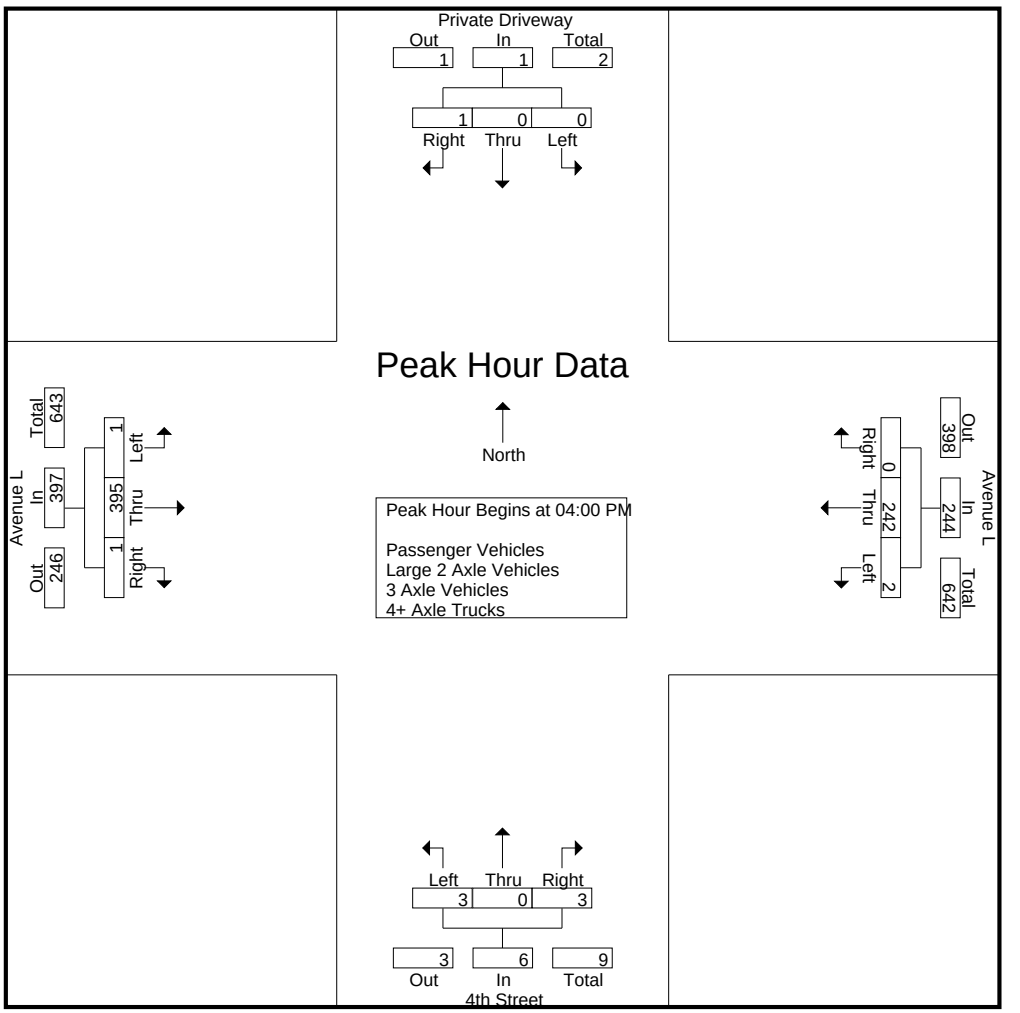
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	68	0	68	0	0	2	2	0	100	0	100	170
04:15 PM	0	0	0	0	1	60	0	61	0	0	1	1	0	108	0	108	170
04:30 PM	0	0	1	1	1	50	0	51	2	0	0	2	0	93	1	94	148
04:45 PM	0	0	0	0	0	64	0	64	1	0	0	1	1	94	0	95	160
Total	0	0	1	1	2	242	0	244	3	0	3	6	1	395	1	397	648
05:00 PM	0	0	0	0	0	57	0	57	0	0	1	1	0	103	0	103	161
05:15 PM	0	0	0	0	0	54	0	54	0	0	1	1	0	67	1	68	123
05:30 PM	0	0	0	0	0	49	0	49	0	0	0	0	0	89	0	89	138
05:45 PM	0	0	0	0	0	67	0	67	1	0	1	2	0	65	0	65	134
Total	0	0	0	0	0	227	0	227	1	0	3	4	0	324	1	325	556
Grand Total	0	0	1	1	2	469	0	471	4	0	6	10	1	719	2	722	1204
Apprch %	0	0	100		0.4	99.6	0		40	0	60		0.1	99.6	0.3		
Total %	0	0	0.1	0.1	0.2	39	0	39.1	0.3	0	0.5	0.8	0.1	59.7	0.2	60	
Passenger Vehicles	0	0	1	1	2	469	0	471	4	0	6	10	1	708	2	711	1193
% Passenger Vehicles	0	0	100	100	100	100	0	100	100	0	100	100	100	98.5	100	98.5	99.1
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	11
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	1.5	0.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**68**	0	**68**	0	0	**2**	**2**	0	100	0	100	**170**
04:15 PM	0	0	0	0	**1**	60	0	61	0	0	1	1	0	**108**	0	**108**	170
04:30 PM	0	0	**1**	**1**	1	50	0	51	**2**	0	0	2	0	93	**1**	94	148
04:45 PM	0	0	0	0	0	64	0	64	1	0	0	1	**1**	94	0	95	160
Total Volume	0	0	1	1	2	242	0	244	3	0	3	6	1	395	1	397	648
% App. Total	0	0	100		0.8	99.2	0		50	0	50		0.3	99.5	0.3		
PHF	.000	.000	.250	.250	.500	.890	.000	.897	.375	.000	.375	.750	.250	.914	.250	.919	.953

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**68**	0	**68**	0	0	**2**	**2**	0	**108**	0	**108**
+15 mins.	0	0	0	0	**1**	60	0	61	0	0	1	1	0	93	**1**	94
+30 mins.	0	0	**1**	**1**	1	50	0	51	**2**	0	0	2	**1**	94	0	95
+45 mins.	0	0	0	0	0	64	0	64	1	0	0	1	0	103	0	103
Total Volume	0	0	1	1	2	242	0	244	3	0	3	6	1	398	1	400
% App. Total	0	0	100		0.8	99.2	0		50	0	50		0.2	99.5	0.2	
PHF	.000	.000	.250	.250	.500	.890	.000	.897	.375	.000	.375	.750	.250	.921	.250	.926

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Passenger Vehicles

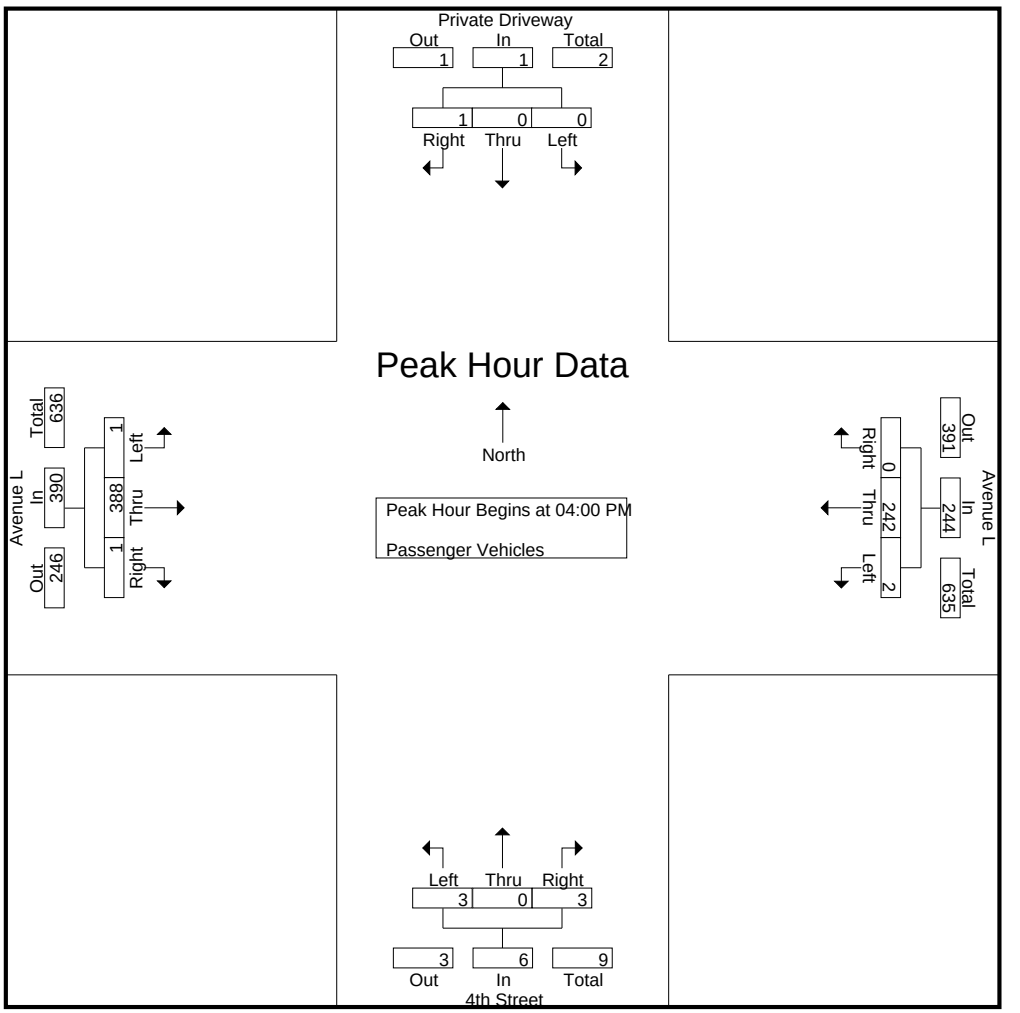
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	68	0	68	0	0	2	2	0	98	0	98	168
04:15 PM	0	0	0	0	1	60	0	61	0	0	1	1	0	103	0	103	165
04:30 PM	0	0	1	1	1	50	0	51	2	0	0	2	0	93	1	94	148
04:45 PM	0	0	0	0	0	64	0	64	1	0	0	1	1	94	0	95	160
Total	0	0	1	1	2	242	0	244	3	0	3	6	1	388	1	390	641
05:00 PM	0	0	0	0	0	57	0	57	0	0	1	1	0	103	0	103	161
05:15 PM	0	0	0	0	0	54	0	54	0	0	1	1	0	65	1	66	121
05:30 PM	0	0	0	0	0	49	0	49	0	0	0	0	0	89	0	89	138
05:45 PM	0	0	0	0	0	67	0	67	1	0	1	2	0	63	0	63	132
Total	0	0	0	0	0	227	0	227	1	0	3	4	0	320	1	321	552
Grand Total	0	0	1	1	2	469	0	471	4	0	6	10	1	708	2	711	1193
Apprch %	0	0	100		0.4	99.6	0		40	0	60		0.1	99.6	0.3		
Total %	0	0	0.1	0.1	0.2	39.3	0	39.5	0.3	0	0.5	0.8	0.1	59.3	0.2	59.6	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**68**	0	**68**	0	0	**2**	**2**	0	98	0	98	**168**
04:15 PM	0	0	0	0	**1**	60	0	61	0	0	1	1	0	**103**	0	**103**	165
04:30 PM	0	0	**1**	**1**	1	50	0	51	**2**	0	0	2	0	93	**1**	94	148
04:45 PM	0	0	0	0	0	64	0	64	1	0	0	1	**1**	94	0	95	160
Total Volume	0	0	1	1	2	242	0	244	3	0	3	6	1	388	1	390	641
% App. Total	0	0	100		0.8	99.2	0		50	0	50		0.3	99.5	0.3		
PHF	.000	.000	.250	.250	.500	.890	.000	.897	.375	.000	.375	.750	.250	.942	.250	.947	.954

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**68**	0	**68**	0	0	**2**	**2**	0	98	0	98
+15 mins.	0	0	0	0	**1**	60	0	61	0	0	1	1	0	**103**	0	**103**
+30 mins.	0	0	**1**	**1**	1	50	0	51	**2**	0	0	2	0	93	**1**	94
+45 mins.	0	0	0	0	0	64	0	64	1	0	0	1	**1**	94	0	95
Total Volume	0	0	1	1	2	242	0	244	3	0	3	6	1	388	1	390
% App. Total	0	0	100		0.8	99.2	0		50	0	50		0.3	99.5	0.3	
PHF	.000	.000	.250	.250	.500	.890	.000	.897	.375	.000	.375	.750	.250	.942	.250	.947

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

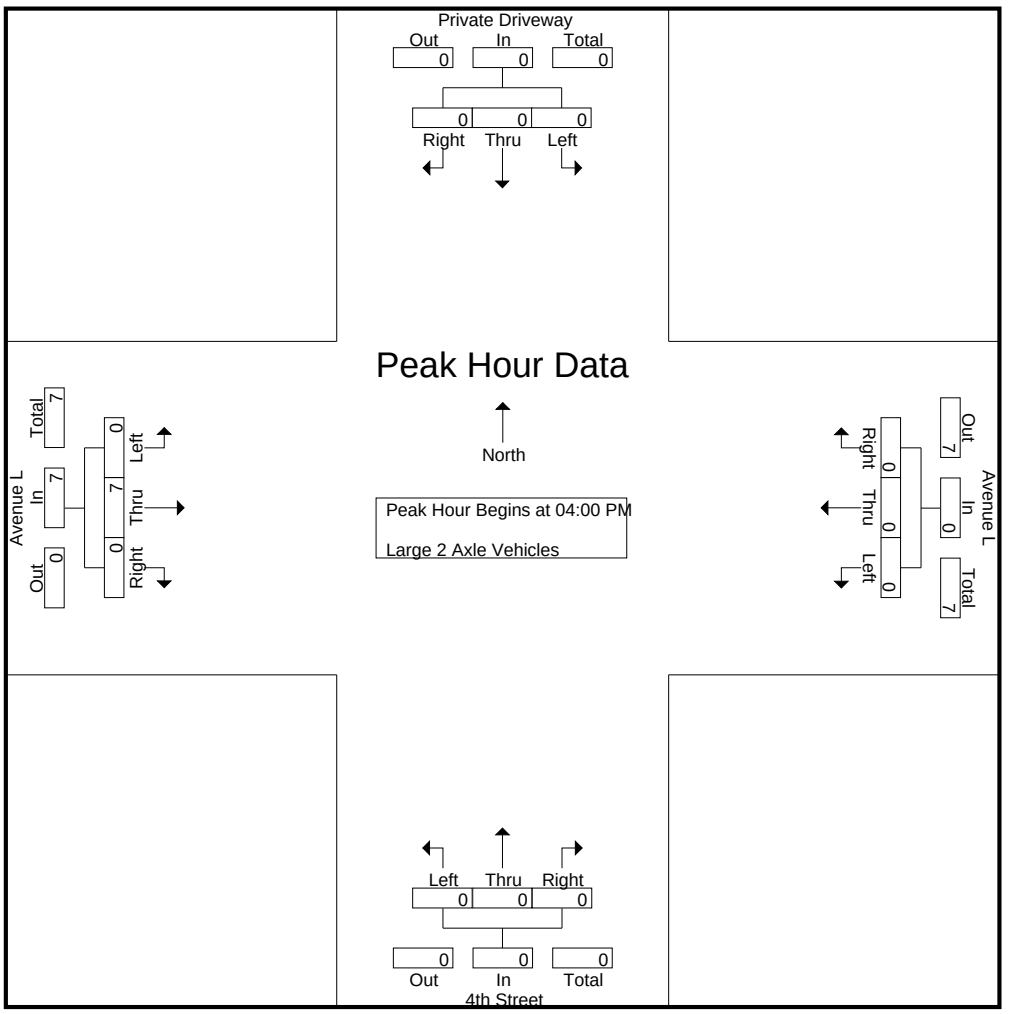
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	11
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.350	.000	.350	.350

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.350	.000	.350

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

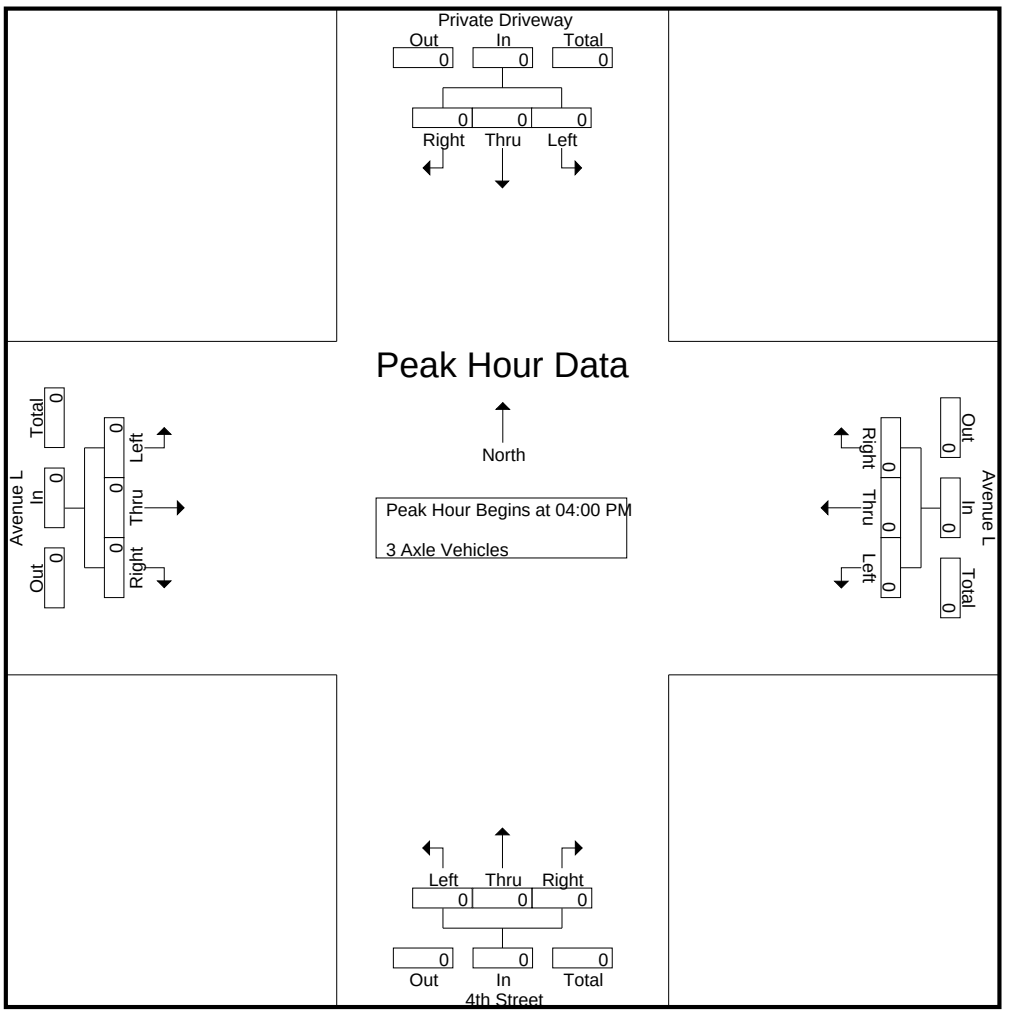
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

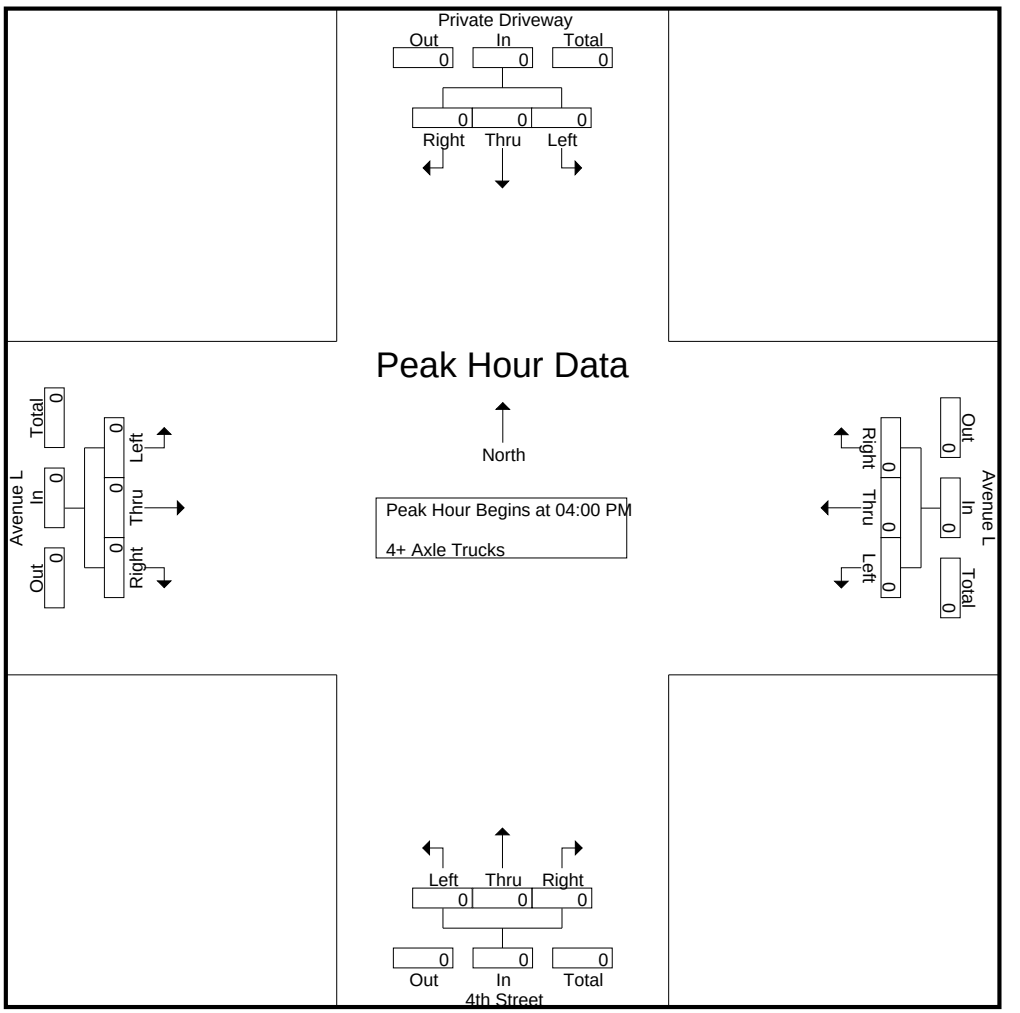
	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Private Driveway Southbound				Avenue L Westbound				4th Street Northbound				Avenue L Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

City of Calimesa
N/S: 4th Street
E/W: Avenue L
Weather: Clear

File Name : 04_CAL_4th_Ave L PM
Site Code : 00324054
Start Date : 1/24/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Calimesa
N/S: 4th Street
E/W: Avenue L

Date: 1/24/2024
Day: Wednesday

PEDESTRIANS

	North Leg 4th Street	East Leg Avenue L	South Leg 4th Street	West Leg Avenue L	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	1	0	1

	North Leg 4th Street	East Leg Avenue L	South Leg 4th Street	West Leg Avenue L	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: Calimesa
N/S: 4th Street
E/W: Avenue L

Date: 1/24/2024
Day: Wednesday

BICYCLES

	Southbound 4th Street			Westbound Avenue L			Northbound 4th Street			Eastbound Avenue L			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

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

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Volumes	Project Trips	Existing Plus Project	Existing Traffic Volumes	Project Trips	Existing Plus Project
1 5th Street/Avenue L						
NBL	13	9	22	10	6	16
NBT	11	4	15	15	2	17
NBR	174	0	174	225	0	225
SBL	9	0	9	10	0	10
SBT	12	1	13	25	4	29
SBR	2	0	2	4	0	4
EBL	0	0	0	7	0	7
EBT	71	3	74	173	10	183
EBR	1	3	4	17	10	27
WBL	219	0	219	129	0	129
WBT	171	9	180	110	6	116
WBR	7	0	7	6	0	6
North Leg						
Approach	23	1	24	39	4	43
Departure	18	4	22	28	2	30
Total	41	5	46	67	6	73
South Leg						
Approach	198	13	211	250	8	258
Departure	232	4	236	171	14	185
Total	430	17	447	421	22	443
East Leg						
Approach	397	9	406	245	6	251
Departure	254	3	257	408	10	418
Total	651	12	663	653	16	669
West Leg						
Approach	72	6	78	197	20	217
Departure	186	18	204	124	12	136
Total	258	24	282	321	32	353
Total Approaches						
Approach	690	29	719	731	38	769
Departure	690	29	719	731	38	769
Total	1,380	58	1,438	1,462	76	1,538

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Volumes	Project Trips	Existing Plus Project	Existing Traffic Volumes	Project Trips	Existing Plus Project
2 5th Street/Myrtlewood Drive						
NBL	10	0	10	41	0	41
NBT	154	1	155	124	4	128
NBR	28	0	28	15	0	15
SBL	1	2	3	9	1	10
SBT	170	4	174	83	2	85
SBR	73	2	75	78	1	79
EBL	38	1	39	127	2	129
EBT	31	0	31	97	0	97
EBR	7	0	7	18	0	18
WBL	53	0	53	30	0	30
WBT	48	0	48	54	0	54
WBR	4	1	5	6	2	8
North Leg						
Approach	244	8	252	170	4	174
Departure	196	3	199	257	8	265
Total	440	11	451	427	12	439
South Leg						
Approach	192	1	193	180	4	184
Departure	230	4	234	131	2	133
Total	422	5	427	311	6	317
East Leg						
Approach	105	1	106	90	2	92
Departure	60	2	62	121	1	122
Total	165	3	168	211	3	214
West Leg						
Approach	76	1	77	242	2	244
Departure	131	2	133	173	1	174
Total	207	3	210	415	3	418
Total Approaches						
Approach	617	11	628	682	12	694
Departure	617	11	628	682	12	694
Total	1,234	22	1,256	1,364	24	1,388

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Volumes	Project Trips	Existing Plus Project	Existing Traffic Volumes	Project Trips	Existing Plus Project
3 5th Street/Project Driveway 1						
NBL		0	0		0	0
NBT	196	0	196	258	0	258
NBR		2	2		8	8
SBL		4	4		13	13
SBT	247	0	247	172	0	172
SBR		0	0		0	0
EBL		0	0		0	0
EBT		0	0		0	0
EBR		0	0		0	0
WBL		7	7		5	5
WBT		0	0		0	0
WBR		13	13		8	8
North Leg						
Approach	247	4	251	172	13	185
Departure	196	13	209	258	8	266
Total	443	17	460	430	21	451
South Leg						
Approach	196	2	198	258	8	266
Departure	247	7	254	172	5	177
Total	443	9	452	430	13	443
East Leg						
Approach	0	20	20	0	13	13
Departure	0	6	6	0	21	21
Total	0	26	26	0	34	34
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	443	26	469	430	34	464
Departure	443	26	469	430	34	464
Total	886	52	938	860	68	928

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Volumes	Project Trips	Existing Plus Project	Existing Traffic Volumes	Project Trips	Existing Plus Project
4 Project Driveway 2/Avenue L						
NBL		9	9		6	6
NBT		0	0		0	0
NBR		7	7		5	5
SBL		0	0		0	0
SBT		0	0		0	0
SBR		0	0		0	0
EBL		0	0		0	0
EBT	260	0	260	408	0	408
EBR		3	3		10	10
WBL		2	2		8	8
WBT	393	0	393	246	0	246
WBR		0	0		0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	16	16	0	11	11
Departure	0	5	5	0	18	18
Total	0	21	21	0	29	29
East Leg						
Approach	393	2	395	246	8	254
Departure	260	7	267	408	5	413
Total	653	9	662	654	13	667
West Leg						
Approach	260	3	263	408	10	418
Departure	393	9	402	246	6	252
Total	653	12	665	654	16	670
Total Approaches						
Approach	653	21	674	654	29	683
Departure	653	21	674	654	29	683
Total	1,306	42	1,348	1,308	58	1,366

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Volumes	Project Trips	Existing Plus Project	Existing Traffic Volumes	Project Trips	Existing Plus Project
5 5th Street/Driveway 1 (vol dev only)						
NBL	0	0	0	0	0	0
NBT	195	13	208	258	8	266
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	247	4	251	172	13	185
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	247	4	251	172	13	185
Departure	195	13	208	258	8	266
Total	442	17	459	430	21	451
South Leg						
Approach	195	13	208	258	8	266
Departure	247	4	251	172	13	185
Total	442	17	459	430	21	451
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	442	17	459	430	21	451
Departure	442	17	459	430	21	451
Total	884	34	918	860	42	902

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Volumes	Project Trips	Existing Plus Project	Existing Traffic Volumes	Project Trips	Existing Plus Project
6 4th Street/Avenue L (vol dev only)						
NBL	1	0	1	3	0	3
NBT	0	0	0	0	0	0
NBR	7	0	7	3	0	3
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	1	0	1
EBL	0	0	0	1	0	1
EBT	259	7	266	399	5	404
EBR	1	0	1	1	0	1
WBL	4	0	4	2	0	2
WBT	392	2	394	242	8	250
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	1	0	1
Departure	0	0	0	1	0	1
Total	0	0	0	2	0	2
South Leg						
Approach	8	0	8	6	0	6
Departure	5	0	5	3	0	3
Total	13	0	13	9	0	9
East Leg						
Approach	396	2	398	244	8	252
Departure	266	7	273	402	5	407
Total	662	9	671	646	13	659
West Leg						
Approach	260	7	267	401	5	406
Departure	393	2	395	246	8	254
Total	653	9	662	647	13	660
Total Approaches						
Approach	664	9	673	652	13	665
Departure	664	9	673	652	13	665
Total	1,328	18	1,346	1,304	26	1,330

LSA

Table C-2 - Background Conditions Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project
1 5th Street/Avenue L										
NBL	13	0	13	9	22	10	0	10	6	16
NBT	11	32	43	4	47	15	41	56	2	58
NBR	174	1	175	0	175	225	4	229	0	229
SBL	9	17	26	0	26	10	28	38	0	38
SBT	12	26	38	1	39	25	46	71	4	75
SBR	2	0	2	0	2	4	0	4	0	4
EBL	0	0	0	0	0	7	0	7	0	7
EBT	71	10	81	3	84	173	33	206	10	216
EBR	1	0	1	3	4	17	0	17	10	27
WBL	219	1	220	0	220	129	4	133	0	133
WBT	171	29	200	9	209	110	19	129	6	135
WBR	7	15	22	0	22	6	28	34	0	34
North Leg										
Approach	23	43	66	1	67	39	74	113	4	117
Departure	18	47	65	4	69	28	69	97	2	99
Total	41	90	131	5	136	67	143	210	6	216
South Leg										
Approach	198	33	231	13	244	250	45	295	8	303
Departure	232	27	259	4	263	171	50	221	14	235
Total	430	60	490	17	507	421	95	516	22	538
East Leg										
Approach	397	45	442	9	451	245	51	296	6	302
Departure	254	28	282	3	285	408	65	473	10	483
Total	651	73	724	12	736	653	116	769	16	785
West Leg										
Approach	72	10	82	6	88	197	33	230	20	250
Departure	186	29	215	18	233	124	19	143	12	155
Total	258	39	297	24	321	321	52	373	32	405
Total Approaches										
Approach	690	131	821	29	850	731	203	934	38	972
Departure	690	131	821	29	850	731	203	934	38	972
Total	1,380	262	1,642	58	1,700	1,462	406	1,868	76	1,944

LSA

Table C-2 - Background Conditions Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project
2 5th Street/Myrtlewood Drive										
NBL	10	0	10	0	10	41	0	41	0	41
NBT	154	19	173	1	174	124	19	143	4	147
NBR	28	0	28	0	28	15	0	15	0	15
SBL	1	16	17	2	19	9	25	34	1	35
SBT	170	11	181	4	185	83	24	107	2	109
SBR	73	0	73	2	75	78	0	78	1	79
EBL	38	0	38	1	39	127	0	127	2	129
EBT	31	0	31	0	31	97	0	97	0	97
EBR	7	0	7	0	7	18	0	18	0	18
WBL	53	0	53	0	53	30	0	30	0	30
WBT	48	0	48	0	48	54	0	54	0	54
WBR	4	14	18	1	19	6	25	31	2	33
North Leg										
Approach	244	27	271	8	279	170	49	219	4	223
Departure	196	33	229	3	232	257	44	301	8	309
Total	440	60	500	11	511	427	93	520	12	532
South Leg										
Approach	192	19	211	1	212	180	19	199	4	203
Departure	230	11	241	4	245	131	24	155	2	157
Total	422	30	452	5	457	311	43	354	6	360
East Leg										
Approach	105	14	119	1	120	90	25	115	2	117
Departure	60	16	76	2	78	121	25	146	1	147
Total	165	30	195	3	198	211	50	261	3	264
West Leg										
Approach	76	0	76	1	77	242	0	242	2	244
Departure	131	0	131	2	133	173	0	173	1	174
Total	207	0	207	3	210	415	0	415	3	418
Total Approaches										
Approach	617	60	677	11	688	682	93	775	12	787
Departure	617	60	677	11	688	682	93	775	12	787
Total	1,234	120	1,354	22	1,376	1,364	186	1,550	24	1,574

LSA

Table C-2 - Background Conditions Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project
3 5th Street/Project Driveway 1										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	196	33	229	0	229	258	44	302	0	302
NBR	0	0	0	2	2	0	0	0	8	8
SBL	0	0	0	4	4	0	0	0	13	13
SBT	247	27	274	0	274	172	49	221	0	221
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	7	7	0	0	0	5	5
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	13	13	0	0	0	8	8
North Leg										
Approach	247	27	274	4	278	172	49	221	13	234
Departure	196	33	229	13	242	258	44	302	8	310
Total	443	60	503	17	520	430	93	523	21	544
South Leg										
Approach	196	33	229	2	231	258	44	302	8	310
Departure	247	27	274	7	281	172	49	221	5	226
Total	443	60	503	9	512	430	93	523	13	536
East Leg										
Approach	0	0	0	20	20	0	0	0	13	13
Departure	0	0	0	6	6	0	0	0	21	21
Total	0	0	0	26	26	0	0	0	34	34
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	443	60	503	26	529	430	93	523	34	557
Departure	443	60	503	26	529	430	93	523	34	557
Total	886	120	1,006	52	1,058	860	186	1,046	68	1,114

LSA

Table C-2 - Background Conditions Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project	Existing Volumes	Cumulative Project Trips	Background No Project	Project Trips	Background Plus Project
4 Project Driveway 2/Avenue L										
NBL	0	0	0	9	9	0	0	0	6	6
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	7	7	0	0	0	5	5
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	260	28	288	0	288	408	64	472	0	472
EBR	0	0	0	3	3	0	0	0	10	10
WBL	0	0	0	2	2	0	0	0	8	8
WBT	393	44	437	0	437	246	51	297	0	297
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	16	16	0	0	0	11	11
Departure	0	0	0	5	5	0	0	0	18	18
Total	0	0	0	21	21	0	0	0	29	29
East Leg										
Approach	393	44	437	2	439	246	51	297	8	305
Departure	260	28	288	7	295	408	64	472	5	477
Total	653	72	725	9	734	654	115	769	13	782
West Leg										
Approach	260	28	288	3	291	408	64	472	10	482
Departure	393	44	437	9	446	246	51	297	6	303
Total	653	72	725	12	737	654	115	769	16	785
Total Approaches										
Approach	653	72	725	21	746	654	115	769	29	798
Departure	653	72	725	21	746	654	115	769	29	798
Total	1,306	144	1,450	42	1,492	1,308	230	1,538	58	1,596

LSA

Table C-3 - Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Cumulative No Project	Net Project Trips	Cumulative Plus Project
1 5th Street/Avenue L						
NBL	33	9	42	16	6	22
NBT	63	4	67	59	2	61
NBR	376	0	376	307	0	307
SBL	27	0	27	40	0	40
SBT	40	1	41	75	4	79
SBR	4	0	4	6	0	6
EBL	0	0	0	12	0	12
EBT	85	3	88	315	10	325
EBR	1	3	4	23	10	33
WBL	313	0	313	140	0	140
WBT	210	9	219	154	6	160
WBR	23	0	23	36	0	36
North Leg						
Approach	71	1	72	121	4	125
Departure	86	4	90	107	2	109
Total	157	5	162	228	6	234
South Leg						
Approach	472	13	485	382	8	390
Departure	354	4	358	238	14	252
Total	826	17	843	620	22	642
East Leg						
Approach	546	9	555	330	6	336
Departure	488	3	491	662	10	672
Total	1,034	12	1,046	992	16	1,008
West Leg						
Approach	86	6	92	350	20	370
Departure	247	18	265	176	12	188
Total	333	24	357	526	32	558
Total Approaches						
Approach	1,175	29	1,204	1,183	38	1,221
Departure	1,175	29	1,204	1,183	38	1,221
Total	2,350	58	2,408	2,366	76	2,442

LSA

Table C-3 - Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Cumulative No Project	Net Project Trips	Cumulative Plus Project
2 5th Street/Myrtlewood Drive						
NBL	17	0	17	79	0	79
NBT	402	1	403	251	4	255
NBR	167	0	167	93	0	93
SBL	18	2	20	36	1	37
SBT	276	4	280	112	2	114
SBR	77	2	79	82	1	83
EBL	61	1	62	133	2	135
EBT	113	0	113	183	0	183
EBR	12	0	12	19	0	19
WBL	148	0	148	65	0	65
WBT	77	0	77	161	0	161
WBR	19	1	20	33	2	35
North Leg						
Approach	371	8	379	230	4	234
Departure	482	3	485	417	8	425
Total	853	11	864	647	12	659
South Leg						
Approach	586	1	587	423	4	427
Departure	436	4	440	196	2	198
Total	1,022	5	1,027	619	6	625
East Leg						
Approach	244	1	245	259	2	261
Departure	298	2	300	312	1	313
Total	542	3	545	571	3	574
West Leg						
Approach	186	1	187	335	2	337
Departure	171	2	173	322	1	323
Total	357	3	360	657	3	660
Total Approaches						
Approach	1,387	11	1,398	1,247	12	1,259
Departure	1,387	11	1,398	1,247	12	1,259
Total	2,774	22	2,796	2,494	24	2,518

LSA

Table C-3 - Cumulative Conditions Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		Cumulative No Project	Net Project Trips	Cumulative Plus Project	Cumulative No Project	Net Project Trips	Cumulative Plus Project
3	**5th Street/Project Driveway 1**						
NBL		0	0	0	0	0	0
NBT		473	0	473	349	0	349
NBR		0	2	2	0	8	8
SBL		0	4	4	0	13	13
SBT		356	0	356	232	0	232
SBR		0	0	0	0	0	0
EBL		0	0	0	0	0	0
EBT		0	0	0	0	0	0
EBR		0	0	0	0	0	0
WBL		0	7	7	0	5	5
WBT		0	0	0	0	0	0
WBR		0	13	13	0	8	8
North Leg							
	Approach	356	4	360	232	13	245
	Departure	473	13	486	349	8	357
	Total	829	17	846	581	21	602
South Leg							
	Approach	473	2	475	349	8	357
	Departure	356	7	363	232	5	237
	Total	829	9	838	581	13	594
East Leg							
	Approach	0	20	20	0	13	13
	Departure	0	6	6	0	21	21
	Total	0	26	26	0	34	34
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Total Approaches							
	Approach	829	26	855	581	34	615
	Departure	829	26	855	581	34	615
	Total	1,658	52	1,710	1,162	68	1,230

LSA

Table C-3 - Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Cumulative No Project	Net Project Trips	Cumulative Plus Project	Cumulative No Project	Net Project Trips	Cumulative Plus Project
4 Project Driveway 2/Avenue L						
NBL	0	9	9	0	6	6
NBT	0	0	0	0	0	0
NBR	0	7	7	0	5	5
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	465	0	465	636	0	636
EBR	0	3	3	0	10	10
WBL	0	2	2	0	8	8
WBT	536	0	536	312	0	312
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	16	16	0	11	11
Departure	0	5	5	0	18	18
Total	0	21	21	0	29	29
East Leg						
Approach	536	2	538	312	8	320
Departure	465	7	472	636	5	641
Total	1,001	9	1,010	948	13	961
West Leg						
Approach	465	3	468	636	10	646
Departure	536	9	545	312	6	318
Total	1,001	12	1,013	948	16	964
Total Approaches						
Approach	1,001	21	1,022	948	29	977
Departure	1,001	21	1,022	948	29	977
Total	2,002	42	2,044	1,896	58	1,954

APPENDIX D

LEVEL OF SERVICE WORKSHEETS

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	71	1	219	171	7	13	11	174	9	12	2
Future Vol, veh/h	0	71	1	219	171	7	13	11	174	9	12	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	78	1	241	188	8	14	12	191	10	13	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	13.7	9.5	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	55%	39%
Vol Thru, %	6%	99%	43%	52%
Vol Right, %	88%	1%	2%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	72	397	23
LT Vol	13	0	219	9
Through Vol	11	71	171	12
RT Vol	174	1	7	2
Lane Flow Rate	218	79	436	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.281	0.11	0.566	0.038
Departure Headway (Hd)	4.648	4.988	4.67	5.457
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	712	768	650
Service Time	2.707	3.065	2.726	3.542
HCM Lane V/C Ratio	0.284	0.111	0.568	0.038
HCM Control Delay, s/veh	9.5	8.7	13.7	8.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.2	0.4	3.6	0.1

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	31	7	53	48	4	10	154	28	1	170	73
Future Vol, veh/h	38	31	7	53	48	4	10	154	28	1	170	73
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	37	8	63	57	5	12	183	33	1	202	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.2	9.6	9.8	10.3
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	50%	50%	0%
Vol Thru, %	80%	41%	46%	70%
Vol Right, %	15%	9%	4%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	76	105	244
LT Vol	10	38	53	1
Through Vol	154	31	48	170
RT Vol	28	7	4	73
Lane Flow Rate	229	90	125	290
Geometry Grp	1	1	1	1
Degree of Util (X)	0.3	0.133	0.184	0.368
Departure Headway (Hd)	4.724	5.31	5.288	4.559
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	668	671	784
Service Time	2.793	3.405	3.376	2.623
HCM Lane V/C Ratio	0.304	0.135	0.186	0.37
HCM Control Delay, s/veh	9.8	9.2	9.6	10.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.3	0.5	0.7	1.7

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	173	17	129	110	6	10	15	225	10	25	4
Future Vol, veh/h	7	173	17	129	110	6	10	15	225	10	25	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	184	18	137	117	6	11	16	239	11	27	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	10.9	10	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	4%	53%	26%
Vol Thru, %	6%	88%	45%	64%
Vol Right, %	90%	9%	2%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	197	245	39
LT Vol	10	7	129	10
Through Vol	15	173	110	25
RT Vol	225	17	6	4
Lane Flow Rate	266	210	261	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.286	0.36	0.063
Departure Headway (Hd)	4.558	4.905	4.969	5.494
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	723	717	656
Service Time	2.633	2.994	3.055	3.494
HCM Lane V/C Ratio	0.34	0.29	0.364	0.063
HCM Control Delay, s/veh	10	10	10.9	8.9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.5	1.2	1.6	0.2

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	127	97	18	30	54	6	41	124	15	9	83	78
Future Vol, veh/h	127	97	18	30	54	6	41	124	15	9	83	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	132	101	19	31	56	6	43	129	16	9	86	81
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.7	9	9.8	9.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	52%	33%	5%
Vol Thru, %	69%	40%	60%	49%
Vol Right, %	8%	7%	7%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	242	90	170
LT Vol	41	127	30	9
Through Vol	124	97	54	83
RT Vol	15	18	6	78
Lane Flow Rate	188	252	94	177
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.347	0.134	0.233
Departure Headway (Hd)	4.98	4.957	5.142	4.745
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	718	689	749
Service Time	3.059	3.032	3.233	2.825
HCM Lane V/C Ratio	0.263	0.351	0.136	0.236
HCM Control Delay, s/veh	9.8	10.7	9	9.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1	1.6	0.5	0.9

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	81	1	220	200	22	13	43	175	26	38	2
Future Vol, veh/h	0	81	1	220	200	22	13	43	175	26	38	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	89	1	242	220	24	14	47	192	29	42	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.4	17.9	11	9.8
HCM LOS	A	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	50%	39%
Vol Thru, %	19%	99%	45%	58%
Vol Right, %	76%	1%	5%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	82	442	66
LT Vol	13	0	220	26
Through Vol	43	81	200	38
RT Vol	175	1	22	2
Lane Flow Rate	254	90	486	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.359	0.137	0.678	0.119
Departure Headway (Hd)	5.094	5.491	5.026	5.903
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	706	651	724	606
Service Time	3.135	3.534	3.026	3.954
HCM Lane V/C Ratio	0.36	0.138	0.671	0.12
HCM Control Delay, s/veh	11	9.4	17.9	9.8
HCM Lane LOS	B	A	C	A
HCM 95th-tile Q	1.6	0.5	5.3	0.4

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	31	7	53	48	18	10	173	28	17	181	73
Future Vol, veh/h	38	31	7	53	48	18	10	173	28	17	181	73
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	37	8	63	57	21	12	206	33	20	215	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	10	10.5	11.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	50%	45%	6%
Vol Thru, %	82%	41%	40%	67%
Vol Right, %	13%	9%	15%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	76	119	271
LT Vol	10	38	53	17
Through Vol	173	31	48	181
RT Vol	28	7	18	73
Lane Flow Rate	251	90	142	323
Geometry Grp	1	1	1	1
Degree of Util (X)	0.344	0.141	0.215	0.419
Departure Headway (Hd)	4.932	5.604	5.462	4.677
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	641	659	758
Service Time	2.932	3.622	3.478	2.776
HCM Lane V/C Ratio	0.342	0.14	0.215	0.426
HCM Control Delay, s/veh	10.5	9.5	10	11.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.5	0.5	0.8	2.1

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	206	17	133	129	34	10	56	229	38	71	4
Future Vol, veh/h	7	206	17	133	129	34	10	56	229	38	71	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	219	18	141	137	36	11	60	244	40	76	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.1	13.8	12.6	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	3%	45%	34%
Vol Thru, %	19%	90%	44%	63%
Vol Right, %	78%	7%	11%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	230	296	113
LT Vol	10	7	133	38
Through Vol	56	206	129	71
RT Vol	229	17	34	4
Lane Flow Rate	314	245	315	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.455	0.381	0.485	0.203
Departure Headway (Hd)	5.221	5.606	5.545	6.068
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	687	639	646	588
Service Time	3.285	3.673	3.608	4.148
HCM Lane V/C Ratio	0.457	0.383	0.488	0.204
HCM Control Delay, s/veh	12.6	12.1	13.8	10.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.4	1.8	2.7	0.8

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	127	97	18	30	54	31	41	143	15	34	107	78
Future Vol, veh/h	127	97	18	30	54	31	41	143	15	34	107	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	132	101	19	31	56	32	43	149	16	35	111	81
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.4	9.6	10.6	10.5
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	52%	26%	16%
Vol Thru, %	72%	40%	47%	49%
Vol Right, %	8%	7%	27%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	242	115	219
LT Vol	41	127	30	34
Through Vol	143	97	54	107
RT Vol	15	18	31	78
Lane Flow Rate	207	252	120	228
Geometry Grp	1	1	1	1
Degree of Util (X)	0.303	0.371	0.178	0.321
Departure Headway (Hd)	5.258	5.297	5.349	5.058
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	684	678	670	712
Service Time	3.291	3.33	3.389	3.09
HCM Lane V/C Ratio	0.303	0.372	0.179	0.32
HCM Control Delay, s/veh	10.6	11.4	9.6	10.5
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.3	1.7	0.6	1.4

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	84	4	220	209	22	22	47	175	26	39	2
Future Vol, veh/h	0	84	4	220	209	22	22	47	175	26	39	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	92	4	242	230	24	24	52	192	29	43	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.6	19	11.5	9.9
HCM LOS	A	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	49%	39%
Vol Thru, %	19%	95%	46%	58%
Vol Right, %	72%	5%	5%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	88	451	67
LT Vol	22	0	220	26
Through Vol	47	84	209	39
RT Vol	175	4	22	2
Lane Flow Rate	268	97	496	74
Geometry Grp	1	1	1	1
Degree of Util (X)	0.386	0.149	0.698	0.123
Departure Headway (Hd)	5.189	5.559	5.069	6.001
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	644	714	596
Service Time	3.23	3.605	3.098	4.052
HCM Lane V/C Ratio	0.387	0.151	0.695	0.124
HCM Control Delay, s/veh	11.5	9.6	19	9.9
HCM Lane LOS	B	A	C	A
HCM 95th-tile Q	1.8	0.5	5.7	0.4

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	31	7	53	48	19	10	174	28	19	185	75
Future Vol, veh/h	39	31	7	53	48	19	10	174	28	19	185	75
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	37	8	63	57	23	12	207	33	23	220	89
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.6	10	10.6	11.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	51%	44%	7%
Vol Thru, %	82%	40%	40%	66%
Vol Right, %	13%	9%	16%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	77	120	279
LT Vol	10	39	53	19
Through Vol	174	31	48	185
RT Vol	28	7	19	75
Lane Flow Rate	252	92	143	332
Geometry Grp	1	1	1	1
Degree of Util (X)	0.348	0.144	0.218	0.433
Departure Headway (Hd)	4.959	5.64	5.49	4.794
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	637	656	757
Service Time	2.959	3.662	3.51	2.794
HCM Lane V/C Ratio	0.346	0.144	0.218	0.439
HCM Control Delay, s/veh	10.6	9.6	10	11.4
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.6	0.5	0.8	2.2

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	13	229	2	4	274
Future Vol, veh/h	7	13	229	2	4	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	15	249	2	4	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	557	250	0	0	251	0
Stage 1	250	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	495	794	-	-	1326	-
Stage 1	796	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	493	794	-	-	1326	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.71	0	0.11
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	654	26	-
HCM Lane V/C Ratio	-	-	0.036	0.003	-
HCM Control Delay (s/veh)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	288	3	2	437	9	7
Future Vol, veh/h	288	3	2	437	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	313	3	2	475	10	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	316	0	794	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1255	-	360	730
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1255	-	359	730
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.04	13.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	8	-
HCM Lane V/C Ratio	0.038	-	-	0.002	-
HCM Control Delay (s/veh)	13.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	216	27	133	135	34	16	58	229	38	75	4
Future Vol, veh/h	7	216	27	133	135	34	16	58	229	38	75	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	230	29	141	144	36	17	62	244	40	80	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.8	14.4	13.3	11
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	3%	44%	32%
Vol Thru, %	19%	86%	45%	64%
Vol Right, %	76%	11%	11%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	250	302	117
LT Vol	16	7	133	38
Through Vol	58	216	135	75
RT Vol	229	27	34	4
Lane Flow Rate	322	266	321	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.479	0.419	0.504	0.214
Departure Headway (Hd)	5.347	5.672	5.652	6.202
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	630	633	574
Service Time	3.42	3.749	3.725	4.297
HCM Lane V/C Ratio	0.481	0.422	0.507	0.216
HCM Control Delay, s/veh	13.3	12.8	14.4	11
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.6	2.1	2.8	0.8

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	97	18	30	54	33	41	147	15	35	109	79
Future Vol, veh/h	129	97	18	30	54	33	41	147	15	35	109	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	134	101	19	31	56	34	43	153	16	36	114	82
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.6	9.6	10.7	10.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	53%	26%	16%
Vol Thru, %	72%	40%	46%	49%
Vol Right, %	7%	7%	28%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	244	117	223
LT Vol	41	129	30	35
Through Vol	147	97	54	109
RT Vol	15	18	33	79
Lane Flow Rate	211	254	122	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.31	0.376	0.182	0.328
Departure Headway (Hd)	5.283	5.33	5.377	5.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	676	667	706
Service Time	3.317	3.363	3.415	3.117
HCM Lane V/C Ratio	0.31	0.376	0.183	0.329
HCM Control Delay, s/veh	10.7	11.6	9.6	10.6
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.3	1.7	0.7	1.4

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	302	8	13	221
Future Vol, veh/h	5	8	302	8	13	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	328	9	14	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	601	333	0	0	337	0
Stage 1	333	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	467	714	-	-	1234	-
Stage 1	731	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	714	-	-	1234	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.26	0	0.44
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	589	100	-
HCM Lane V/C Ratio	-	-	0.023	0.011	-
HCM Control Delay (s/veh)	-	-	11.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	472	10	8	297	6	5
Future Vol, veh/h	472	10	8	297	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	513	11	9	323	6	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	524	0	859	518
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1053	-	330	561
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	326	561
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.22	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	47	-
HCM Lane V/C Ratio	0.029	-	-	0.008	-
HCM Control Delay (s/veh)	14.2	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	35.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	85	1	313	210	23	33	63	376	27	40	4
Future Vol, veh/h	0	85	1	313	210	23	33	63	376	27	40	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	89	1	329	221	24	35	66	396	28	42	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.4	50.3	26.5	11.5
HCM LOS	B	F	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	57%	38%
Vol Thru, %	13%	99%	38%	56%
Vol Right, %	80%	1%	4%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	472	86	546	71
LT Vol	33	0	313	27
Through Vol	63	85	210	40
RT Vol	376	1	23	4
Lane Flow Rate	497	91	575	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.785	0.173	0.954	0.148
Departure Headway (Hd)	5.69	6.861	5.973	7.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	636	521	609	501
Service Time	3.741	4.931	3.973	5.203
HCM Lane V/C Ratio	0.781	0.175	0.944	0.15
HCM Control Delay, s/veh	26.5	11.4	50.3	11.5
HCM Lane LOS	D	B	F	B
HCM 95th-tile Q	7.6	0.6	13.1	0.5

Intersection	
Intersection Delay, s/veh	56.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	113	12	148	77	19	17	402	167	18	276	77
Future Vol, veh/h	61	113	12	148	77	19	17	402	167	18	276	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	119	13	156	81	20	18	423	176	19	291	81
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.6	20.4	101.6	28.6
HCM LOS	C	C	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	33%	61%	5%
Vol Thru, %	69%	61%	32%	74%
Vol Right, %	28%	6%	8%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	586	186	244	371
LT Vol	17	61	148	18
Through Vol	402	113	77	276
RT Vol	167	12	19	77
Lane Flow Rate	617	196	257	391
Geometry Grp	1	1	1	1
Degree of Util (X)	1.124	0.432	0.544	0.748
Departure Headway (Hd)	6.558	8.352	8.126	7.2
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	555	435	447	508
Service Time	4.591	6.352	6.126	5.2
HCM Lane V/C Ratio	1.112	0.451	0.575	0.77
HCM Control Delay, s/veh	101.6	17.6	20.4	28.6
HCM Lane LOS	F	C	C	D
HCM 95th-tile Q	20	2.1	3.2	6.3

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	315	23	140	154	36	16	59	307	40	75	6
Future Vol, veh/h	12	315	23	140	154	36	16	59	307	40	75	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	332	24	147	162	38	17	62	323	42	79	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	20.7	19.7	20.7	12.9
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	3%	42%	33%
Vol Thru, %	15%	90%	47%	62%
Vol Right, %	80%	7%	11%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	382	350	330	121
LT Vol	16	12	140	40
Through Vol	59	315	154	75
RT Vol	307	23	36	6
Lane Flow Rate	402	368	347	127
Geometry Grp	1	1	1	1
Degree of Util (X)	0.672	0.651	0.623	0.26
Departure Headway (Hd)	6.015	6.361	6.453	7.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	564	556	492
Service Time	4.093	4.449	4.542	5.349
HCM Lane V/C Ratio	0.676	0.652	0.624	0.258
HCM Control Delay, s/veh	20.7	20.7	19.7	12.9
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	5.1	4.7	4.3	1

Intersection	
Intersection Delay, s/veh	26.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	133	183	19	65	161	33	79	251	93	36	112	82
Future Vol, veh/h	133	183	19	65	161	33	79	251	93	36	112	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	140	193	20	68	169	35	83	264	98	38	118	86
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	25.9	19.6	36.5	17.4
HCM LOS	D	C	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	40%	25%	16%
Vol Thru, %	59%	55%	62%	49%
Vol Right, %	22%	6%	13%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	423	335	259	230
LT Vol	79	133	65	36
Through Vol	251	183	161	112
RT Vol	93	19	33	82
Lane Flow Rate	445	353	273	242
Geometry Grp	1	1	1	1
Degree of Util (X)	0.842	0.706	0.56	0.492
Departure Headway (Hd)	6.809	7.212	7.396	7.317
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	530	501	485	489
Service Time	4.879	5.29	5.48	5.405
HCM Lane V/C Ratio	0.84	0.705	0.563	0.495
HCM Control Delay, s/veh	36.5	25.9	19.6	17.4
HCM Lane LOS	E	D	C	C
HCM 95th-tile Q	8.7	5.5	3.4	2.7

Intersection	
Intersection Delay, s/veh	40.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	88	4	313	219	23	42	67	376	27	41	4
Future Vol, veh/h	0	88	4	313	219	23	42	67	376	27	41	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	93	4	329	231	24	44	71	396	28	43	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.7	57.7	30.1	11.7
HCM LOS	B	F	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	56%	38%
Vol Thru, %	14%	96%	39%	57%
Vol Right, %	78%	4%	4%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	485	92	555	72
LT Vol	42	0	313	27
Through Vol	67	88	219	41
RT Vol	376	4	23	4
Lane Flow Rate	511	97	584	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.821	0.188	0.985	0.153
Departure Headway (Hd)	5.789	6.973	6.071	7.274
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	512	602	490
Service Time	3.846	5.053	4.071	5.364
HCM Lane V/C Ratio	0.82	0.189	0.97	0.155
HCM Control Delay, s/veh	30.1	11.7	57.7	11.7
HCM Lane LOS	D	B	F	B
HCM 95th-tile Q	8.5	0.7	14.3	0.5

Intersection	
Intersection Delay, s/veh	58.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	113	12	148	77	20	17	403	167	20	280	79
Future Vol, veh/h	62	113	12	148	77	20	17	403	167	20	280	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	119	13	156	81	21	18	424	176	21	295	83
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.8	20.8	105.7	30.3
HCM LOS	C	C	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	33%	60%	5%
Vol Thru, %	69%	60%	31%	74%
Vol Right, %	28%	6%	8%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	587	187	245	379
LT Vol	17	62	148	20
Through Vol	403	113	77	280
RT Vol	167	12	20	79
Lane Flow Rate	618	197	258	399
Geometry Grp	1	1	1	1
Degree of Util (X)	1.135	0.437	0.55	0.767
Departure Headway (Hd)	6.612	8.428	8.192	7.246
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	550	431	444	503
Service Time	4.645	6.428	6.192	5.246
HCM Lane V/C Ratio	1.124	0.457	0.581	0.793
HCM Control Delay, s/veh	105.7	17.8	20.8	30.3
HCM Lane LOS	F	C	C	D
HCM 95th-tile Q	20.4	2.2	3.2	6.7

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	13	473	2	4	356
Future Vol, veh/h	7	13	473	2	4	356
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	14	498	2	4	375

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	882	499	0	0	500	0
Stage 1	499	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	319	576	-	-	1075	-
Stage 1	614	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	318	576	-	-	1075	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.43	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	448	20	-
HCM Lane V/C Ratio	-	-	0.047	0.004	-
HCM Control Delay (s/veh)	-	-	13.4	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	465	3	2	536	9	7
Future Vol, veh/h	465	3	2	536	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	489	3	2	564	9	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	493	0	1059	491
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1081	-	251	582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1081	-	250	582
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.03	16.39
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	7	-
HCM Lane V/C Ratio	0.051	-	-	0.002	-
HCM Control Delay (s/veh)	16.4	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	22.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	325	33	140	160	36	22	61	307	40	79	6
Future Vol, veh/h	12	325	33	140	160	36	22	61	307	40	79	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	342	35	147	168	38	23	64	323	42	83	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	24.3	21.9	23	13.5
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	3%	42%	32%
Vol Thru, %	16%	88%	48%	63%
Vol Right, %	79%	9%	11%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	390	370	336	125
LT Vol	22	12	140	40
Through Vol	61	325	160	79
RT Vol	307	33	36	6
Lane Flow Rate	411	389	354	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.705	0.712	0.661	0.277
Departure Headway (Hd)	6.314	6.583	6.725	7.58
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	575	553	538	474
Service Time	4.314	4.599	4.741	5.63
HCM Lane V/C Ratio	0.715	0.703	0.658	0.278
HCM Control Delay, s/veh	23	24.3	21.9	13.5
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	5.7	5.7	4.8	1.1

Intersection	
Intersection Delay, s/veh	27.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	183	19	65	161	35	79	255	93	37	114	83
Future Vol, veh/h	135	183	19	65	161	35	79	255	93	37	114	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	142	193	20	68	169	37	83	268	98	39	120	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	27	20.1	38.9	17.9
HCM LOS	D	C	E	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	40%	25%	16%
Vol Thru, %	60%	54%	62%	49%
Vol Right, %	22%	6%	13%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	427	337	261	234
LT Vol	79	135	65	37
Through Vol	255	183	161	114
RT Vol	93	19	35	83
Lane Flow Rate	449	355	275	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.858	0.718	0.57	0.506
Departure Headway (Hd)	6.873	7.289	7.473	7.393
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	526	493	481	485
Service Time	4.95	5.372	5.566	5.488
HCM Lane V/C Ratio	0.854	0.72	0.572	0.507
HCM Control Delay, s/veh	38.9	27	20.1	17.9
HCM Lane LOS	E	D	C	C
HCM 95th-tile Q	9.1	5.7	3.5	2.8

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	349	8	13	232
Future Vol, veh/h	5	8	349	8	13	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	367	8	14	244

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	643	372	0	0	376	0
Stage 1	372	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	441	679	-	-	1194	-
Stage 1	702	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	435	679	-	-	1194	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.61	0	0.43
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	558	96	-
HCM Lane V/C Ratio	-	-	0.025	0.011	-
HCM Control Delay (s/veh)	-	-	11.6	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	636	10	8	312	6	5
Future Vol, veh/h	636	10	8	312	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	669	11	8	328	6	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	680	0	1020	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	345	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	922	-	264	458
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	922	-	262	458
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.22	16.49
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	325	-	-	45	-
HCM Lane V/C Ratio	0.036	-	-	0.009	-
HCM Control Delay (s/veh)	16.5	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-