

HEMET 30 RESIDENTIAL

TRAFFIC IMPACT STUDY

FEBRUARY 22, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic analysis prepared for the proposed Hemet 30 Residential project (the project). The proposed project will be located on the south side of State Route 74 to the southeast of the intersection of 4 Seasons Boulevard and State Route 74 in unincorporated Riverside County. The proposed project will include 148 single-family dwelling units.

1.1 Purpose of the Traffic Study and Study Objectives

The County's General Plan requires that traffic and circulation impacts of proposed development projects be analyzed consistent with the requirements established by the Riverside County Transportation Department *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020). The guidelines require a Level of Service analysis to maintain consistency with policies contained in the County General Plan. The study area and analysis scenarios include seven intersections under six analyses scenarios and proposes circulation improvements for intersections that operate or are forecast to operate at unsatisfactory levels of service. In addition, this reports also evaluates alternative modes of travel near the project.

1.2 Project Location & Study Area

As stated earlier, the project is located on the south side of State Route 74 to the southeast of the intersection of 4 Seasons Boulevard and State Route 74 in unincorporated Riverside County. The project proposes the construction of 148 single-family dwelling units and is planned to open in 2022. Figure 1 shows the regional location of the project. Figure 2 illustrates the site plan of the proposed project.

Based on discussion with County staff, this report analyzes the following seven intersections for traffic operations:

1. Menifee Road and State Route 74 (Caltrans);
2. Briggs Road and State Route 74 (Caltrans/County of Riverside);
3. State Route 79 and State Route 74 (County of Riverside/Caltrans);
4. 4 Seasons Boulevard and State Route 74 (County of Riverside/Caltrans);
5. Perimeter Road and State Route 74 (County of Riverside/Caltrans);
6. Joel Drive and State Route 74 (County of Riverside); and
7. California Avenue and State Route 74 (County of Riverside/Caltrans);

Figure 3 illustrates intersections included in the TIA.

1.3 Analysis Scenarios

Based on the County guidelines and discussion with County staff, this report analyzes traffic conditions for the following six scenarios:

1. Existing Conditions;
2. Existing With Project Conditions;
3. Project Completion Conditions;
4. Project Completion With Project Conditions;
5. Cumulative Conditions; and
6. Cumulative With Project Conditions.

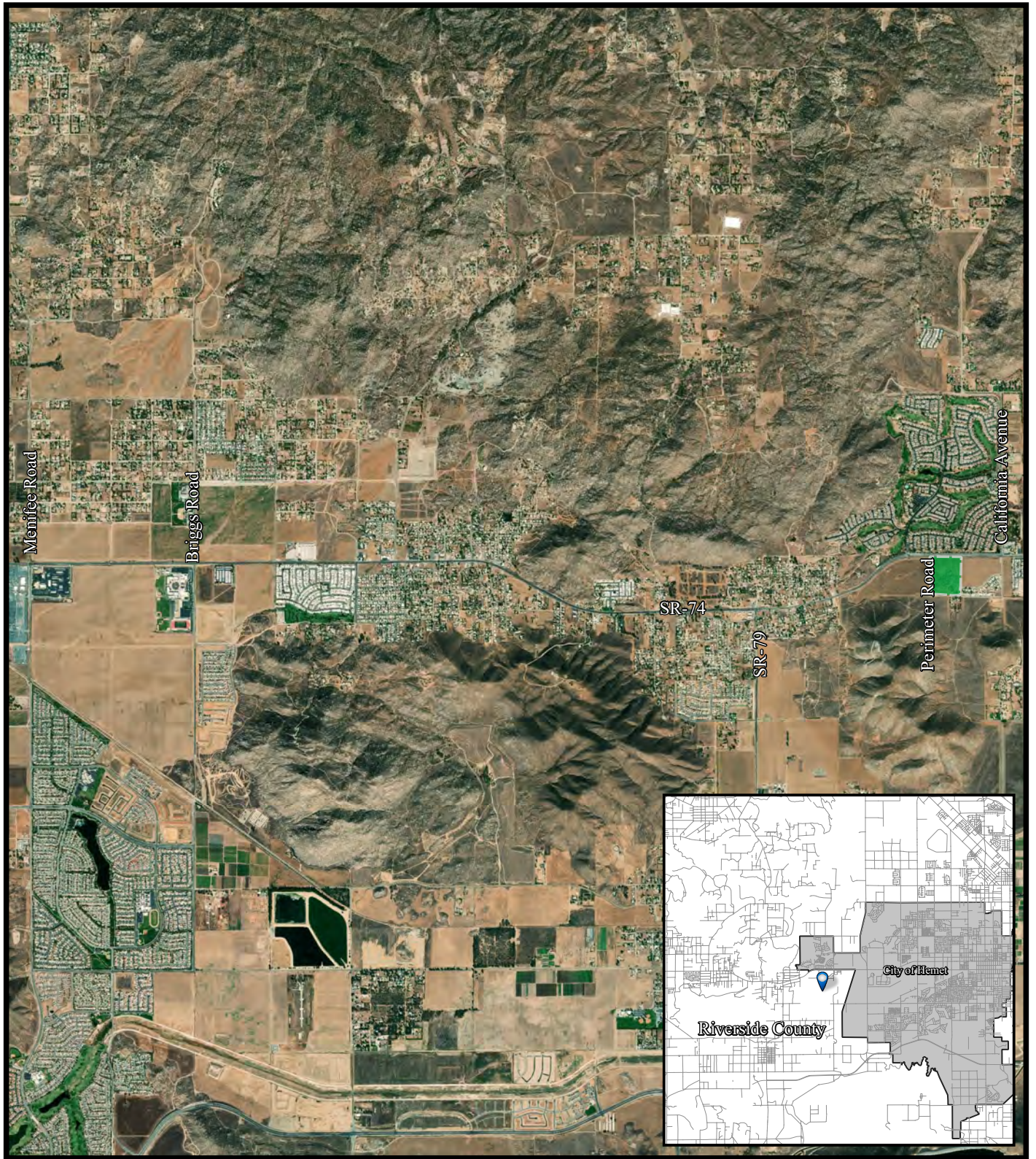
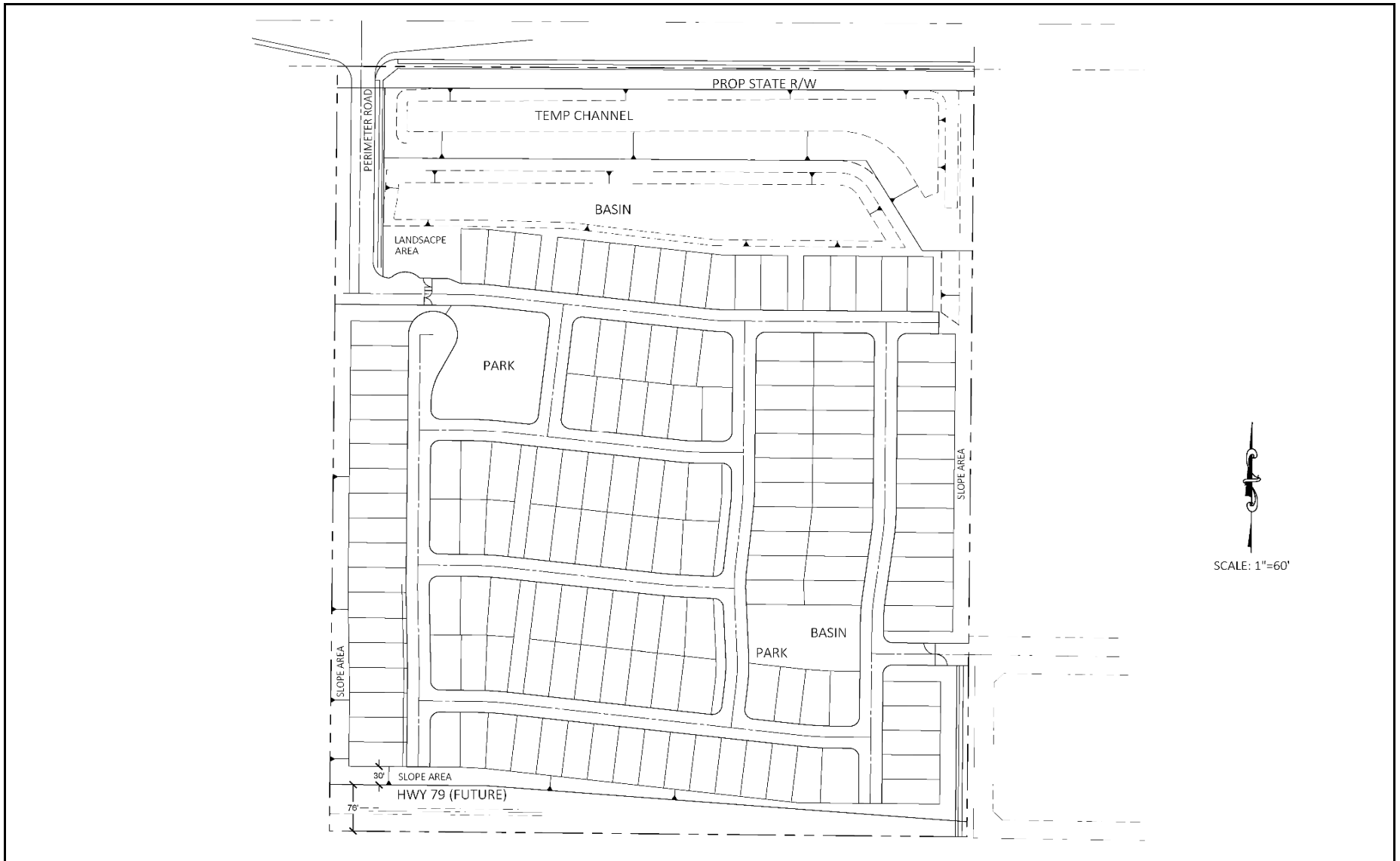


FIGURE 1

Legend

 Project Boundary

**Hemet 30 Residential
Regional Project Location**



Source: Anderson Consulting Engineers, Inc.

FIGURE 2

Hemet 30 Residential Site Plan





Legend

- Study Area Intersections
- Project Boundary



FIGURE 3

**Hemet 30 Residential
Study Area Intersections**

Consistent with County requirements, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

2.0 PROJECT DESCRIPTION

The project site is vacant and proposed to include 148 single-family dwelling units. Access to the project site will be provided at Perimeter Road and State Route 74 and will be restricted to right-in/right out access. Access will also be provided via the west-leg of the existing intersection at Joel Drive and Donald Street. Figure 2 illustrates the site access locations for the proposed project.

2.1 Project Trip Generation

The trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition) for Land Use 210 - "Single-Family Detached Housing". Table A shows the project trip generation for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the project is forecast to generate 110 trips in the a.m. peak hour, 147 trips in the p.m. peak hour, and 1,397 daily trips.

2.2 Project Trip Distribution & Assignment

Trip distribution patterns for the proposed project were developed based on discussion with County staff and the location of local and regional destinations. Figure 4 illustrates the trip distribution for project trips at the study area intersections. The project trip generation was applied to the trip distribution patterns for the project to develop trip assignments for new project trips. Figure 5 illustrates the project trip assignment at the study intersections.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Future Use								
Single-Family Residential								
Trip Generation Rates ¹		0.19	0.56	0.74	0.62	0.37	0.99	9.44
Trip Generation	148 DU	27	83	110	92	55	147	1,397
Total Trip Generation		27	83	110	92	55	147	1,397

Notes: DU = Dwelling Unit

¹ Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

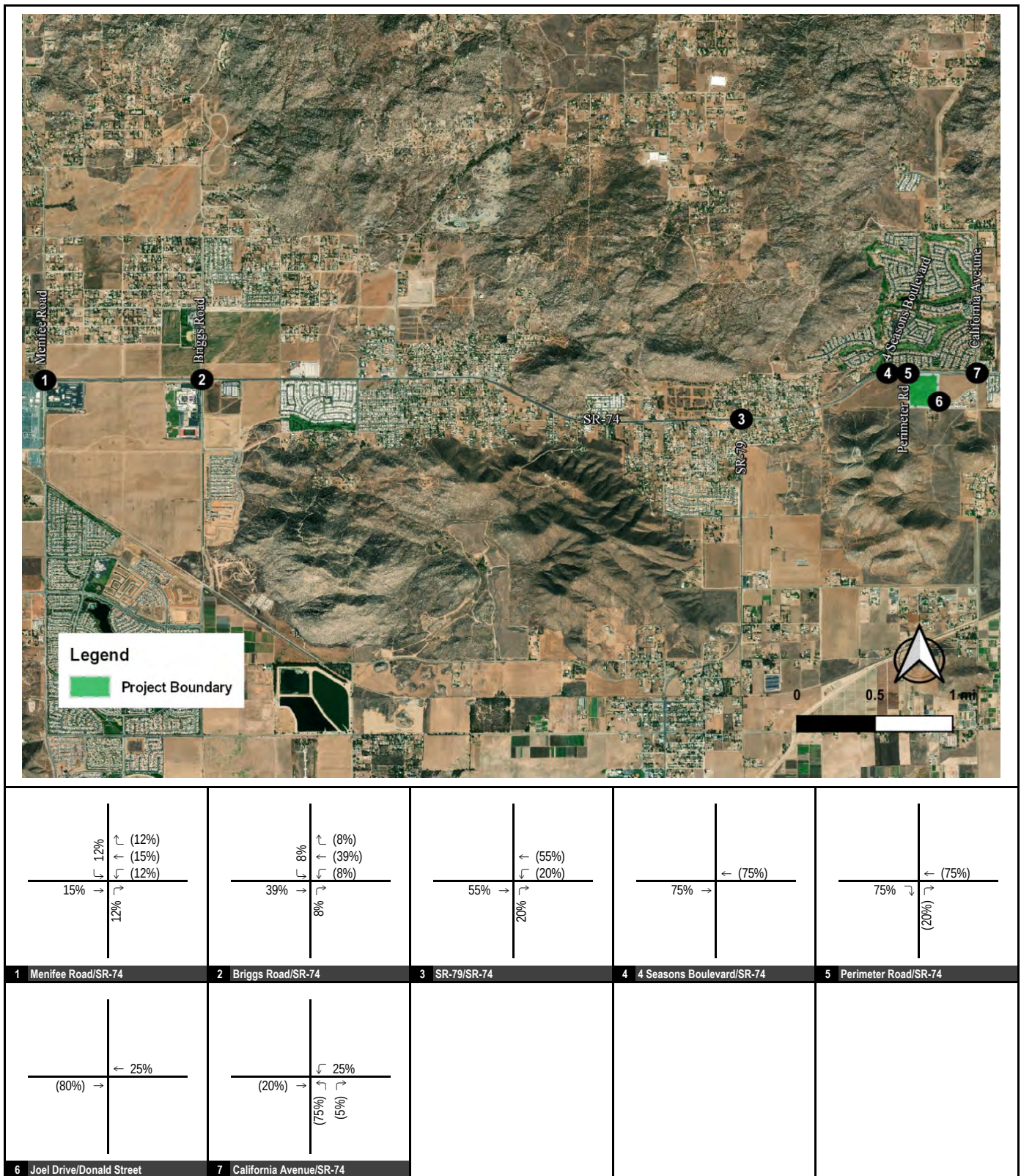
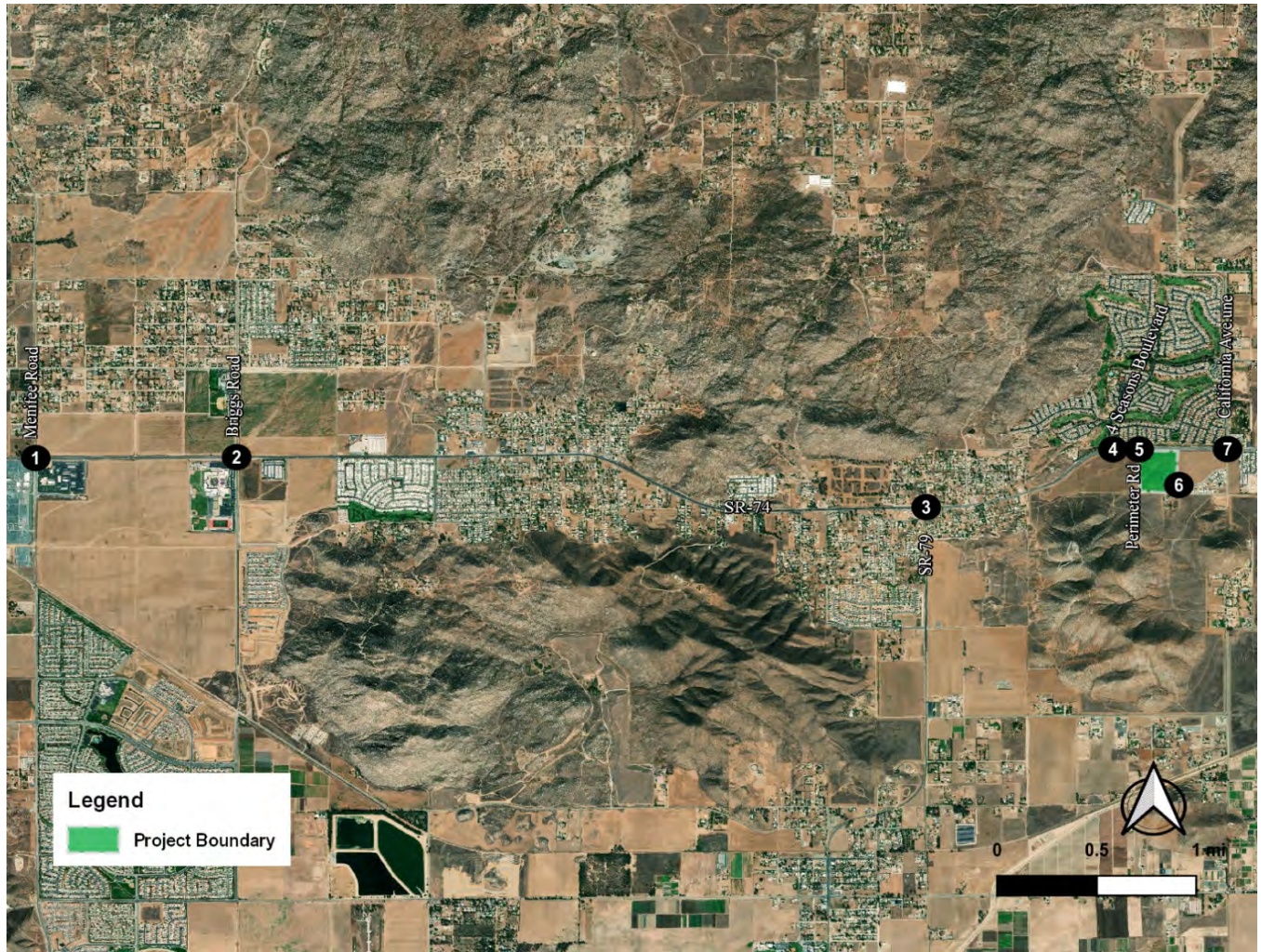


FIGURE 4

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

Hemet 30 Residential Project Trip Distribution





1 Menifee Road/SR-74	2 Briggs Road/SR-74	3 SR-79/SR-74	4 4 Seasons Boulevard/SR-74	5 Perimeter Road/SR-74
6 Joel Drive/Donald Street	7 California Avenue/SR-74			

FIGURE 5

xxx/yyy AM/PM Peak Hour Project Trips

Hemet 30 Residential Project Trip Assignment



Table B: Intersection Automobile Mode Level of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Un-signalized	Signalized
A	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 it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is 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.	> 10 and ≤ 15	> 10 and ≤ 20
C	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 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.	> 15 and ≤ 25	> 20 and ≤ 35
D	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.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	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.	> 50	> 80

Source: *Highway Capacity Manual, 6th Edition*

3.2 Levels of Service Thresholds

The County of Riverside uses LOS D as the minimum level of service standard for intersection operations. Therefore, study intersections operating at LOS E, or F are required to be mitigated to LOS D or better. Caltrans uses a threshold based on LOS D, therefore, intersections operating at LOS E, or F, are mitigated to LOS D or better.

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with County staff and consistent with County guidelines.

4.1 Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited in September 2019. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at the intersection of Menifee Road/State Route 74, Briggs Road/State Route 74, State Route 79/State Route 74, 4 Seasons Boulevard/State Route 74, and California Avenue/State Route 74. PCE volumes at these intersections were computed using a PCE factor of 2.0 for all trucks. Count sheets are contained in Appendix A. Detailed volume development worksheets are included in Appendix B.

4.2 Project Completion Traffic Volumes

Project completion peak hour traffic volumes were developed by applying an annual growth rate per year of 2 percent (2019 to 2022) to the existing traffic volumes at each study intersection. The growth rate is based on discussion with County staff. Detailed volume development worksheets are included in Appendix B.

4.3 Cumulative Traffic Volumes

Cumulative traffic volumes were developed by adding traffic volumes from cumulative projects to the project completion traffic volumes. The cumulative projects that are approved and pending and are anticipated to contribute significant traffic to the study area intersections were including in the analysis. 31 projects that could add significant traffic to the

study intersections were identified and included in the cumulative conditions. Table C lists the cumulative projects included in the analysis and Figure 6 illustrates the cumulative project locations. As shown in Table C, the cumulative projects are anticipated to generate 6,396 a.m. peak hour trips, 8,555 p.m. peak hour trips, and 93,175 daily trips. Detailed volume development worksheets are included in Appendix B.

4.4 With Project Traffic Volumes

Traffic volumes for existing, project completion, and cumulative with project conditions were developed by adding the trip assignment to the corresponding without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 215 to the west. Local access to the project is provided by the following roadways:

- **Menifee Road** is oriented in the north-south direction and is currently a 2-lane roadway north of State Route 74 and a 4-lane roadway south of State Route 74.
- **Briggs Road** is oriented in the north-south direction and is currently a 2-lane roadway north of State Route 74 and 3-lane roadway south of State Route 74.
- **State Route 74** is oriented in the east-west direction and is currently a 4-lane roadway west of 4 Seasons Boulevard and a 5-lane roadway between 4 Seasons Boulevard and California Avenue.
- **California Avenue** is oriented in the north-south direction and is currently a 3 to 4 lane roadway north of State Route 74 and a 2-lane roadway south of State Route 74.
- **Joel Drive** is oriented in the north-south direction and is currently a 2-lane roadway.
- **Donald Street** is oriented in the east-west direction and is currently a 2-lane roadway.

5.2 Existing Transit Service

Public transportation services near the proposed project include bus transit service (Riverside Transit Agency) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation is provided by the Riverside Transit Agency (RTA), which is the regional transit operator in Riverside County. The following bus routes are within the project vicinity:

- **Route 28** provides service near the project site. Route 28 connects the project to the Hemet Valley Mall and Perris Station Transit Center. Near the study area, Route 28 travels along State Route 74 and operates at 20-minute headways on weekdays. The nearest bus stop is east of the intersection of California Avenue and State Route 74.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the Perris Valley Line, which runs north-south between the Perris Station Transit Center and Moreno Valley/March Field Station. The Perris Station Transit Center is the nearest Metrolink station to the project site and is approximately 11.0 miles from the project.

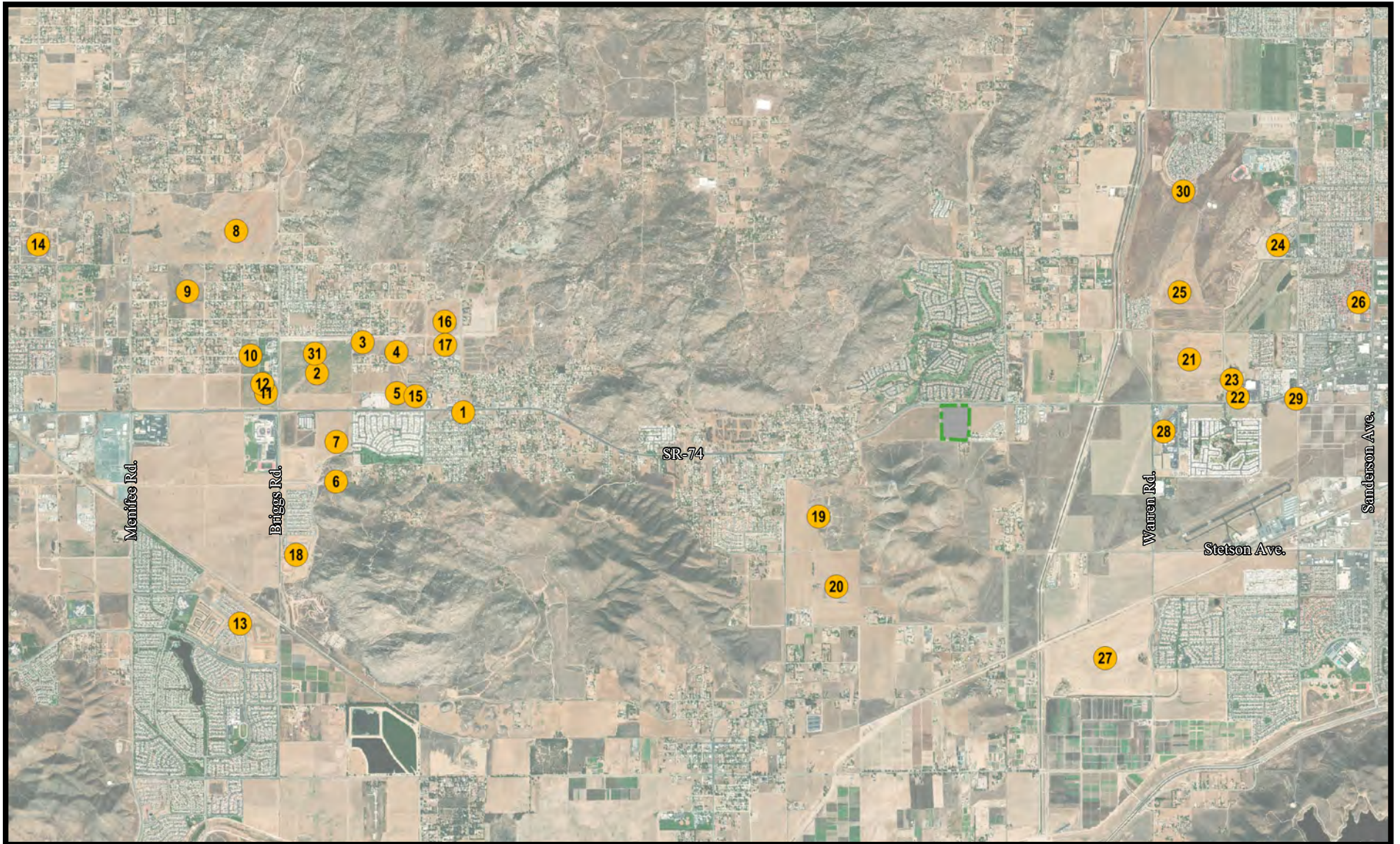


FIGURE 6

Legend

- Project Boundary
- Cumulative Projects



Hemet 30 Residential
Cumulative Projects Locations

Table C - Cumulative Projects Trip Generation

Project Number	Name	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
1	CUP 180014	Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	4.8	TSF	3	2	5	9	10	19	181
		Pass-By Trips			0	0	0	(3)	(3)	(6)	(6)
		Total Net Trip Generation			3	2	5	6	7	13	175
2	TR 29322	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	202	DU	37	112	149	126	74	200	1,907
3	TR 29326	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	54	DU	10	30	40	34	20	54	510
4	TR 29327	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	78	DU	14	44	58	49	29	78	736
5	TR 29328	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	74	DU	14	41	55	46	28	74	699
6	TR 30972	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	91	DU	17	50	67	57	34	91	859
7	TR 31500	Single-Family Residential									
		Trip Generation Rates ²			-	-	-	-	-	-	-
		Trip Generation	206	DU	39	115	154	132	76	208	1,971
8	TR 35045	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	712	DU	132	395	527	444	261	705	6,721
9	TR 31536	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	44	DU	8	25	33	27	17	44	415
10	TR 33738	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	52	DU	10	28	38	32	20	52	491
11	TR 34600	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	153	DU	28	85	113	95	57	152	1,444
12	PP 22628	Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	243.0	TSF	142	86	228	444	482	926	9,173
		Pass-By Trips			0	0	0	(151)	(164)	(315)	(315)
		Total Net Trip Generation			142	86	228	293	318	611	8,858
13	TR 34406	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	820	DU	152	455	607	511	301	812	7,741
14	TR 31687	Single-Family Residential									
		Trip Generation Rates ²			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	65	DU	12	36	48	41	24	65	614

Table C - Cumulative Projects Trip Generation

Project Number	Name	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
15	TR 31820	Single-Family Residential Trip Generation Rates ² Trip Generation	17	DU	0.19 3	0.56 10	0.74 13	0.62 11	0.37 6	0.99 17	9.44 160
16	TR 31546	Single-Family Residential Trip Generation Rates ² Trip Generation	114	DU	0.19 21	0.56 63	0.74 84	0.62 71	0.37 42	0.99 113	9.44 1,076
17	TR 31545	Single-Family Residential Trip Generation Rates ² Trip Generation	55	DU	0.19 10	0.56 31	0.74 41	0.62 34	0.37 21	0.99 55	9.44 519
18	TR 28801	Single-Family Residential Trip Generation Rates ² Trip Generation	377	DU	0.19 70	0.56 209	0.74 279	0.62 235	0.37 139	0.99 374	9.44 3,559
19	TR 36504	Single-Family Residential Trip Generation Rates ² Trip Generation	562	DU	0.19 104	0.56 312	0.74 416	0.62 351	0.37 206	0.99 557	9.44 5,305
20	TR 36727	Single-Family Residential Trip Generation Rates ² Trip Generation	304	DU	0.19 56	0.56 169	0.74 225	0.62 190	0.37 111	0.99 301	9.44 2,870
21	Ramona Creek Specific Plan	Mixed Use Trip Generation Rates ⁴ Trip Generation	-	-	- 1,021	- 825	- 1,846	- 1,054	- 986	- 2,040	- 25,555
22	Shopping Center	Retail Trip Generation Rates ¹ Trip Generation Pass-By Trips Total Net Trip Generation	74.3	TSF	0.58 43 0 43	0.36 27 0 27	0.94 70 0 70	1.83 136 (46) 90	1.98 147 (50) 97	3.81 283 (96) 187	37.75 2,803 (96) 2,707
23	Marriott Townplace Suites	Hotel Trip Generation Rates ⁵ Trip Generation	96	Rooms	0.28 27	0.19 18	0.47 45	0.31 29	0.29 29	0.60 58	8.36 803
24	Senior Housing	Senior Housing (Detached) Trip Generation Rates ⁶ Trip Generation Senior Housing (Attached) Trip Generation Rates ⁷ Trip Generation	120 336	DU	0.08 10 0.07 24	0.16 19 0.13 43	0.24 29 0.20 67	0.18 22 0.14 48	0.12 14 0.12 40	0.30 36 0.26 88	4.27 512 3.7 1,243
25	Single-Family Residential	Single-Family Residential Trip Generation Rates ² Trip Generation	600	DU	0.19 111	0.56 333	0.74 444	0.62 374	0.37 220	0.99 594	9.44 5,664
26	Townhomes	Townhomes Trip Generation Rates ⁸ Trip Generation	40	DU	0.11 4	0.35 14	0.46 18	0.35 14	0.21 9	0.56 23	7.32 293
27	Single-Family Residential	Single-Family Residential Trip Generation Rates ² Trip Generation	586	DU	0.19 108	0.56 326	0.74 434	0.62 365	0.37 216	0.99 581	9.44 5,532

Table C - Cumulative Projects Trip Generation

Project Number	Name	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
28	Car Sales	Car Sales Trip Generation Rates ⁹ Trip Generation	94	TSF	1.37 129	0.50 47	1.87 176	0.97 92	1.46 137	2.43 229	27.84 2,621
29	Shopping Center	Retail Trip Generation Rates ¹ Trip Generation Pass-By Trips Total Net Trip Generation	21.0	TSF	0.58 12 0 12	0.36 8 0 8	0.94 20 0 20	1.83 38 (13) 25	1.98 43 (15) 28	3.81 81 (28) 53	37.75 793 (28) 765
30	Single-Family Residential	Single-Family Residential Trip Generation Rates ² Trip Generation	90	DU	0.19 17	0.56 50	0.74 67	0.62 56	0.37 34	0.99 90	9.44 850
31	TTM 37533	Single-Family Residential Trip Generation Rates ² Trip Generation	351	DU	0.19 65	0.56 195	0.74 260	0.62 219	0.37 129	0.99 347	9.44 3,313
Trip Gener:					2,453	4,008	6,396	4,954	3,601	8,555	93,175

¹ Trip generation based on rates for Land Use 820 - "Shopping Center" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition). Pass-by rates for p.m. peak hour from ITE *Trip Generation Handbook* (3rd Edition).

² Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

³ Trip generation from "Tentative Tract Map No. 31500 Traffic Impact Analysis" from Kunzman Associates (August, 2011).

⁴ Trip generation from "Ramona Creek Specific Plan Draft Environmental Report" from CAJA Environmental Services (March, 2014).

⁵ Trip generation based on rates for Land Use 310 - "Hotel" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

⁶ Trip generation based on rates for Land Use 251 - "Senior Adult Housing - Detached" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

⁷ Trip generation based on rates for Land Use 252 - "Senior Adult Housing - Attached" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

⁸ Trip generation based on rates for Land Use 220 - "Multi-Family Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

⁹ Trip generation based on rates for Land Use 840 - "Automobile Sales (New)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

Figure 7 illustrates the existing transit services adjacent to the project.

5.3 Existing Pedestrian & Bicycle Facilities

The Western Riverside County Non-Motorized Transportation Plan includes the following types of bicycle facilities:

- **Class I Bikeway/Pedestrian Shared Use Paths** Class I facilities provide for bicycle travel on paved rights-of-way separated from any street or highway. Cyclists as well as pedestrians and other non-motorized users may use them. Class I bike paths often follow continuous rights-of-way such as rivers, flood control channels, irrigation canals, rail lines, utility corridors, lake or beach fronts, or public land.
- **Class II Bikeways** Class II facilities provide a striped, stenciled, and signed lane for one-way travel on a street or highway. The stripe reserves the area for bicyclists. Bike lanes may be striped on streets with or without on-street parking.
- **Class III Bikeways** Class III facilities provide for shared use with motor vehicle traffic and are identified by signing. They function best when accompanied by additional features such as “sharrow” stencils, way-finding signs, and accelerated pavement maintenance schedules.

Figure 8 illustrates the existing and proposed bicycle network. As shown in Figure 8, there are no existing bicycle facilities within the project area. Pedestrian circulation near the project area is primarily provided via sidewalks. Figure 9 illustrates the existing pedestrian facilities near the project. As illustrated in Figure 9, there are no continuous sidewalks adjacent to the project.

5.4 Existing Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 10 shows the lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 11. Detailed volume development worksheets are included in Appendix B. The existing levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

1. Menifee Road and State Route 74 (a.m. peak hour);
2. Briggs Road and State Route 74 (a.m. peak hour);
3. State Route 79 and State Route 74 (p.m. peak hour); and
7. California Avenue and State Route 4 (p.m. peak hour).

5.5 Existing With Project Levels of Service

An intersection level of service analysis was conducted for existing with project conditions to determine circulation system performance. Figure 12 shows the existing with project lane geometrics and stop controls at the study intersections. Existing with project traffic volumes at study intersections are shown in Figure 13. Detailed volume development worksheets are included in Appendix B. The existing with project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Menifee Road and State Route 74 (a.m. peak hour);
2. Briggs Road and State Route 74 (a.m. peak hour);
3. State Route 79 and State Route 74 (p.m. peak hour); and
7. California Avenue and State Route 4 (p.m. peak hour).



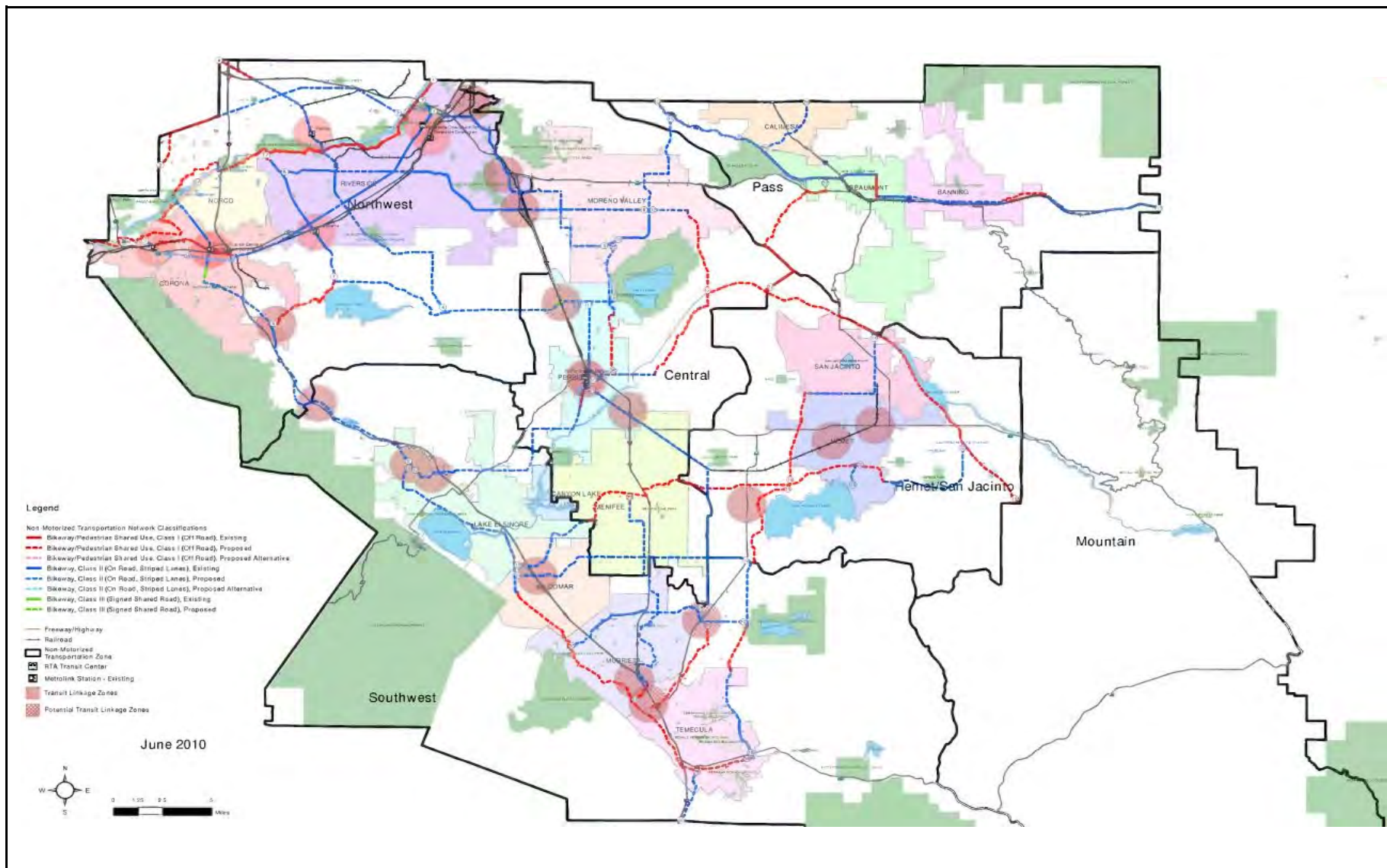
FIGURE 7

Legend

-  Project Boundary
-  Bus Stops
-  Route 28

Hemet 30 Residential Transit Facilities





Source: Western Riverside County Non-Motorized Transportation Plan (June, 2010)

FIGURE 8

Hemet 30 Residential Bicycle Facilities





FIGURE 9

Legend

- Project Boundary
- 🚌 Bus Stops
- Sidewalks



Hemet 30 Residential
Pedestrian Facilities

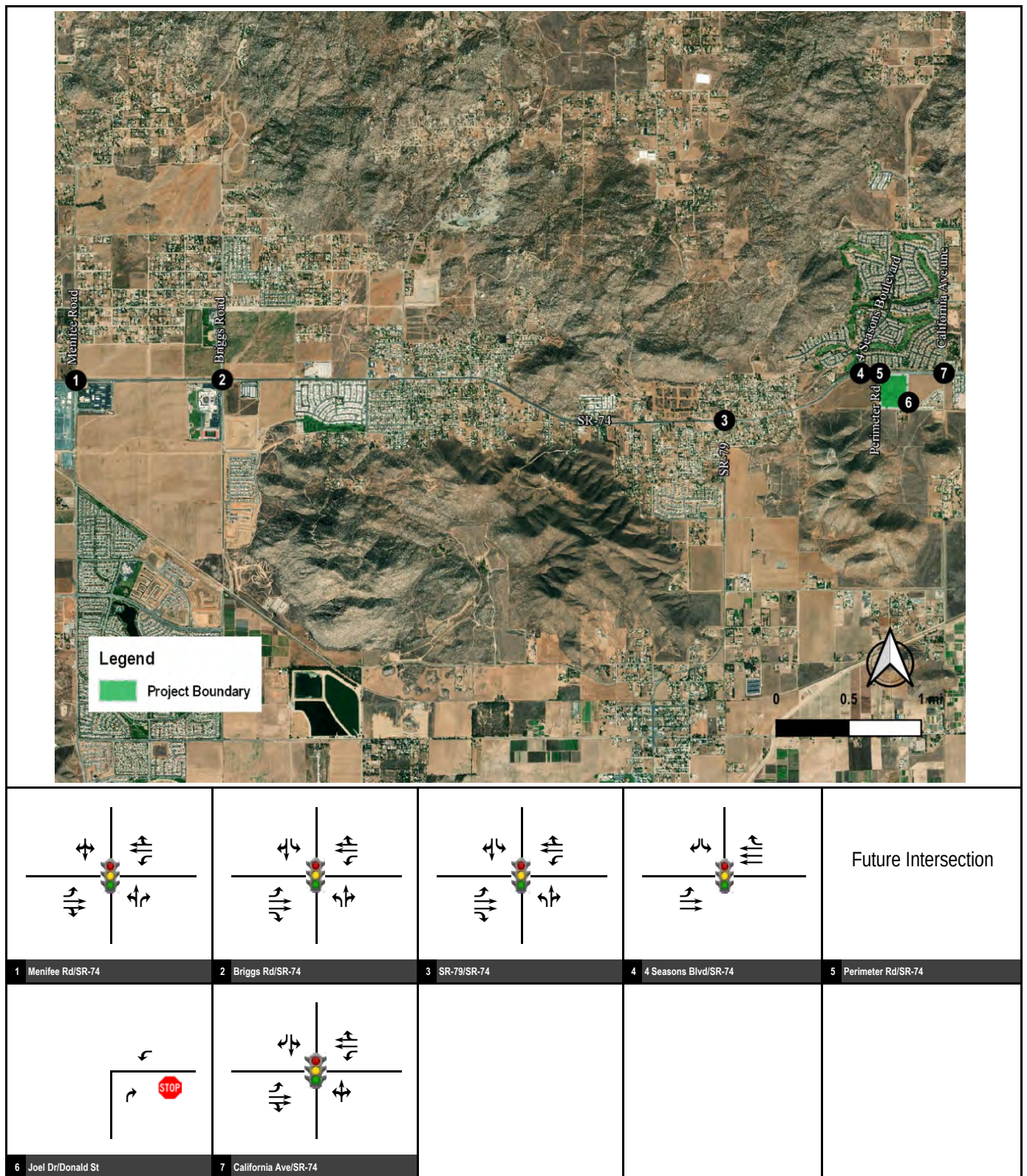


FIGURE 10

Legend



Hemet 30 Residential Existing Intersection Geometrics and Stop Control



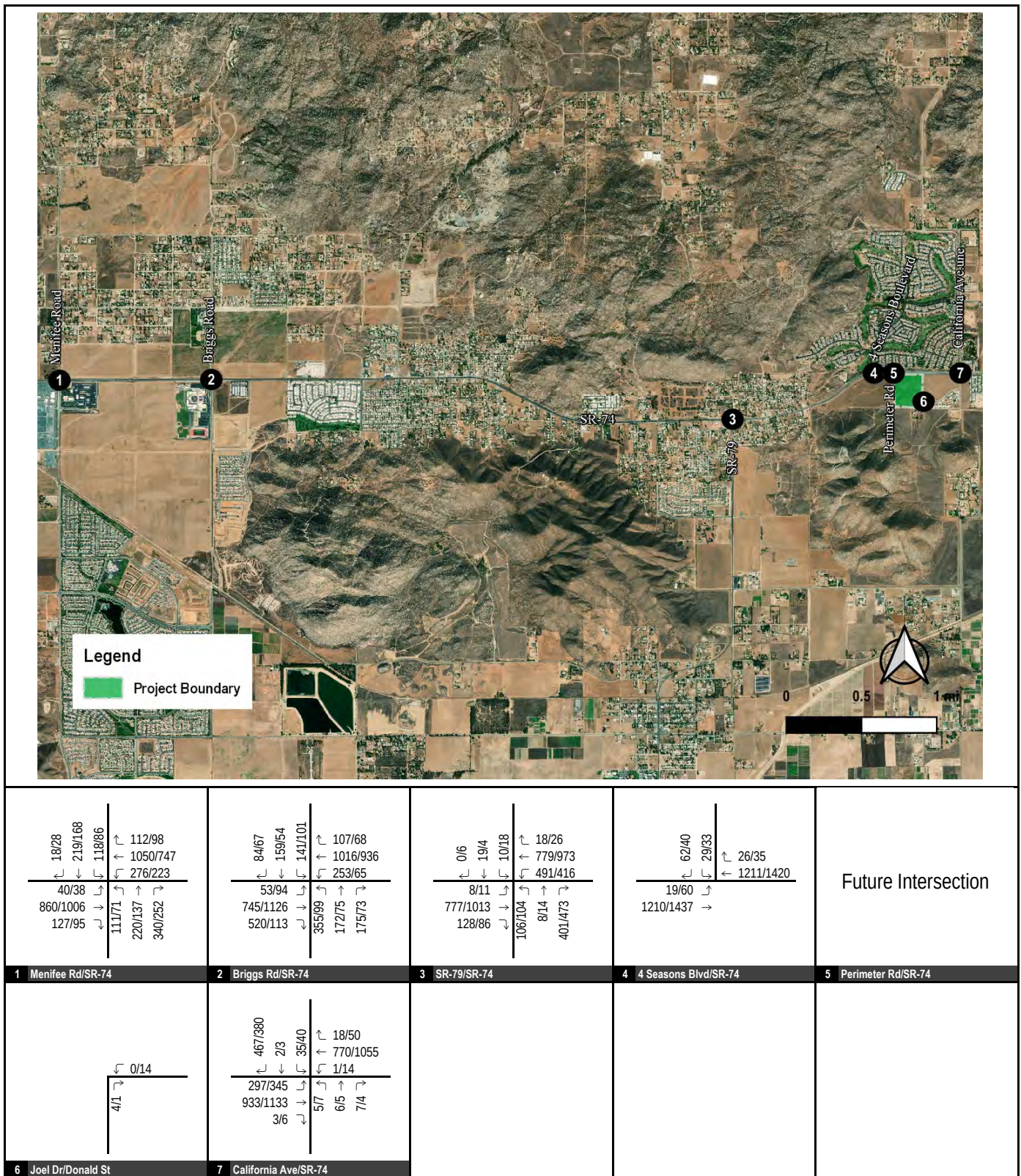


FIGURE 11

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Hemet 30 Residential Existing Peak Hour Traffic Volumes



Table D: Existing Levels of Service

Intersection	LOS Std.	Control	Without Project				With Project				Direct Project Impact
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1 . Menifee Road/SR-74	D	Signal	78.3	E *	52.8	D	79.9	E *	54.5	D	No
2 . Briggs Road/SR-74	D	Signal	72.4	E *	26.8	C	75.4	E *	27.3	C	No
3 . SR-79/SR-74	D	Signal	53.9	D	67.8	E *	54.7	D	74.7	E *	No
4 . 4 Seasons Boulevard/SR-74	D	Signal	17.5	B	5.2	A	18	B	5.3	A	No
5 . Perimeter Road/SR-74	D	TWSC	Future Intersection				11.2	B	17	C	No
6 . Joel Drive/Donald Street	D	TWSC	8.3	A	8.3	A	9.2	A	8.6	A	No
7 . California Avenue/SR-74^	D	Signal	52.3	D	60	E *	51.8	D	59.8	E *	No

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

[^] During the a.m. and p.m. peak hours, the project adds trips to non-critical movements with lower delays than the average delay.

Therefore, the average delay decreases.

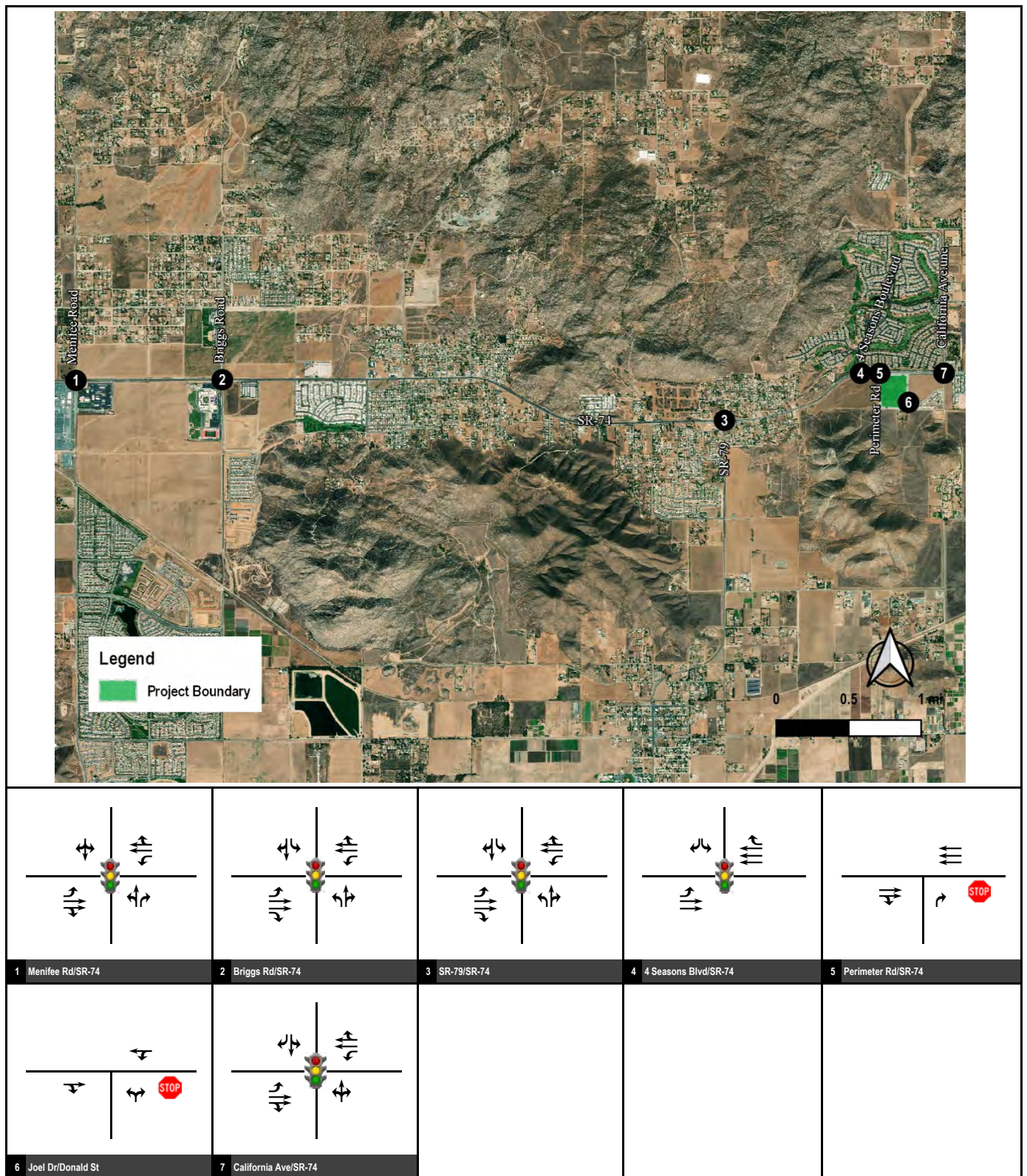


FIGURE 12

Legend



Hemet 30 Residential Existing With Project Intersection Geometrics and Stop Control



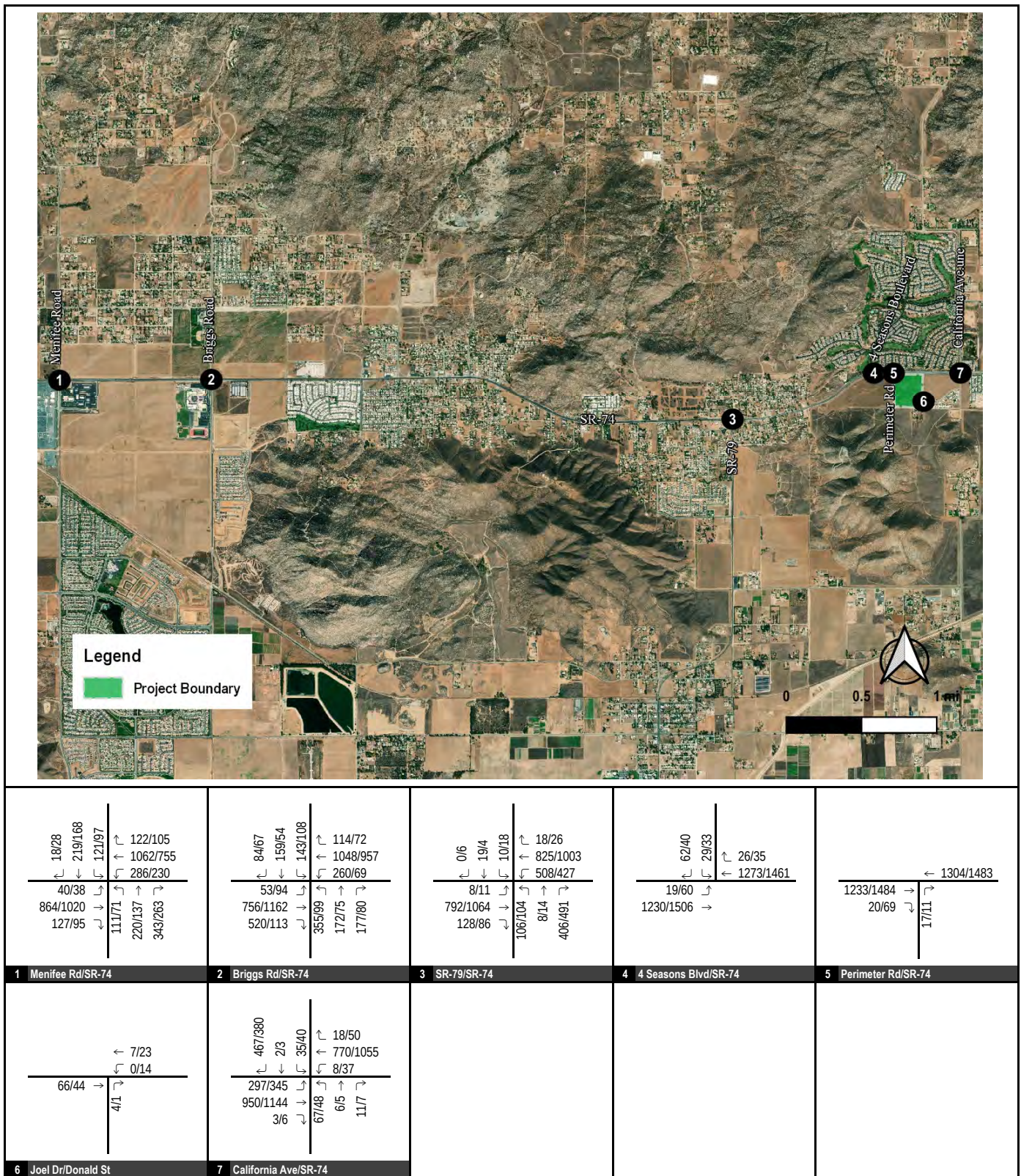


FIGURE 13

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Hemet 30 Residential Existing With Project Peak Hour Traffic Volumes



6.0 PROJECT COMPLETION CONDITIONS

This section discusses project completion transportation conditions in the study area. Consistent with County Guidelines, the project completion scenario is the opening year the project is anticipated to be completed. It is anticipated that the project will open in 2022.

6.1 Project Completion Roadway Conditions

Project completion roadway conditions are assumed to be the same as those under existing conditions.

6.2 Project Completion Transit Services

Transit services under project completion conditions are anticipated to remain the same as under existing conditions.

6.3 Project Completion Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under project completion conditions are anticipated to remain the same as under existing conditions.

6.4 Project Completion Levels of Service

An intersection level of service analysis was conducted for project completion conditions to determine circulation system performance. Project completion traffic volumes at study intersections are shown in Figure 14. Project completion levels of service for the study area intersections are summarized in Table E. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Menifee Road and State Route 74 (a.m. and p.m. peak hours);
2. Briggs Road and State Route 74 (a.m. peak hour);
3. State Route 79 and State Route 74 (a.m. and p.m. peak hours); and
7. California Avenue and State Route 4 (a.m. and p.m. peak hours).

6.5 Project Completion With Project Levels of Service

An intersection level of service analysis was conducted for project completion with project conditions to determine circulation system performance. Project completion with project traffic volumes at study intersections are shown in Figure 15. The project completion with project levels of service for the study area intersections are summarized in Table E. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

4. Menifee Road and State Route 74 (a.m. and p.m. peak hours);
5. Briggs Road and State Route 74 (a.m. peak hour);
6. State Route 79 and State Route 74 (a.m. and p.m. peak hours); and
8. California Avenue and State Route 4 (a.m. and p.m. peak hours).

7.0 CUMULATIVE CONDITIONS

This section discusses cumulative transportation conditions in the study area.

7.1 Cumulative Roadway Conditions

Cumulative roadway conditions are assumed to be the same as those under existing and project completion conditions.

7.2 Cumulative Transit Services

Transit services under cumulative conditions are anticipated to remain the same as under existing and project completion conditions.

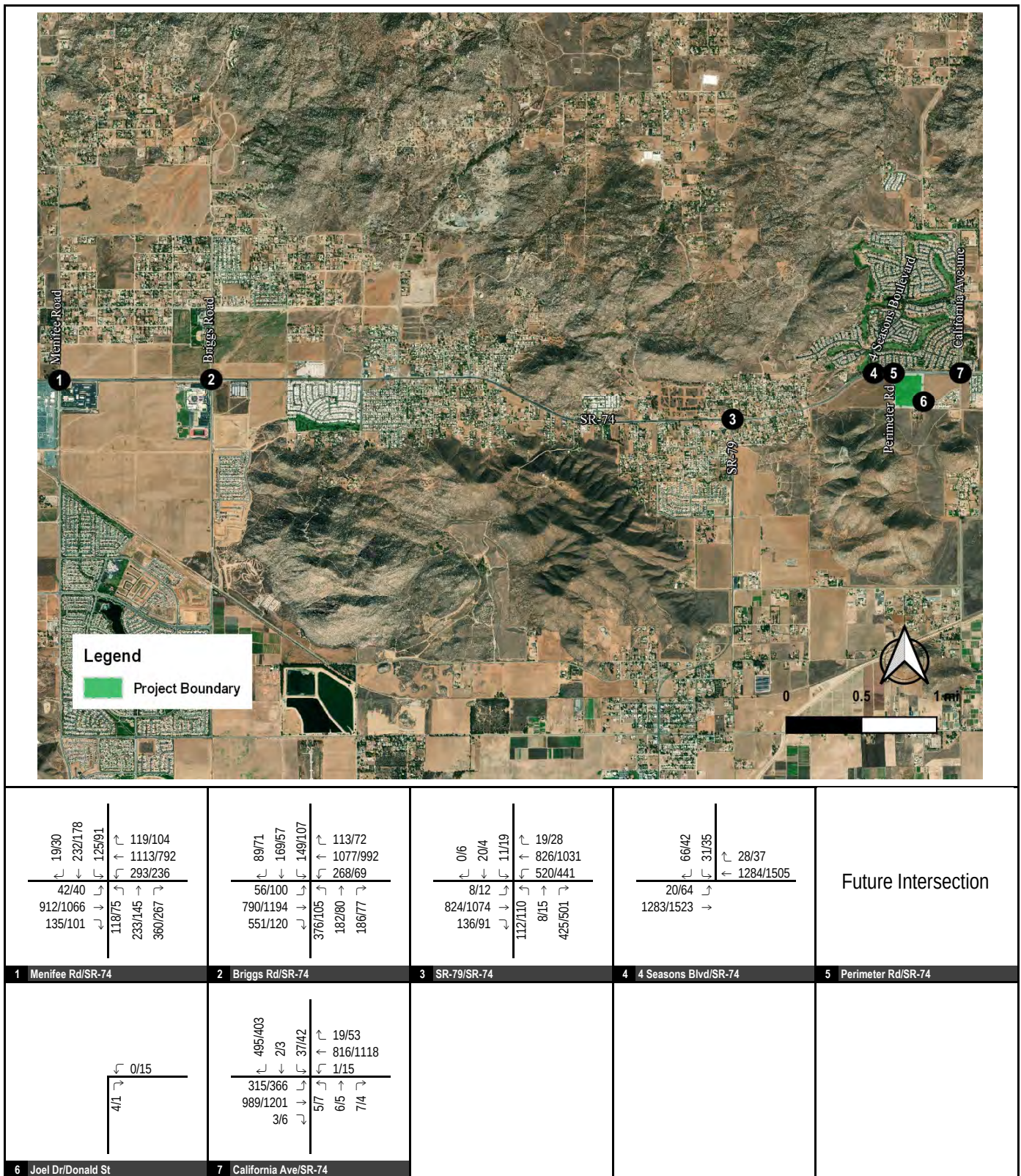


FIGURE 14

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Hemet 30 Residential Project Completion Peak Hour Traffic Volumes



Table E: Project Completion Levels of Service

Intersection	LOS Std.	Control	Without Project						With Project						Direct Project Impact
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
			Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS		
1 . Meniffee Road/SR-74	D	Signal	90.8	F	*	59.6	E	*	92.8	F	*	64.3	E	*	No
2 . Briggs Road/SR-74	D	Signal	86.8	F	*	27.9	C		90.5	F	*	28.4	C		No
3 . SR-79/SR-74	D	Signal	59.7	E	*	78.5	E	*	60.8	E	*	87.2	F	*	No
4 . 4 Seasons Boulevard/SR-74	D	Signal	18.2	B		5.4	A		18.7	B		5.5	A		No
5 . Perimeter Road/SR-74	D	TWSC	Future Intersection						11.8	B		18	C		No
6 . Joel Drive/Donald Street	D	TWSC	8.3	A		8.3	A		9.2	A		8.6	A		No
7 . California Avenue/SR-74^	D	Signal	58.9	E	*	67.1	E	*	58.2	E	*	66.7	E	*	No

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

[^] During the a.m. and p.m. peak hours, the project adds trips to non-critical movements with lower delays than the average delay. Therefore, the average delay decreases.

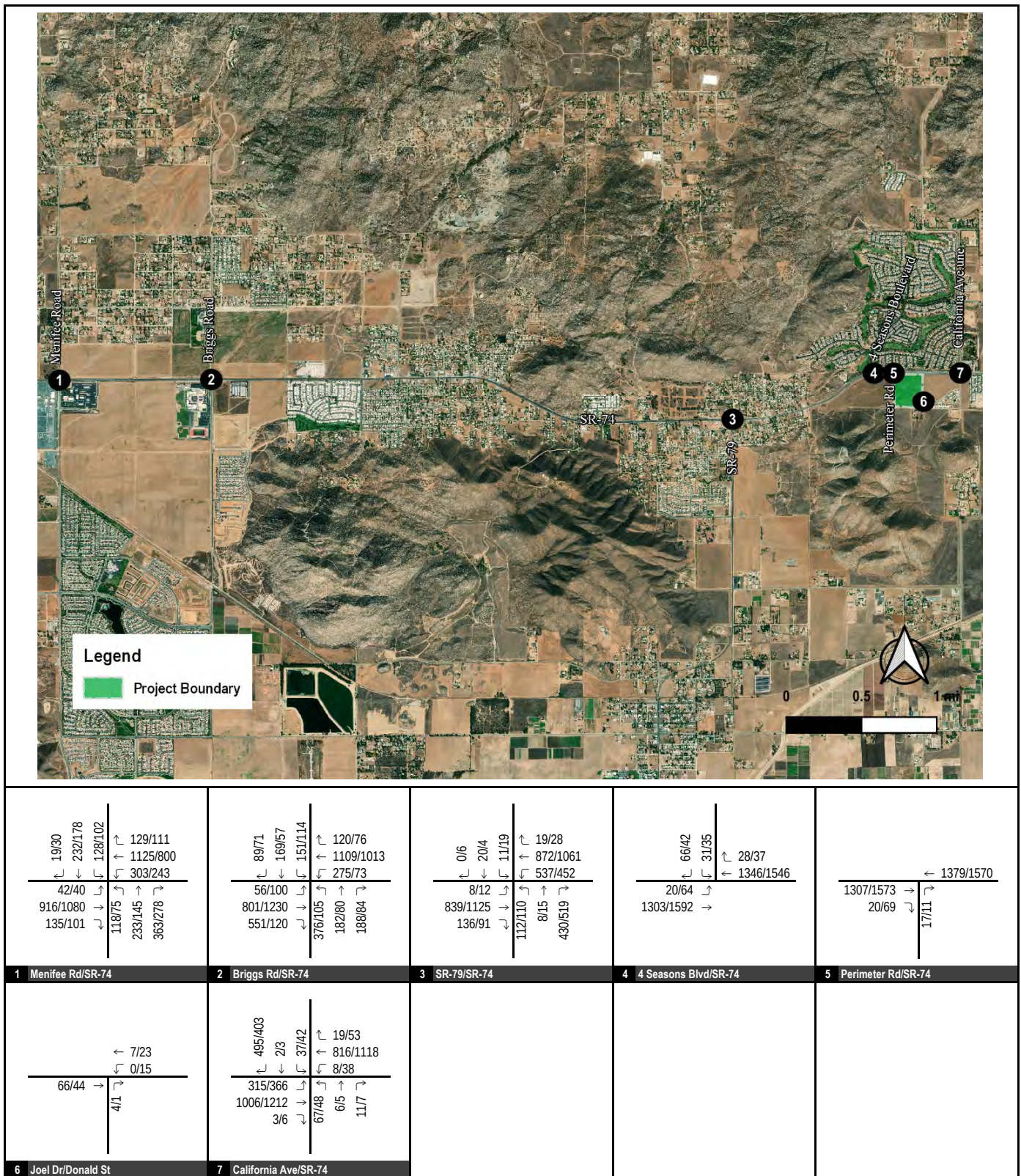


FIGURE 15

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Hemet 30 Residential Project Completion With Project Peak Hour Traffic Volumes



7.3 Cumulative Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under cumulative conditions are anticipated to remain the same as under existing and project completion conditions.

7.4 Cumulative Levels of Service

An intersection level of service analysis was conducted for cumulative conditions to determine circulation system performance. Cumulative traffic volumes at study intersections are shown in Figure 16. Cumulative levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Menifee Road and State Route 74 (a.m. peak hour);
2. Briggs Road and State Route 74 (a.m. peak hour);
3. State Route 79 and State Route 74 (p.m. peak hour); and
7. California Avenue and State Route 4 (p.m. peak hour).

7.5 Cumulative With Project Levels of Service

An intersection level of service analysis was conducted for cumulative with project conditions to determine circulation system performance. Cumulative with project traffic volumes at study intersections are shown in Figure 17. The cumulative with project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

1. Menifee Road and State Route 74 (a.m. peak hour);
2. Briggs Road and State Route 74 (a.m. peak hour);
3. State Route 79 and State Route 74 (p.m. peak hour); and
7. California Avenue and State Route 4 (p.m. peak hour).

8.0 CIRCULATION IMPROVEMENTS

The County guidelines require that circulation improvements be recommended at any intersection which operates at unsatisfactory level of service. For intersections that meet a jurisdiction's minimum level of service standard under existing conditions, circulation improvements must maintain conformance with that standard. For intersections that fail to meet a jurisdiction's minimum level of service standard under existing conditions, circulation improvements must maintain the existing level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

8.1 Existing With Project Circulation Improvements

Under existing with project conditions, the following modifications to intersection configurations are recommended as circulation improvements:

1. Menifee Road and State Route 74 – Add a westbound through lane, a westbound right-turn lane, an eastbound through lane, an eastbound right-turn lane, and a southbound left-turn lane. The eastbound and westbound improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore, the project will pay TUMF fees to contribute its fair share to these planned improvements. The southbound left-turn lane will be a frontage improvement on future development. The northbound approach can be re-stripped to include a northbound left-turn lane when the north leg departure is constructed.

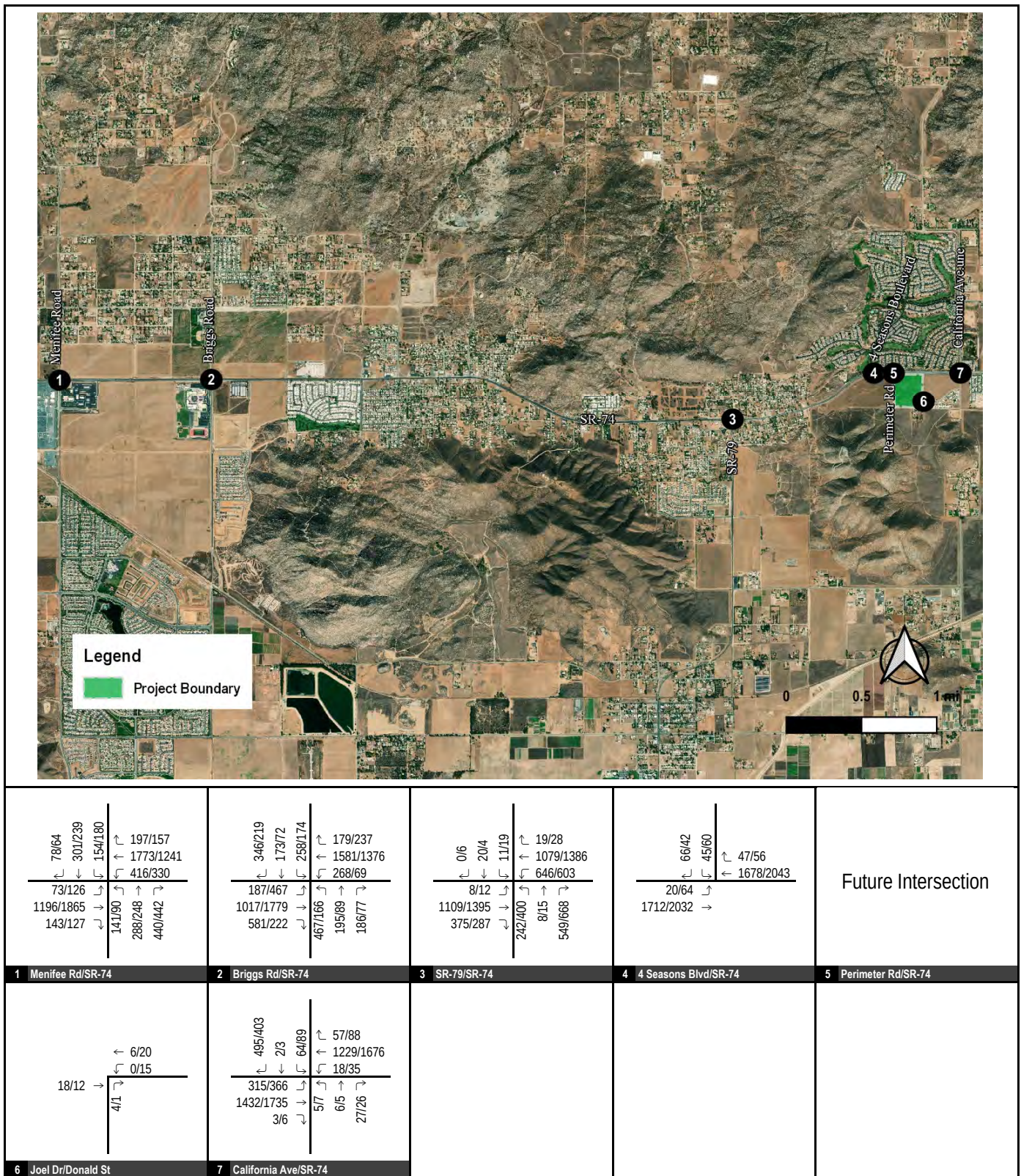


FIGURE 16

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Hemet 30 Residential Cumulative Peak Hour Traffic Volumes



Table F: Cumulative Levels of Service

Intersection	LOS Std.	Control	Without Project						With Project						Direct Project Impact
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
			Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS		
1 . Meniffee Road/SR-74	D	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	No
2 . Briggs Road/SR-74	D	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	No
3 . SR-79/SR-74	D	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	No
4 . 4 Seasons Boulevard/SR-74	D	Signal	23.6	C		7	A		25.8	C		7.4	A		No
5 . Perimeter Road/SR-74	D	TWSC	Future Intersection						14.6	B		25.6	D		No
6 . Joel Drive/Donald Street	D	TWSC	8.5	A		8.4	A		9.4	A		8.6	A		No
7 . California Avenue/SR-74^	D	Signal	51.3	D		67.5	E	*	51.2	D		67.1	E	*	No

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

[^] During the a.m. and p.m. peak hours, the project adds trips to non-critical movements with lower delays than the average delay. Therefore, the average delay decreases.

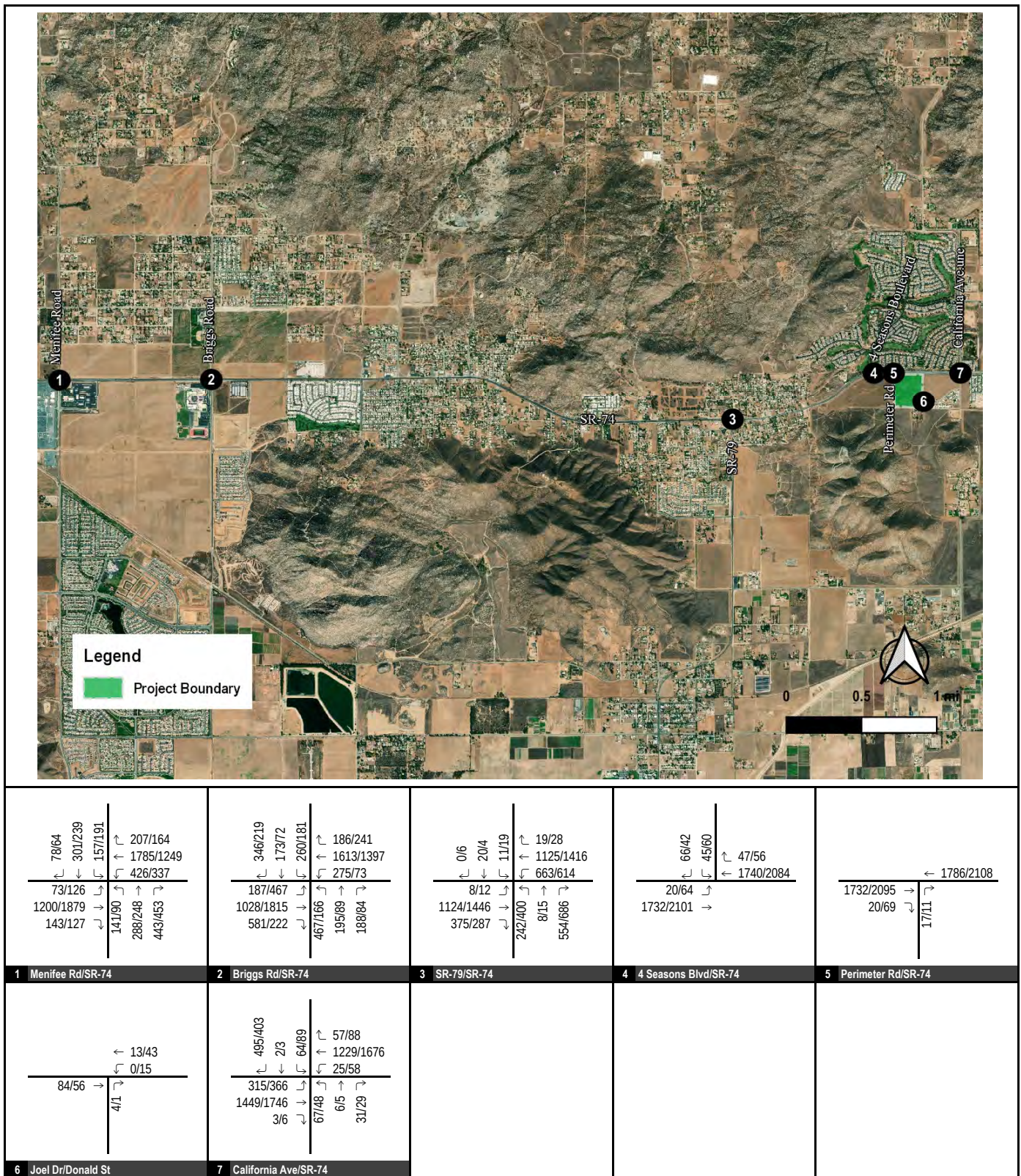


FIGURE 17

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Hemet 30 Residential
Cumulative With Project Peak Hour Traffic Volumes



2. Briggs Road and State Route 74 – Add a westbound through lane, an eastbound through lane, and a westbound right-turn lane with overlap phasing. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.
3. State Route 79 and State Route 74 – Add a westbound through lane, an eastbound through lane, and a second westbound left-turn lane. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.
7. State Route 79 and State Route 74 – Add a westbound through lane and an eastbound through lane. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.

Table G shows the resulting levels of service and Figure 18 illustrates the existing with project recommended improvements.

8.2 Project Completion With Project Circulation Improvements

Under project completion with project conditions, the following modifications to intersection configurations are recommended as circulation improvements:

1. Menifee Road and State Route 74 – Add a westbound through lane, a westbound right-turn lane, an eastbound through lane, an eastbound right-turn lane, and a southbound left-turn lane. The eastbound and westbound improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements. The southbound left-turn lane will be a frontage improvement on future development. The northbound approach can be re-stripped to include a northbound left-turn lane when the north leg departure is constructed.
2. Briggs Road and State Route 74 – Add a westbound through lane, an eastbound through lane, and a westbound right-turn lane with overlap phasing. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.
3. State Route 79 and State Route 74 – Add a westbound through lane, an eastbound through lane, and a second westbound left-turn lane. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.
7. State Route 79 and State Route 74 – Add a westbound through lane and an eastbound through lane. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.

Table H shows the resulting levels of service and Figure 19 illustrates the project completion with project recommended improvements.

8.3 Cumulative With Project Circulation Improvements

Under cumulative with project conditions, the following modifications to intersection configurations are recommended as circulation improvements:

1. Menifee Road and State Route 74 – Add a westbound through lane, a westbound right-turn lane, an eastbound through lane, an eastbound right-turn lane with overlap phasing, and a southbound left-turn lane. The eastbound and westbound improvements are included in the Transportation Uniform Mitigation Fee

Table G: Existing With Project With Improvements Levels of Service

Intersection	LOS Std.	Control	With Project				With Project With Imp.				Direct Project Impact
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1 . Menifee Road/SR-74	D	Signal	79.9	E *	54.5	D	45.6	D	54	D	No
2 . Briggs Road/SR-74	D	Signal	75.4	E *	27.3	C	46.1	D	25.8	C	No
3 . SR-79/SR-74	D	Signal	54.7	D	74.7	E *	37.7	D	48.5	D	No
7 . California Avenue/SR-74	D	Signal	51.8	D	59.8	E *	27	C	29.8	C	No

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

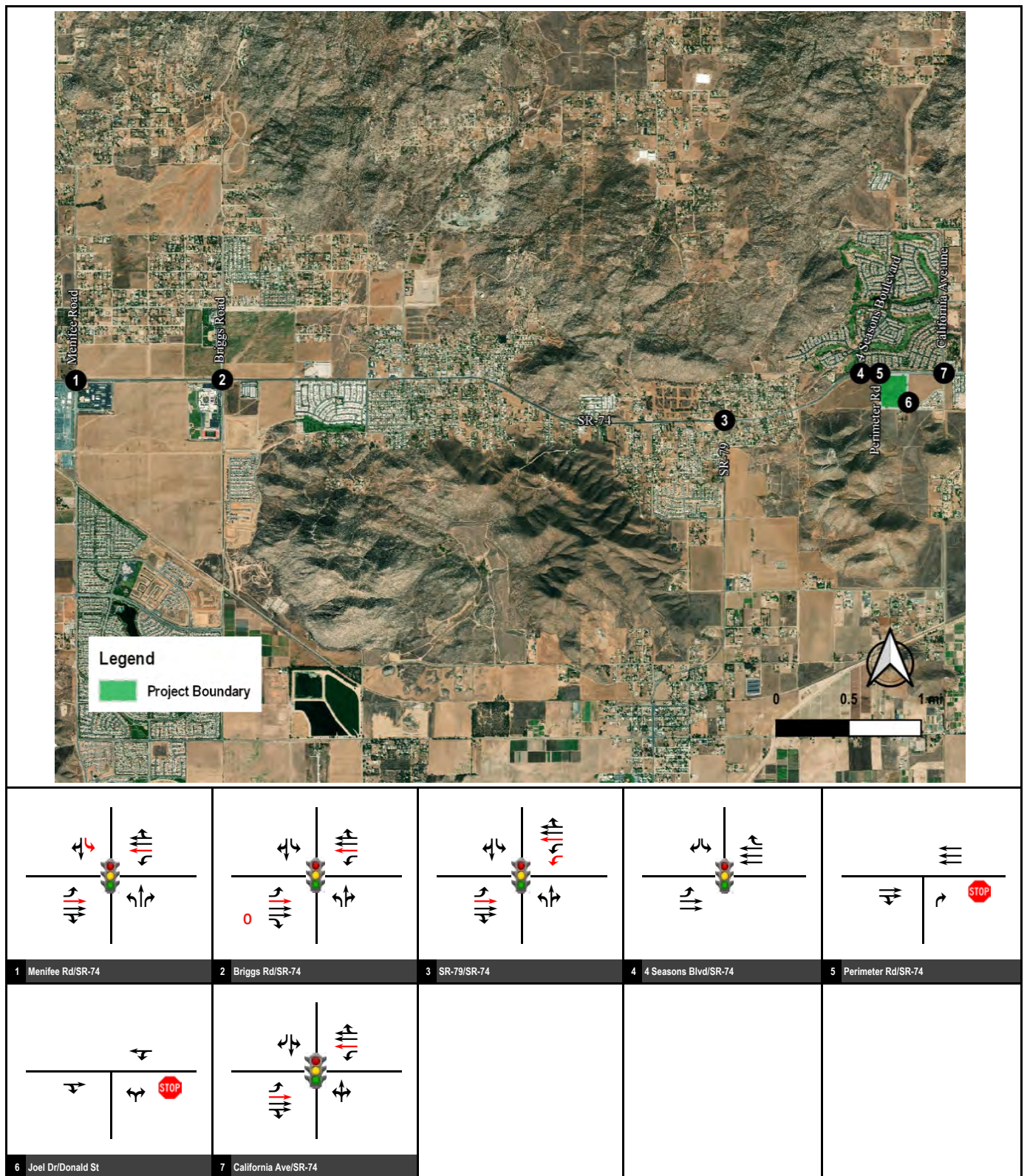


FIGURE 18

Legend



Hemet 30 Residential Existing With Project With Improvements Intersection Geometrics and Stop Control



Table H: Project Completion With Project With Improvements Levels of Service

Intersection	LOS Std.	Control	With Project						With Project With Imp.				Direct Project Impact
			AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour		
			Delay	LOS	*	Delay	LOS	*	Delay	LOS	Delay	LOS	
1 . Menifee Road/SR-74	D	Signal	92.8	F	*	64.3	E	*	49.3	D	39.7	D	No
2 . Briggs Road/SR-74	D	Signal	90.5	F	*	28.4	C		48.1	D	26.1	C	No
3 . SR-79/SR-74	D	Signal	60.8	E	*	87.2	F	*	40.2	D	48	D	No
7 . California Avenue/SR-74	D	Signal	58.2	E	*	66.7	E	*	29.3	C	33.4	C	No

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

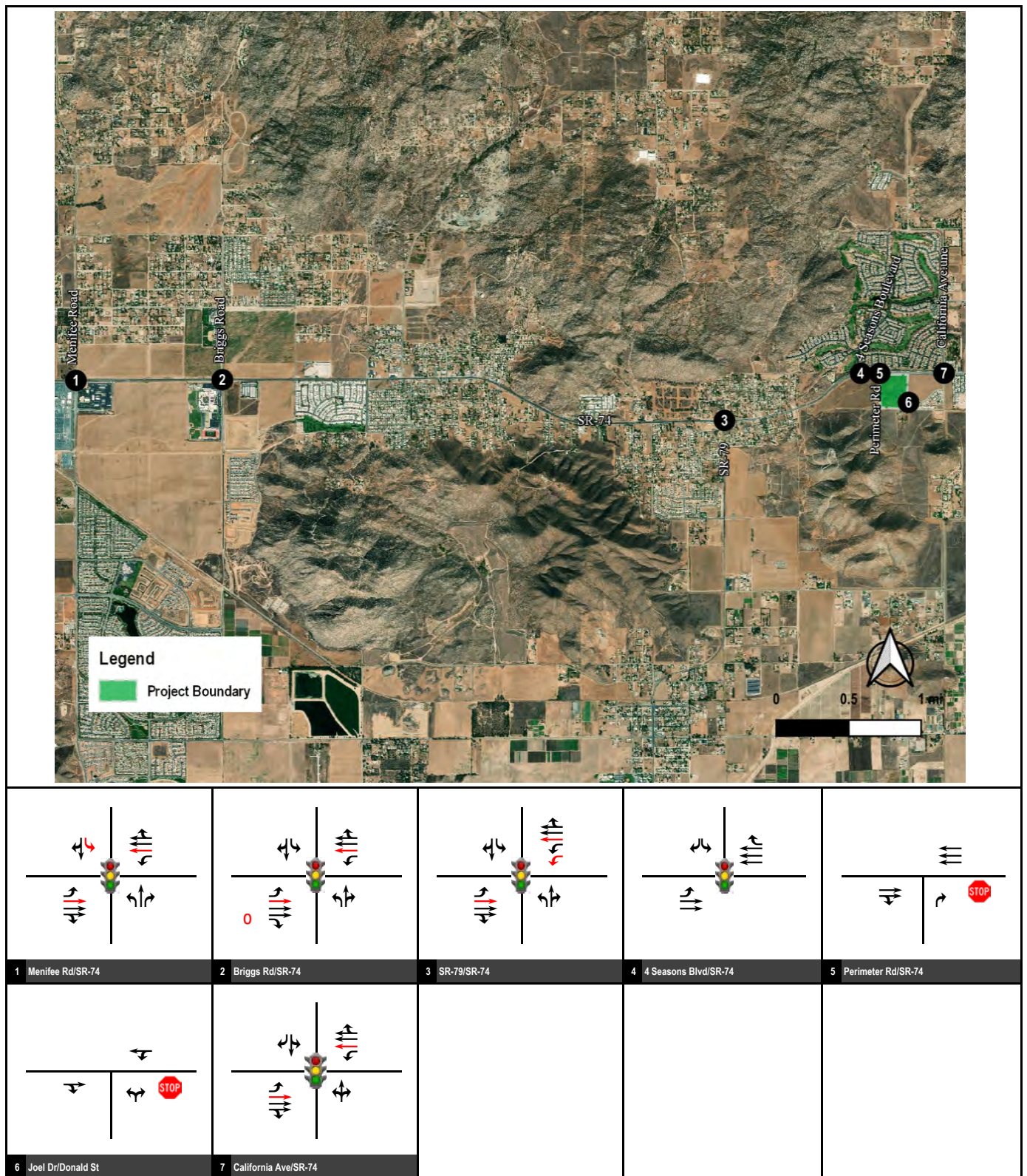


FIGURE 19

Legend



Hemet 30 Residential Project Completion With Project With Improvements Intersection Geometrics and Stop Control



- Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements. The southbound left-turn lane will be a frontage improvement on future development. The northbound approach can be re-stripped to include a northbound left-turn lane when the north leg departure is constructed.
2. Briggs Road and State Route 74 – Add a westbound through lane, an eastbound through lane, overlap phasing to the eastbound right-turn lane, a westbound right-turn lane, a 2nd northbound left-turn lane, a northbound right-turn lane, and a southbound right-turn lane with overlap phasing. Additional road widening is required for the 2nd northbound left-turn lane and northbound through lane and lane alignment/widening for a receiving north leg. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.
 3. State Route 79 and State Route 74 – Add a westbound through lane, an eastbound through lane, a second westbound left-turn lane, and a northbound right-turn lane. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.
 7. State Route 79 and State Route 74 – Add a westbound through lane and an eastbound through lane. These improvements are included in the Transportation Uniform Mitigation Fee Nexus Study 2016 Update; therefore; the project will pay TUMF fees to contribute its fair share to these planned improvements.

Table I shows the resulting levels of service and Figure 20 illustrates the cumulative with project recommended improvements.

9.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 110 a.m. peak hour trips, 147 p.m. peak hour trips, and 1,397 daily trips located on the south side of State Route 74 to the southeast of the intersection of 4 Seasons Boulevard and State Route 74 in unincorporated Riverside County. Based on the LOS analysis, four intersections will operate at unsatisfactory levels of service under existing, project completion, and cumulative without and with project scenarios. Implementation of the recommended improvements within the TUMF program will cause all intersections to operate at satisfactory levels of service, therefore, payment of TUMF fees is sufficient mitigation.

Table I: Cumulative With Project With Improvements Levels of Service

Intersection	LOS Std.	Control	With Project						With Project With Imp.						Direct Project Impact
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
			Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS		
1 . Menifee Road/SR-74	D	Signal	>100	F	*	>100	F	*	45.6	D		48	D		No
2 . Briggs Road/SR-74	D	Signal	>100	F	*	>100	F	*	41.5	D		37.3	D		No
3 . SR-79/SR-74	D	Signal	>100	F	*	>100	F	*	38.4	D		52.7	D		No
7 . California Avenue/SR-74	D	Signal	51.2	D		67.1	E	*	34.5	C		44.7	D		No

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

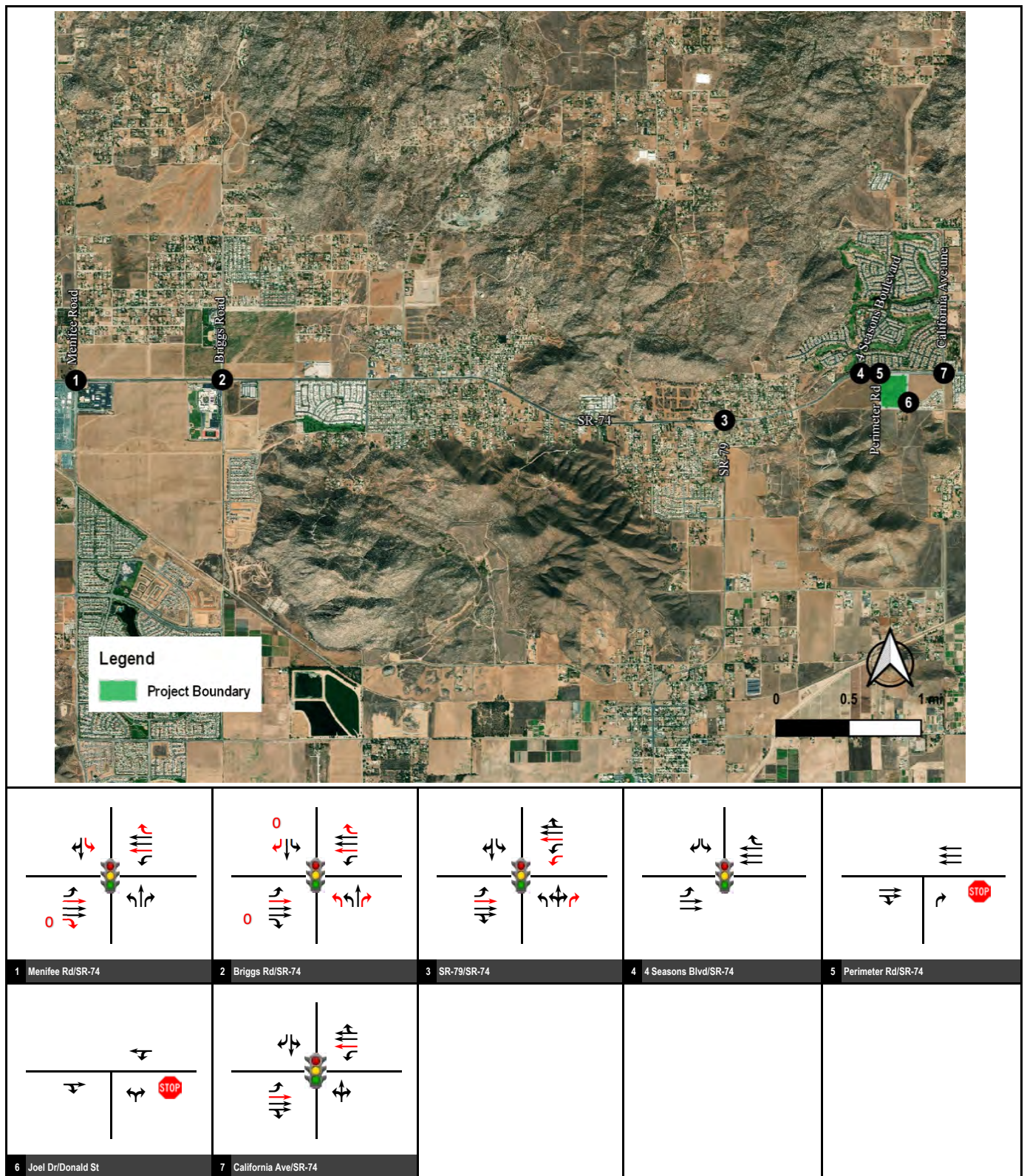


FIGURE 20

Legend



Hemet 30 Residential Cumulative With Project With Improvements Intersection Geometrics and Stop Control



APPENDIX A: TRAFFIC COUNTS

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 01_MEN_Menifee_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

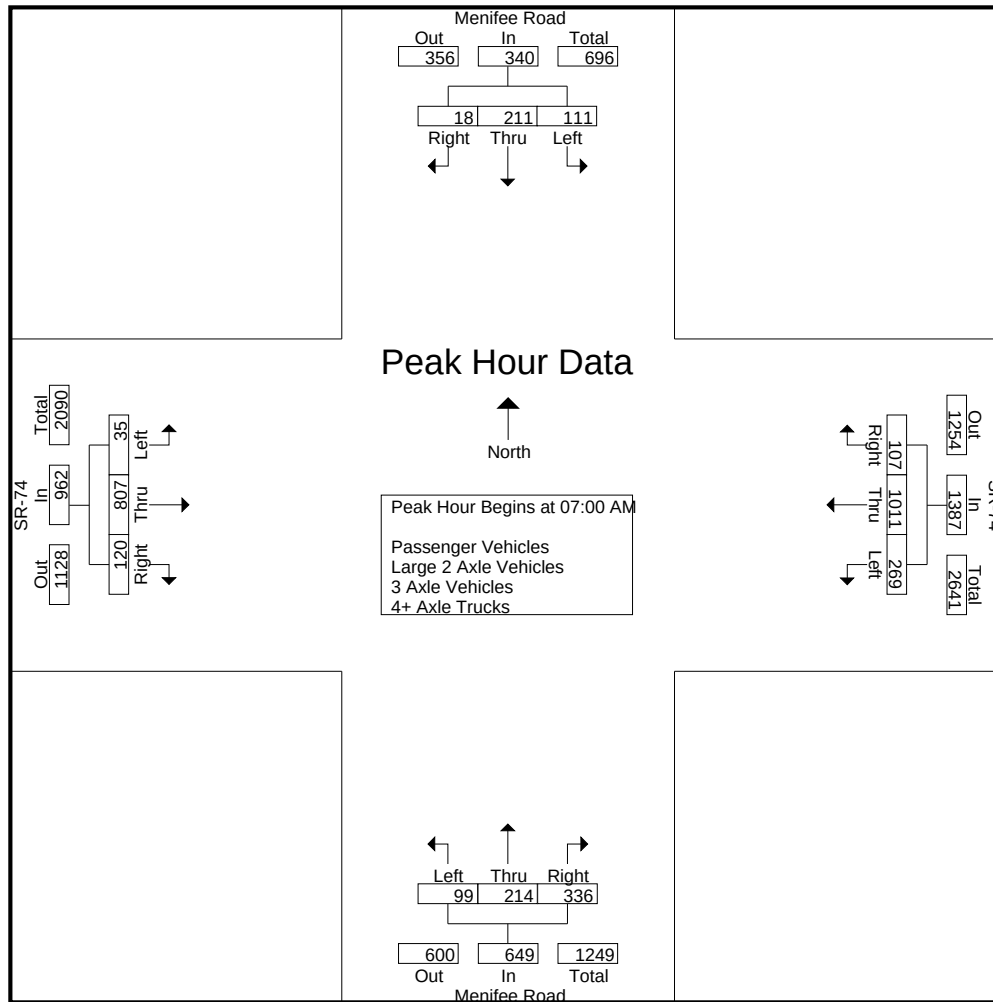
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	30	57	0	87	59	209	17	285	26	39	88	153	9	189	46	244	769
07:15 AM	22	46	4	72	63	234	29	326	23	64	111	198	7	280	31	318	914
07:30 AM	29	52	6	87	77	306	37	420	16	57	70	143	8	198	22	228	878
07:45 AM	30	56	8	94	70	262	24	356	34	54	67	155	11	140	21	172	777
Total	111	211	18	340	269	1011	107	1387	99	214	336	649	35	807	120	962	3338
08:00 AM	15	28	12	55	40	203	13	256	31	38	50	119	7	145	19	171	601
08:15 AM	18	21	7	46	36	187	4	227	16	16	38	70	7	154	15	176	519
08:30 AM	18	25	6	49	39	157	16	212	17	13	36	66	0	160	15	175	502
08:45 AM	13	21	8	42	38	179	10	227	20	20	47	87	9	150	11	170	526
Total	64	95	33	192	153	726	43	922	84	87	171	342	23	609	60	692	2148
Grand Total	175	306	51	532	422	1737	150	2309	183	301	507	991	58	1416	180	1654	5486
Apprch %	32.9	57.5	9.6		18.3	75.2	6.5		18.5	30.4	51.2		3.5	85.6	10.9		
Total %	3.2	5.6	0.9		7.7	31.7	2.7	42.1	3.3	5.5	9.2	18.1	1.1	25.8	3.3	30.1	
Passenger Vehicles	163	298	45	506	412	1665	144	2221	165	291	499	955	51	1291	167	1509	5191
% Passenger Vehicles	93.1	97.4	88.2	95.1	97.6	95.9	96	96.2	90.2	96.7	98.4	96.4	87.9	91.2	92.8	91.2	94.6
Large 2 Axle Vehicles	9	3	0	12	6	43	5	54	11	9	6	26	2	79	8	89	181
% Large 2 Axle Vehicles	5.1	1	0	2.3	1.4	2.5	3.3	2.3	6	3	1.2	2.6	3.4	5.6	4.4	5.4	3.3
3 Axle Vehicles	0	1	0	1	3	5	0	8	4	1	1	6	1	12	1	14	29
% 3 Axle Vehicles	0	0.3	0	0.2	0.7	0.3	0	0.3	2.2	0.3	0.2	0.6	1.7	0.8	0.6	0.8	0.5
4+ Axle Trucks	3	4	6	13	1	24	1	26	3	0	1	4	4	34	4	42	85
% 4+ Axle Trucks	1.7	1.3	11.8	2.4	0.2	1.4	0.7	1.1	1.6	0	0.2	0.4	6.9	2.4	2.2	2.5	1.5

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	30	57	0	87	59	209	17	285	26	39	88	153	9	189	46	244	769
07:15 AM	22	46	4	72	63	234	29	326	23	64	111	198	7	280	31	318	914
07:30 AM	29	52	6	87	77	306	37	420	16	57	70	143	8	198	22	228	878
07:45 AM	30	56	8	94	70	262	24	356	34	54	67	155	11	140	21	172	777
Total Volume	111	211	18	340	269	1011	107	1387	99	214	336	649	35	807	120	962	3338
% App. Total	32.6	62.1	5.3		19.4	72.9	7.7		15.3	33	51.8		3.6	83.9	12.5		
PHF	.925	.925	.563	.904	.873	.826	.723	.826	.728	.836	.757	.819	.795	.721	.652	.756	.913

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	30	57	0	87	59	209	17	285	26	39	88	153	9	189	46	244
+15 mins.	22	46	4	72	63	234	29	326	23	64	111	198	7	280	31	318
+30 mins.	29	52	6	87	77	306	37	420	16	57	70	143	8	198	22	228
+45 mins.	30	56	8	94	70	262	24	356	34	54	67	155	11	140	21	172
Total Volume	111	211	18	340	269	1011	107	1387	99	214	336	649	35	807	120	962
% App. Total	32.6	62.1	5.3		19.4	72.9	7.7		15.3	33	51.8		3.6	83.9	12.5	
PHF	.925	.925	.563	.904	.873	.826	.723	.826	.728	.836	.757	.819	.795	.721	.652	.756

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 01_MEN_Menifee_SR-74 AM
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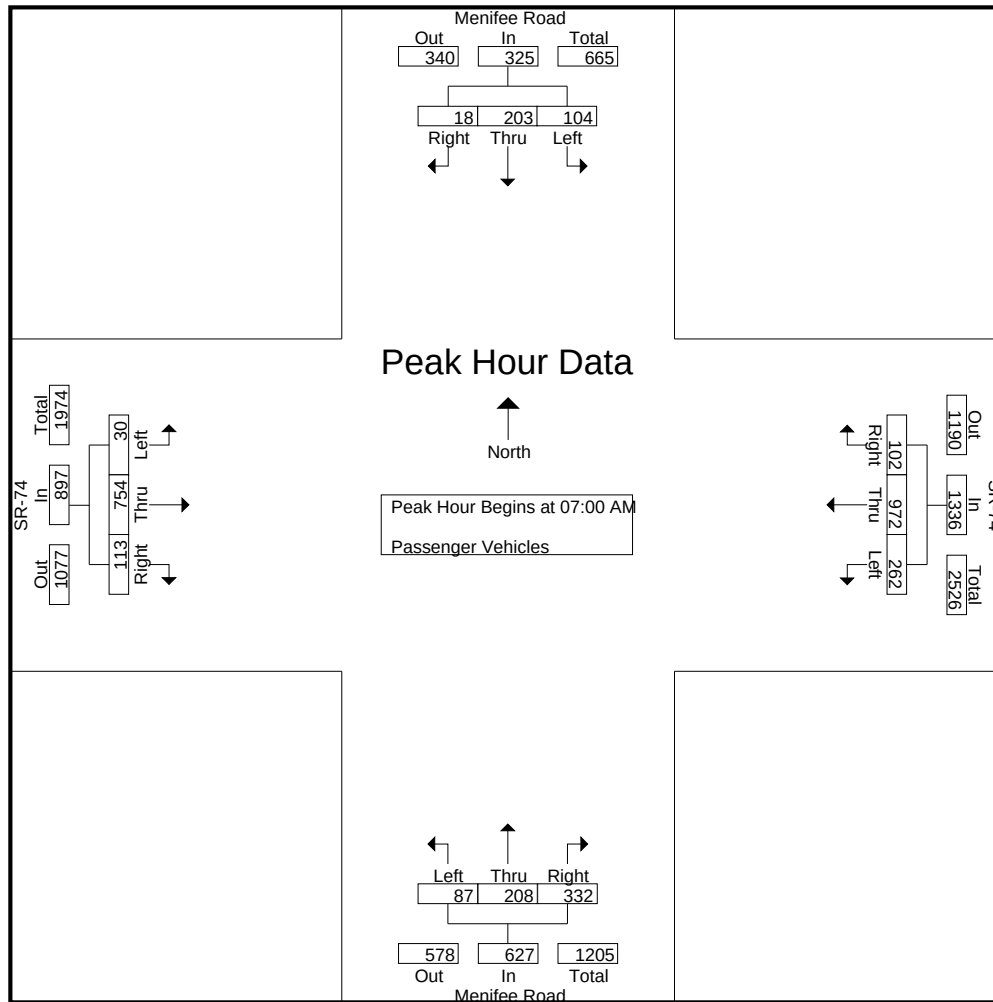
Groups Printed- Passenger Vehicles

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	28	56	0	84	58	201	16	275	22	39	86	147	9	174	45	228	734
07:15 AM	20	45	4	69	62	221	27	310	23	63	111	197	7	266	31	304	880
07:30 AM	26	49	6	81	75	294	35	404	16	55	70	141	6	184	20	210	836
07:45 AM	30	53	8	91	67	256	24	347	26	51	65	142	8	130	17	155	735
Total	104	203	18	325	262	972	102	1336	87	208	332	627	30	754	113	897	3185
08:00 AM	15	28	10	53	40	193	13	246	30	35	50	115	6	124	16	146	560
08:15 AM	15	21	6	42	34	179	3	216	14	15	38	67	7	131	15	153	478
08:30 AM	18	25	6	49	38	151	16	205	15	13	35	63	0	150	14	164	481
08:45 AM	11	21	5	37	38	170	10	218	19	20	44	83	8	132	9	149	487
Total	59	95	27	181	150	693	42	885	78	83	167	328	21	537	54	612	2006
Grand Total	163	298	45	506	412	1665	144	2221	165	291	499	955	51	1291	167	1509	5191
Apprch %	32.2	58.9	8.9		18.6	75	6.5		17.3	30.5	52.3		3.4	85.6	11.1		
Total %	3.1	5.7	0.9	9.7	7.9	32.1	2.8	42.8	3.2	5.6	9.6	18.4	1	24.9	3.2	29.1	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	28	56	0	84	58	201	16	275	22	39	86	147	9	174	45	228	734
07:15 AM	20	45	4	69	62	221	27	310	23	63	111	197	7	266	31	304	880
07:30 AM	26	49	6	81	75	294	35	404	16	55	70	141	6	184	20	210	836
07:45 AM	30	53	8	91	67	256	24	347	26	51	65	142	8	130	17	155	735
Total Volume	104	203	18	325	262	972	102	1336	87	208	332	627	30	754	113	897	3185
% App. Total	32	62.5	5.5		19.6	72.8	7.6		13.9	33.2	53		3.3	84.1	12.6		
PHF	.867	.906	.563	.893	.873	.827	.729	.827	.837	.825	.748	.796	.833	.709	.628	.738	.905

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	28	56	0	84	58	201	16	275	22	39	86	147	9	174	45	228
+15 mins.	20	45	4	69	62	221	27	310	23	63	111	197	7	266	31	304
+30 mins.	26	49	6	81	75	294	35	404	16	55	70	141	6	184	20	210
+45 mins.	30	53	8	91	67	256	24	347	26	51	65	142	8	130	17	155
Total Volume	104	203	18	325	262	972	102	1336	87	208	332	627	30	754	113	897
% App. Total	32	62.5	5.5		19.6	72.8	7.6		13.9	33.2	53		3.3	84.1	12.6	
PHF	.867	.906	.563	.893	.873	.827	.729	.827	.837	.825	.748	.796	.833	.709	.628	.738

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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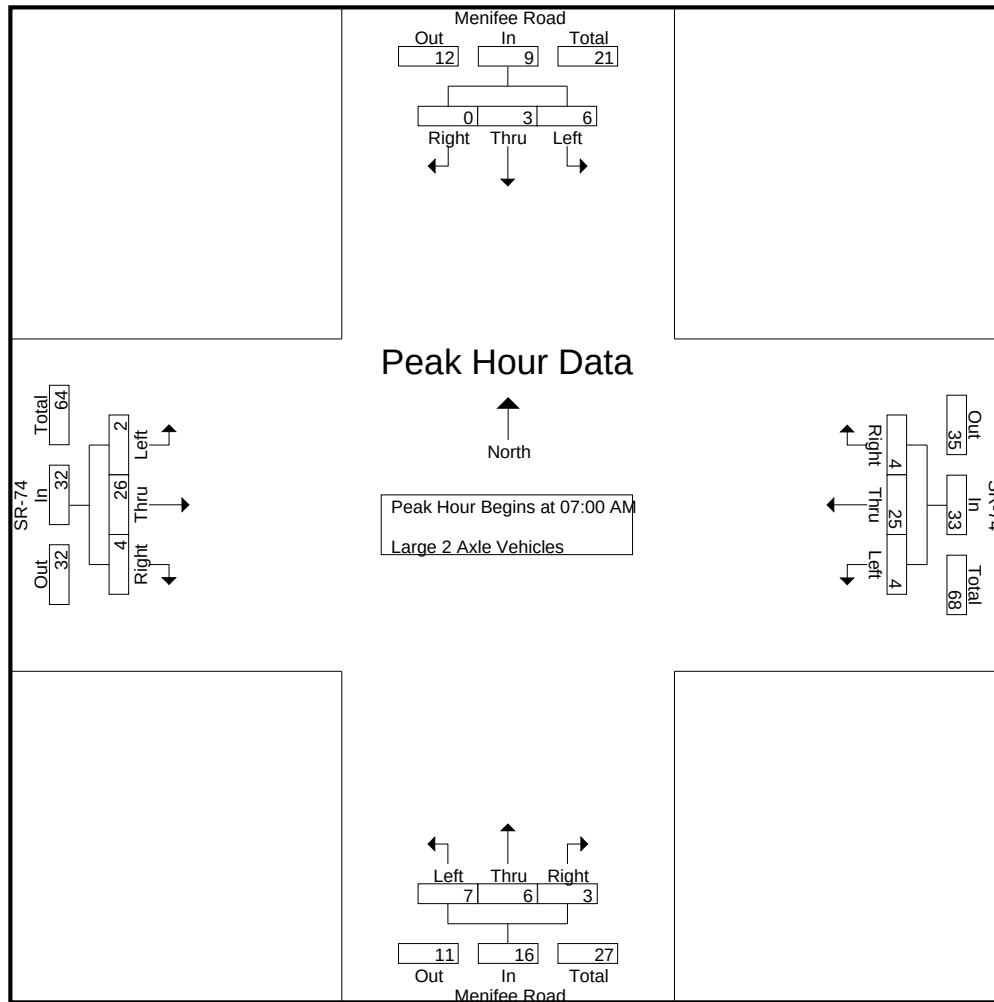
Groups Printed- Large 2 Axle Vehicles

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	1	0	2	1	6	0	7	1	0	2	3	0	8	1	9	21
07:15 AM	2	0	0	2	1	10	2	13	0	1	0	1	0	5	0	5	21
07:30 AM	3	0	0	3	2	7	2	11	0	2	0	2	2	8	0	10	26
07:45 AM	0	2	0	2	0	2	0	2	6	3	1	10	0	5	3	8	22
Total	6	3	0	9	4	25	4	33	7	6	3	16	2	26	4	32	90
08:00 AM	0	0	0	0	0	6	0	6	1	2	0	3	0	16	2	18	27
08:15 AM	2	0	0	2	2	4	1	7	1	1	0	2	0	19	0	19	30
08:30 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	5	1	6	12
08:45 AM	1	0	0	1	0	4	0	4	1	0	2	3	0	13	1	14	22
Total	3	0	0	3	2	18	1	21	4	3	3	10	0	53	4	57	91
Grand Total	9	3	0	12	6	43	5	54	11	9	6	26	2	79	8	89	181
Apprch %	75	25	0		11.1	79.6	9.3		42.3	34.6	23.1		2.2	88.8	9		
Total %	5	1.7	0	6.6	3.3	23.8	2.8	29.8	6.1	5	3.3	14.4	1.1	43.6	4.4	49.2	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	1	0	2	1	6	0	7	1	0	2	3	0	8	1	9	21
07:15 AM	2	0	0	2	1	10	2	13	0	1	0	1	0	5	0	5	21
07:30 AM	3	0	0	3	2	7	2	11	0	2	0	2	2	8	0	10	26
07:45 AM	0	2	0	2	0	2	0	2	6	3	1	10	0	5	3	8	22
Total Volume	6	3	0	9	4	25	4	33	7	6	3	16	2	26	4	32	90
% App. Total	66.7	33.3	0		12.1	75.8	12.1		43.8	37.5	18.8		6.2	81.2	12.5		
PHF	.500	.375	.000	.750	.500	.625	.500	.635	.292	.500	.375	.400	.250	.813	.333	.800	.865

City of Menifee
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Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	1	0	2	1	6	0	7	1	0	2	3	0	8	1	9
+15 mins.	2	0	0	2	1	10	2	13	0	1	0	1	0	5	0	5
+30 mins.	3	0	0	3	2	7	2	11	0	2	0	2	2	8	0	10
+45 mins.	0	2	0	2	0	2	0	2	6	3	1	10	0	5	3	8
Total Volume	6	3	0	9	4	25	4	33	7	6	3	16	2	26	4	32
% App. Total	66.7	33.3	0		12.1	75.8	12.1		43.8	37.5	18.8		6.2	81.2	12.5	
PHF	.500	.375	.000	.750	.500	.625	.500	.635	.292	.500	.375	.400	.250	.813	.333	.800

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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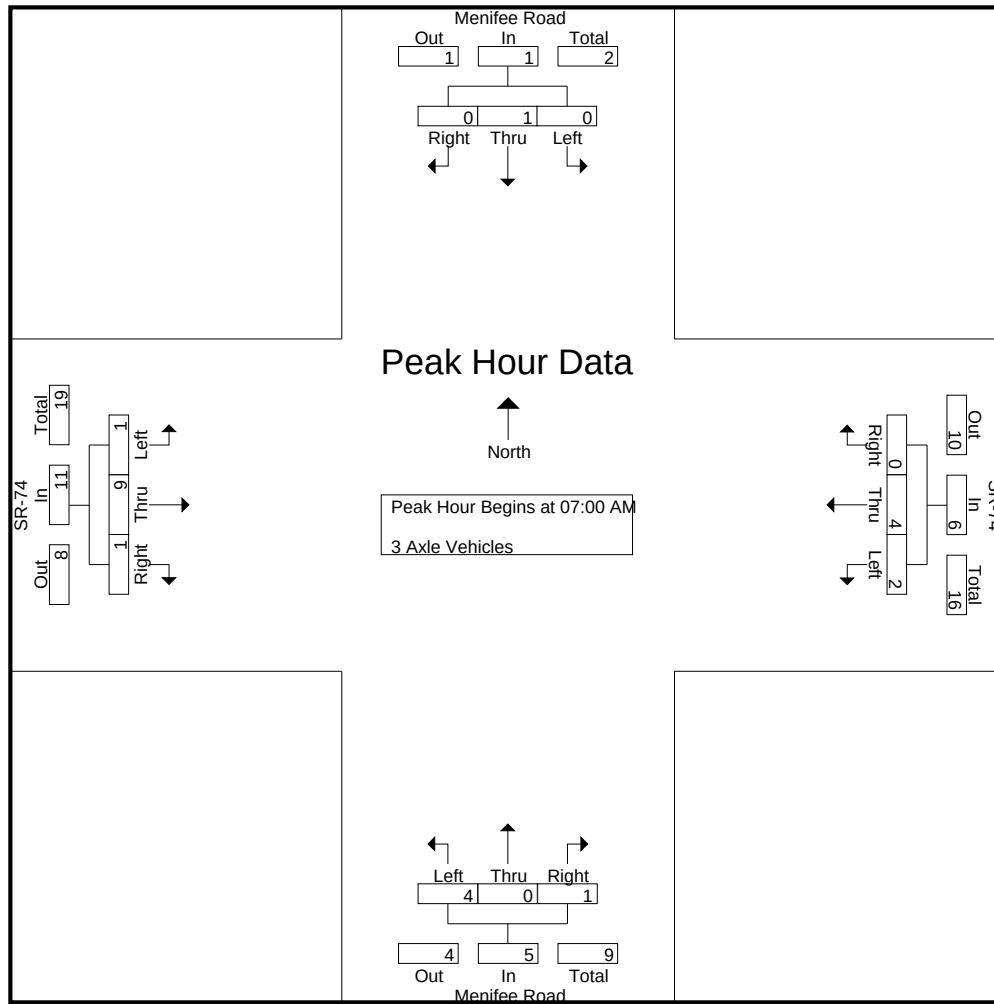
Groups Printed- 3 Axle Vehicles

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	2	0	0	2	0	2	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	1	2	6
07:45 AM	0	0	0	0	2	0	0	2	2	0	1	3	1	3	0	4	9
Total	0	1	0	1	2	4	0	6	4	0	1	5	1	9	1	11	23
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
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	1	0	0	1	0	0	0	0	0	1	0	1	2
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	1	0	2	0	1	0	1	0	3	0	3	6
Grand Total	0	1	0	1	3	5	0	8	4	1	1	6	1	12	1	14	29
Apprch %	0	100	0		37.5	62.5	0		66.7	16.7	16.7		7.1	85.7	7.1		
Total %	0	3.4	0	3.4	10.3	17.2	0	27.6	13.8	3.4	3.4	20.7	3.4	41.4	3.4	48.3	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	1	0	1	2	0	0	2	0	2	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	1	2	6
07:45 AM	0	0	0	0	2	0	0	2	2	0	1	3	1	3	0	4	9
Total Volume	0	1	0	1	2	4	0	6	4	0	1	5	1	9	1	11	23
% App. Total	0	100	0		33.3	66.7	0		80	0	20		9.1	81.8	9.1		
PHF	.000	.250	.000	.250	.250	.333	.000	.500	.500	.000	.250	.417	.250	.750	.250	.688	.639

City of Menifee
N/S: Menifee Road
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Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	2	0	0	2	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	2	0	0	2	2	0	1	3	1	3	0	4
Total Volume	0	1	0	1	2	4	0	6	4	0	1	5	1	9	1	11
% App. Total	0	100	0		33.3	66.7	0		80	0	20		9.1	81.8	9.1	
PHF	.000	.250	.000	.250	.250	.333	.000	.500	.500	.000	.250	.417	.250	.750	.250	.688

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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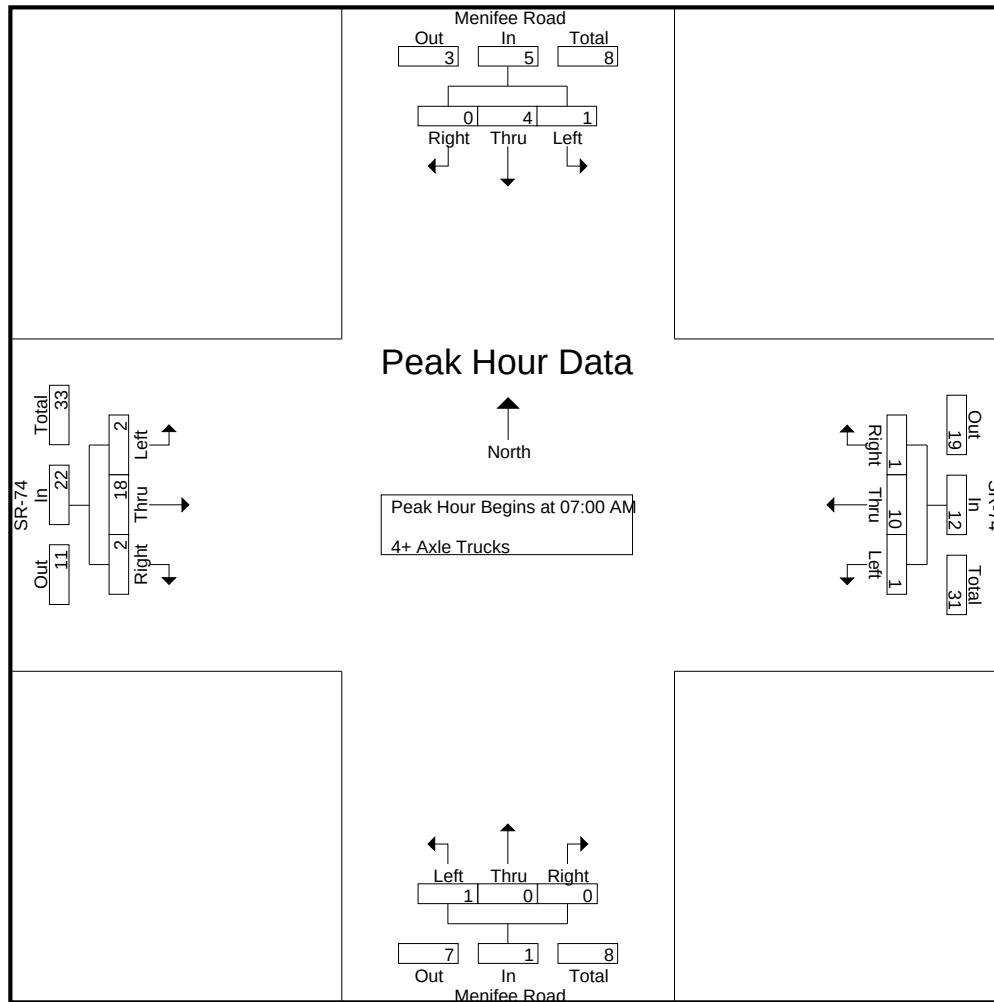
Groups Printed- 4+ Axle Trucks

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	0	1	1	2	1	0	0	1	0	5	0	5	9
07:15 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	6	0	6	10
07:30 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	5	1	6	10
07:45 AM	0	1	0	1	1	4	0	5	0	0	0	0	2	2	1	5	11
Total	1	4	0	5	1	10	1	12	1	0	0	1	2	18	2	22	40
08:00 AM	0	0	2	2	0	4	0	4	0	0	0	0	1	3	1	5	11
08:15 AM	1	0	1	2	0	3	0	3	1	0	0	1	0	4	0	4	10
08:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	0	4	7
08:45 AM	1	0	3	4	0	5	0	5	0	0	1	1	1	5	1	7	17
Total	2	0	6	8	0	14	0	14	2	0	1	3	2	16	2	20	45
Grand Total	3	4	6	13	1	24	1	26	3	0	1	4	4	34	4	42	85
Apprch %	23.1	30.8	46.2		3.8	92.3	3.8		75	0	25		9.5	81	9.5		
Total %	3.5	4.7	7.1	15.3	1.2	28.2	1.2	30.6	3.5	0	1.2	4.7	4.7	40	4.7	49.4	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	1	1	2	1	0	0	1	0	5	0	5	9
07:15 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	6	0	6	10
07:30 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	5	1	6	10
07:45 AM	0	1	0	1	1	4	0	5	0	0	0	0	2	2	1	5	11
Total Volume	1	4	0	5	1	10	1	12	1	0	0	1	2	18	2	22	40
% App. Total	20	80	0		8.3	83.3	8.3		100	0	0		9.1	81.8	9.1		
PHF	.250	.500	.000	.625	.250	.625	.250	.600	.250	.000	.000	.250	.250	.750	.500	.917	.909

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	1	1	2	1	0	0	1	0	5	0	5
+15 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	6	0	6
+30 mins.	0	2	0	2	0	2	0	2	0	0	0	0	0	5	1	6
+45 mins.	0	1	0	1	1	4	0	5	0	0	0	0	2	2	1	5
Total Volume	1	4	0	5	1	10	1	12	1	0	0	1	2	18	2	22
% App. Total	20	80	0		8.3	83.3	8.3		100	0	0		9.1	81.8	9.1	
PHF	.250	.500	.000	.625	.250	.625	.250	.600	.250	.000	.000	.250	.250	.750	.500	.917

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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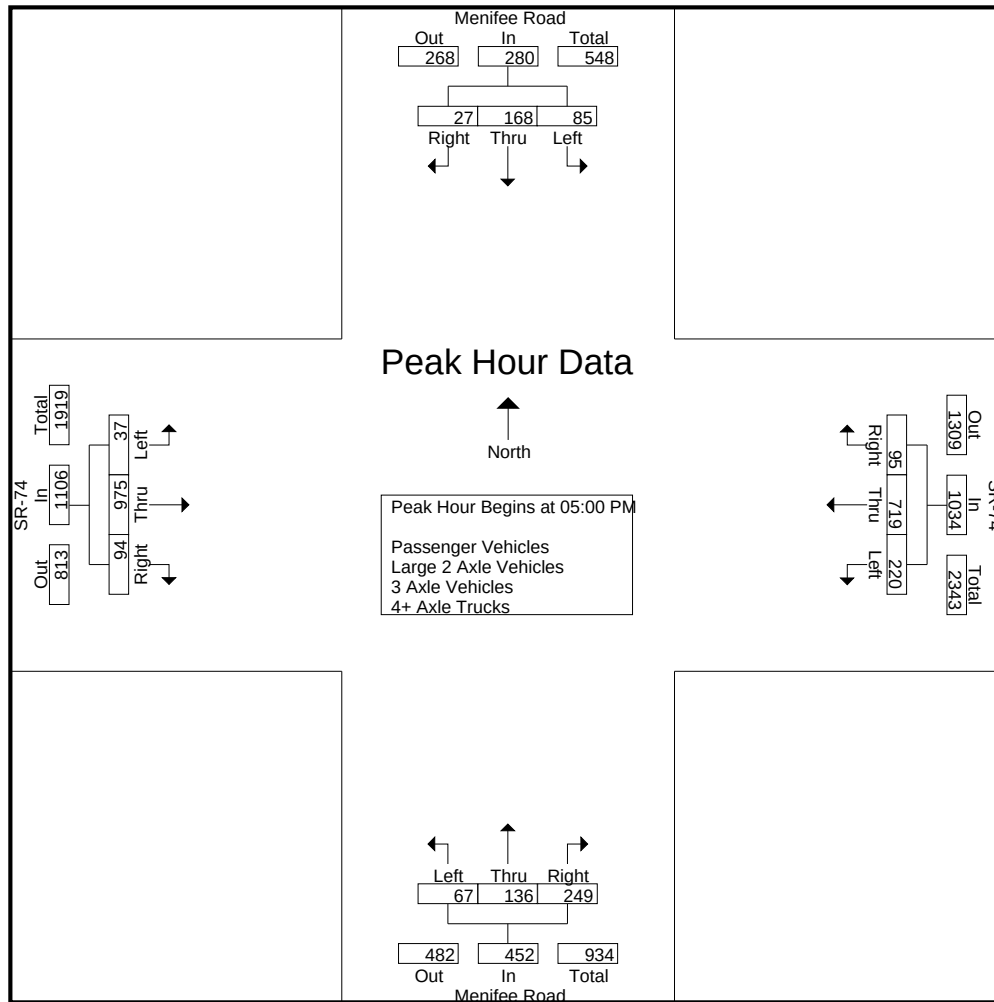
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	18	30	11	59	39	140	24	203	18	40	58	116	6	258	24	288	666
04:15 PM	19	32	7	58	39	195	24	258	24	39	71	134	10	255	18	283	733
04:30 PM	22	39	8	69	55	172	22	249	19	35	54	108	14	249	31	294	720
04:45 PM	16	52	8	76	42	190	27	259	13	40	62	115	8	234	29	271	721
Total	75	153	34	262	175	697	97	969	74	154	245	473	38	996	102	1136	2840
05:00 PM	13	44	11	68	52	158	19	229	15	37	67	119	10	213	25	248	664
05:15 PM	22	33	10	65	59	194	29	282	6	40	70	116	10	273	17	300	763
05:30 PM	27	51	4	82	61	191	24	276	19	30	53	102	6	227	20	253	713
05:45 PM	23	40	2	65	48	176	23	247	27	29	59	115	11	262	32	305	732
Total	85	168	27	280	220	719	95	1034	67	136	249	452	37	975	94	1106	2872
Grand Total	160	321	61	542	395	1416	192	2003	141	290	494	925	75	1971	196	2242	5712
Apprch %	29.5	59.2	11.3		19.7	70.7	9.6		15.2	31.4	53.4		3.3	87.9	8.7		
Total %	2.8	5.6	1.1	9.5	6.9	24.8	3.4	35.1	2.5	5.1	8.6	16.2	1.3	34.5	3.4	39.3	
Passenger Vehicles	158	318	58	534	389	1346	188	1923	134	289	484	907	73	1903	192	2168	5532
% Passenger Vehicles	98.8	99.1	95.1	98.5	98.5	95.1	97.9	96	95	99.7	98	98.1	97.3	96.5	98	96.7	96.8
Large 2 Axle Vehicles	2	2	1	5	4	32	3	39	6	1	8	15	2	53	1	56	115
% Large 2 Axle Vehicles	1.2	0.6	1.6	0.9	1	2.3	1.6	1.9	4.3	0.3	1.6	1.6	2.7	2.7	0.5	2.5	2
3 Axle Vehicles	0	1	1	2	1	17	0	18	0	0	0	0	0	7	0	7	27
% 3 Axle Vehicles	0	0.3	1.6	0.4	0.3	1.2	0	0.9	0	0	0	0	0	0.4	0	0.3	0.5
4+ Axle Trucks	0	0	1	1	1	21	1	23	1	0	2	3	0	8	3	11	38
% 4+ Axle Trucks	0	0	1.6	0.2	0.3	1.5	0.5	1.1	0.7	0	0.4	0.3	0	0.4	1.5	0.5	0.7

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	44	11	68	52	158	19	229	15	37	67	119	10	213	25	248	664
05:15 PM	22	33	10	65	59	194	29	282	6	40	70	116	10	273	17	300	763
05:30 PM	27	51	4	82	61	191	24	276	19	30	53	102	6	227	20	253	713
05:45 PM	23	40	2	65	48	176	23	247	27	29	59	115	11	262	32	305	732
Total Volume	85	168	27	280	220	719	95	1034	67	136	249	452	37	975	94	1106	2872
% App. Total	30.4	60	9.6		21.3	69.5	9.2		14.8	30.1	55.1		3.3	88.2	8.5		
PHF	.787	.824	.614	.854	.902	.927	.819	.917	.620	.850	.889	.950	.841	.893	.734	.907	.941

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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

	04:45 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	16	52	8	76	42	190	27	259	24	39	71	134	6	258	24	288
+15 mins.	13	44	11	68	52	158	19	229	19	35	54	108	10	255	18	283
+30 mins.	22	33	10	65	59	194	29	282	13	40	62	115	14	249	31	294
+45 mins.	27	51	4	82	61	191	24	276	15	37	67	119	8	234	29	271
Total Volume	78	180	33	291	214	733	99	1046	71	151	254	476	38	996	102	1136
% App. Total	26.8	61.9	11.3		20.5	70.1	9.5		14.9	31.7	53.4		3.3	87.7	9	
PHF	.722	.865	.750	.887	.877	.945	.853	.927	.740	.944	.894	.888	.679	.965	.823	.966

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 01_MEN_Menifee_SR-74 PM
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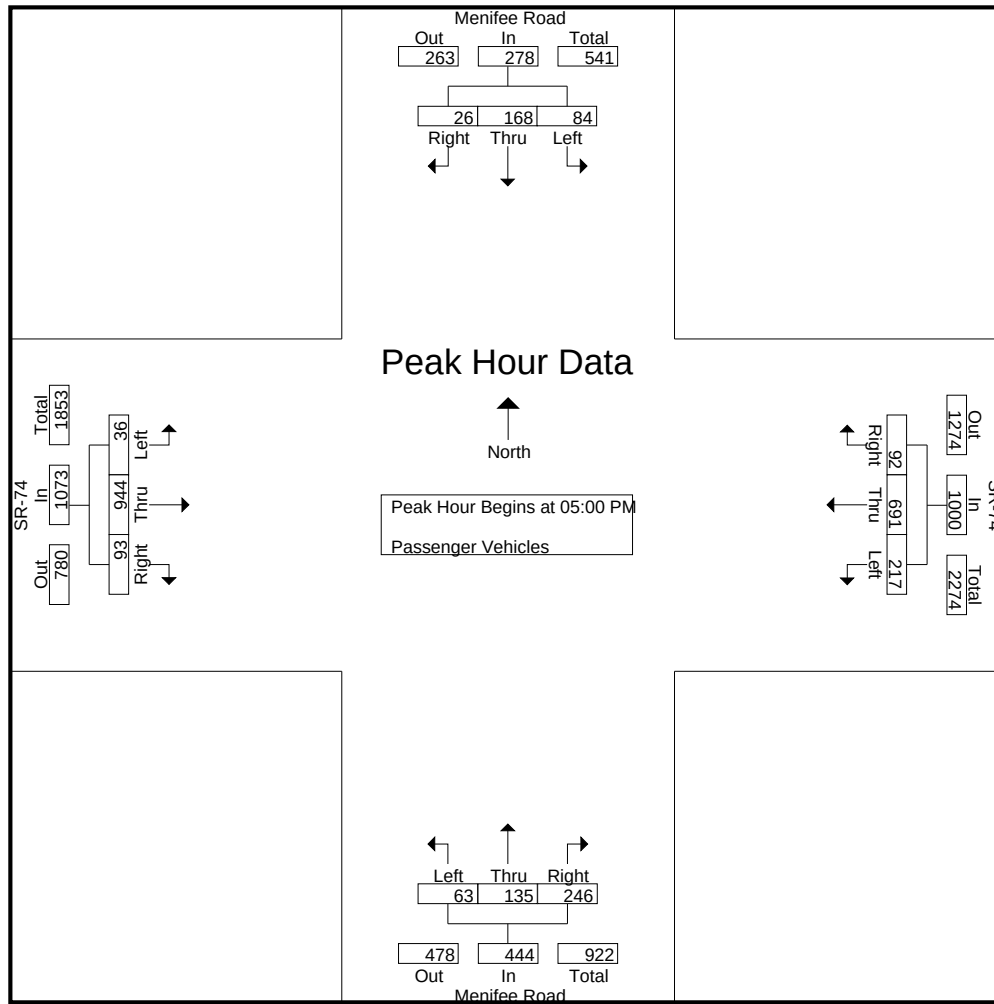
Groups Printed- Passenger Vehicles

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	18	29	9	56	38	128	24	190	18	40	58	116	6	245	23	274	636
04:15 PM	19	30	7	56	38	182	24	244	22	39	68	129	9	245	18	272	701
04:30 PM	21	39	8	68	54	165	22	241	18	35	54	107	14	241	30	285	701
04:45 PM	16	52	8	76	42	180	26	248	13	40	58	111	8	228	28	264	699
Total	74	150	32	256	172	655	96	923	71	154	238	463	37	959	99	1095	2737
05:00 PM	13	44	10	67	52	148	18	218	13	36	67	116	10	208	25	243	644
05:15 PM	21	33	10	64	58	187	29	274	5	40	69	114	10	259	17	286	738
05:30 PM	27	51	4	82	60	185	22	267	18	30	52	100	6	220	19	245	694
05:45 PM	23	40	2	65	47	171	23	241	27	29	58	114	10	257	32	299	719
Total	84	168	26	278	217	691	92	1000	63	135	246	444	36	944	93	1073	2795
Grand Total	158	318	58	534	389	1346	188	1923	134	289	484	907	73	1903	192	2168	5532
Apprch %	29.6	59.6	10.9		20.2	70	9.8		14.8	31.9	53.4		3.4	87.8	8.9		
Total %	2.9	5.7	1	9.7	7	24.3	3.4	34.8	2.4	5.2	8.7	16.4	1.3	34.4	3.5	39.2	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	44	10	67	52	148	18	218	13	36	67	116	10	208	25	243	644
05:15 PM	21	33	10	64	58	187	29	274	5	40	69	114	10	259	17	286	738
05:30 PM	27	51	4	82	60	185	22	267	18	30	52	100	6	220	19	245	694
05:45 PM	23	40	2	65	47	171	23	241	27	29	58	114	10	257	32	299	719
Total Volume	84	168	26	278	217	691	92	1000	63	135	246	444	36	944	93	1073	2795
% App. Total	30.2	60.4	9.4		21.7	69.1	9.2		14.2	30.4	55.4		3.4	88	8.7		
PHF	.778	.824	.650	.848	.904	.924	.793	.912	.583	.844	.891	.957	.900	.911	.727	.897	.947

City of Menifee
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Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	13	44	10	67	52	148	18	218	13	36	67	116	10	208	25	243
+15 mins.	21	33	10	64	58	187	29	274	5	40	69	114	10	259	17	286
+30 mins.	27	51	4	82	60	185	22	267	18	30	52	100	6	220	19	245
+45 mins.	23	40	2	65	47	171	23	241	27	29	58	114	10	257	32	299
Total Volume	84	168	26	278	217	691	92	1000	63	135	246	444	36	944	93	1073
% App. Total	30.2	60.4	9.4		21.7	69.1	9.2		14.2	30.4	55.4		3.4	88	8.7	
PHF	.778	.824	.650	.848	.904	.924	.793	.912	.583	.844	.891	.957	.900	.911	.727	.897

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

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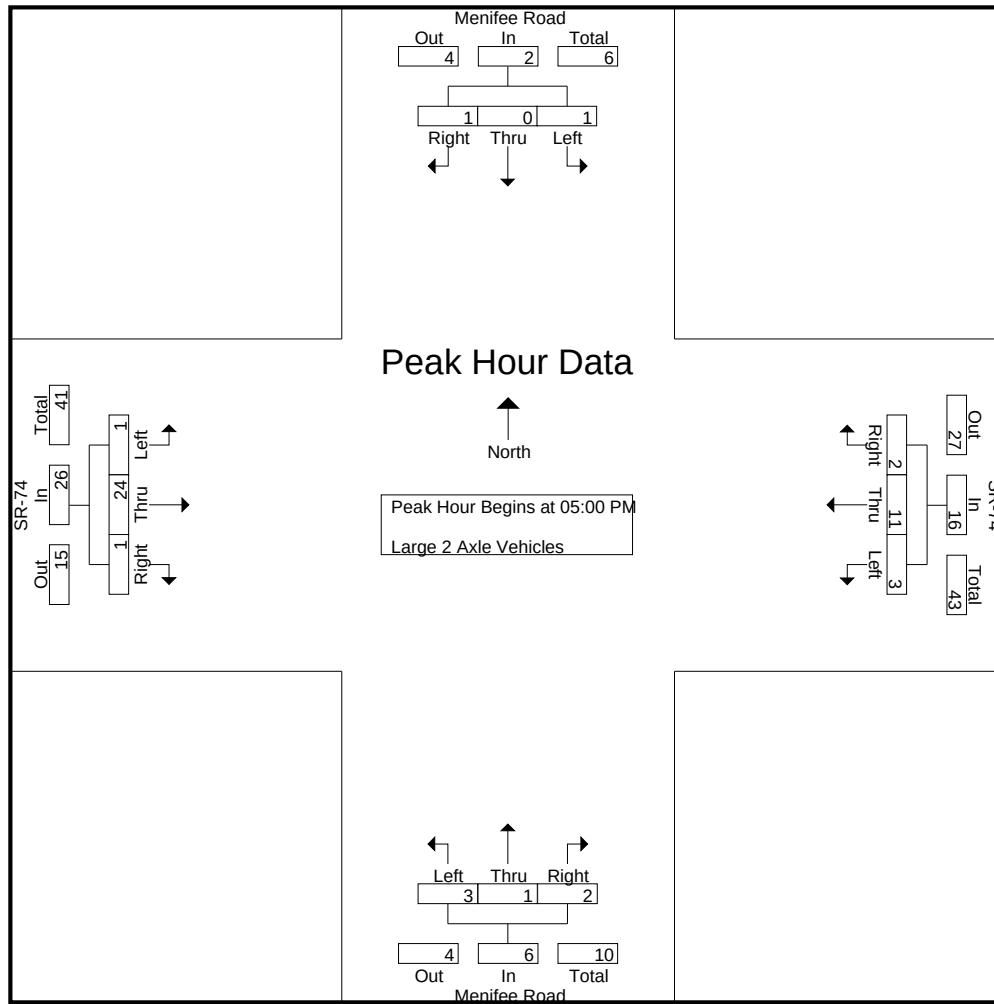
Groups Printed- Large 2 Axle Vehicles

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	1	6	0	7	0	0	0	0	0	10	0	10	17
04:15 PM	0	2	0	2	0	8	0	8	2	0	2	4	1	6	0	7	21
04:30 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	7	0	7	9
04:45 PM	0	0	0	0	0	7	1	8	0	0	4	4	0	6	0	6	18
Total	1	2	0	3	1	21	1	23	3	0	6	9	1	29	0	30	65
05:00 PM	0	0	1	1	0	4	0	4	1	1	0	2	0	2	0	2	9
05:15 PM	1	0	0	1	1	3	0	4	1	0	0	1	0	11	0	11	17
05:30 PM	0	0	0	0	1	2	2	5	1	0	1	2	0	7	1	8	15
05:45 PM	0	0	0	0	1	2	0	3	0	0	1	1	1	4	0	5	9
Total	1	0	1	2	3	11	2	16	3	1	2	6	1	24	1	26	50
Grand Total	2	2	1	5	4	32	3	39	6	1	8	15	2	53	1	56	115
Apprch %	40	40	20		10.3	82.1	7.7		40	6.7	53.3		3.6	94.6	1.8		
Total %	1.7	1.7	0.9	4.3	3.5	27.8	2.6	33.9	5.2	0.9	7	13	1.7	46.1	0.9	48.7	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	4	0	4	1	1	0	2	0	2	0	2	9
05:15 PM	1	0	0	1	1	3	0	4	1	0	0	1	0	11	0	11	17
05:30 PM	0	0	0	0	1	2	2	5	1	0	1	2	0	7	1	8	15
05:45 PM	0	0	0	0	1	2	0	3	0	0	1	1	1	4	0	5	9
Total Volume	1	0	1	2	3	11	2	16	3	1	2	6	1	24	1	26	50
% App. Total	50	0	50		18.8	68.8	12.5		50	16.7	33.3		3.8	92.3	3.8		
PHF	.250	.000	.250	.500	.750	.688	.250	.800	.750	.250	.500	.750	.250	.545	.250	.591	.735

City of Menifee
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E/W: SR-74
Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	4	0	4	1	1	0	2	0	2	0	2
+15 mins.	1	0	0	1	1	3	0	4	1	0	0	1	0	11	0	11
+30 mins.	0	0	0	0	1	2	2	5	1	0	1	2	0	7	1	8
+45 mins.	0	0	0	0	1	2	0	3	0	0	1	1	1	4	0	5
Total Volume	1	0	1	2	3	11	2	16	3	1	2	6	1	24	1	26
% App. Total	50	0	50		18.8	68.8	12.5		50	16.7	33.3		3.8	92.3	3.8	
PHF	.250	.000	.250	.500	.750	.688	.250	.800	.750	.250	.500	.750	.250	.545	.250	.591

City of Menifee
N/S: Menifee Road
E/W: SR-74
Weather: Clear

File Name : 01_MEN_Menifee_SR-74 PM
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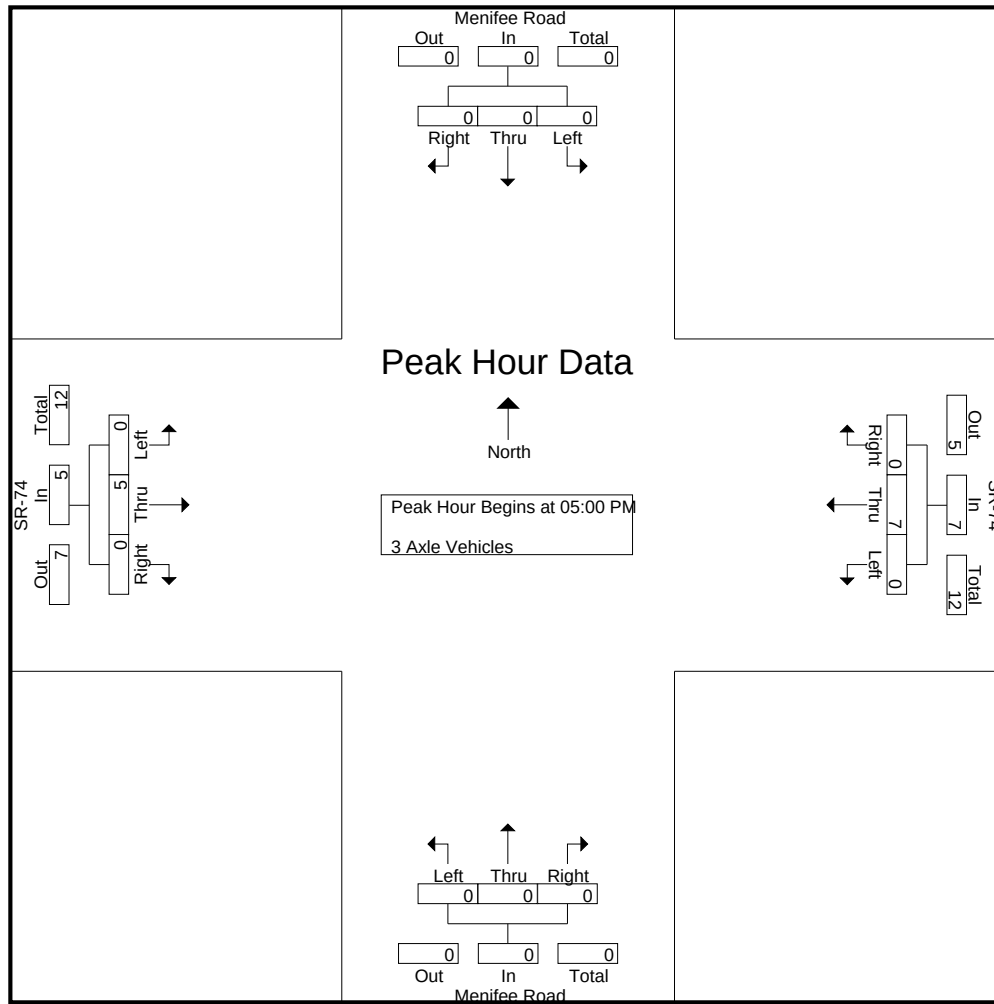
Groups Printed- 3 Axle Vehicles

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
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	1	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	1	0	1	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	1	2	1	10	0	11	0	0	0	0	0	2	0	2	15
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
Grand Total	0	1	1	2	1	17	0	18	0	0	0	0	0	7	0	7	27
Apprch %	0	50	50		5.6	94.4	0		0	0	0		0	100	0		
Total %	0	3.7	3.7	7.4	3.7	63	0	66.7	0	0	0	0	0	25.9	0	25.9	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.417	.000	.417	.600

City of Menifee
N/S: Menifee Road
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Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.417	.000	.417

City of Menifee
N/S: Menifee Road
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Weather: Clear

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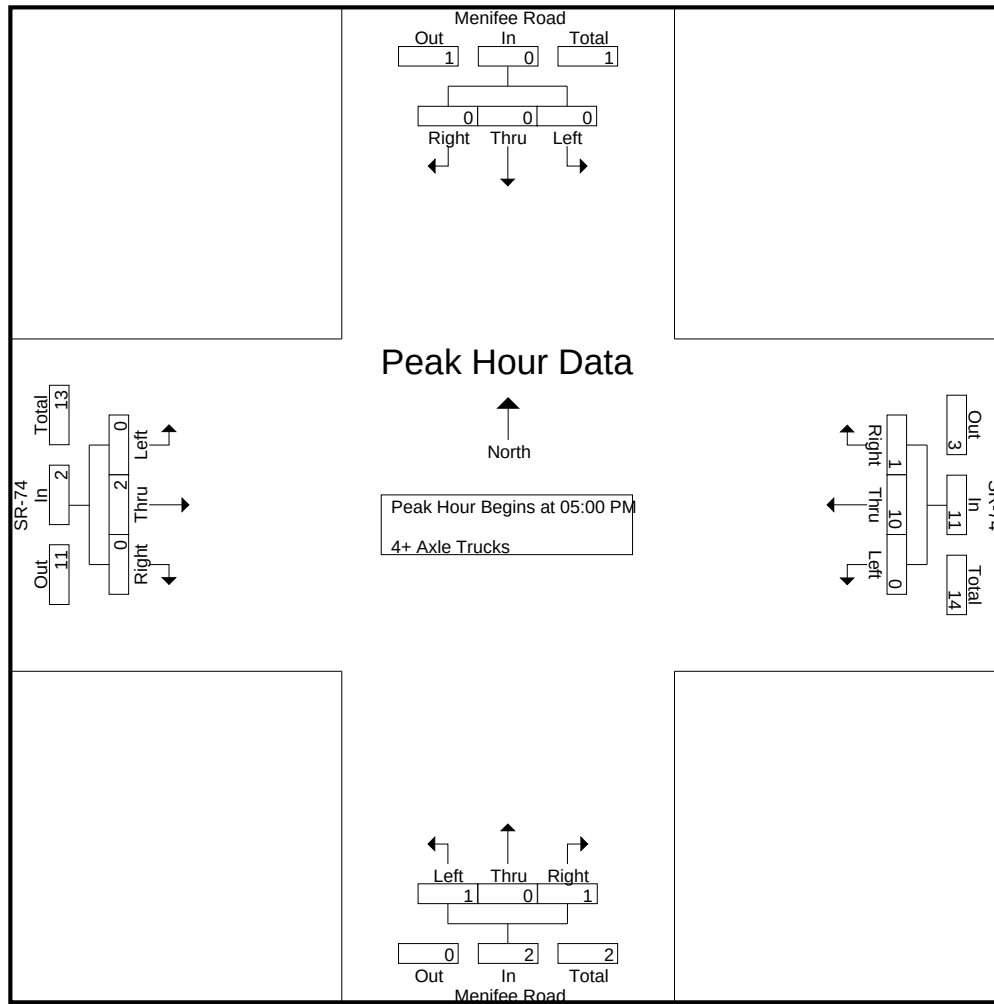
Groups Printed- 4+ Axle Trucks

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	1	3	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
04:30 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	1	1	2	7
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	1	1	1	11	0	12	0	0	1	1	0	6	3	9	23
05:00 PM	0	0	0	0	0	5	1	6	1	0	0	1	0	1	0	1	8
05:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	10	1	11	1	0	1	2	0	2	0	2	15
Grand Total	0	0	1	1	1	21	1	23	1	0	2	3	0	8	3	11	38
Apprch %	0	0	100		4.3	91.3	4.3		33.3	0	66.7		0	72.7	27.3		
Total %	0	0	2.6	2.6	2.6	55.3	2.6	60.5	2.6	0	5.3	7.9	0	21.1	7.9	28.9	

	Menifee Road Southbound				SR-74 Westbound				Menifee Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	5	1	6	1	0	0	1	0	1	0	1	8
05:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	10	1	11	1	0	1	2	0	2	0	2	15
% App. Total	0	0	0		0	90.9	9.1		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.458	.250	.000	.250	.500	.000	.500	.000	.500	.469

City of Menifee
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Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	5	1	6	1	0	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	10	1	11	1	0	1	2	0	2	0	2
% App. Total	0	0	0	0	0	90.9	9.1		50	0	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.458	.250	.000	.250	.500	.000	.500	.000	.500

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

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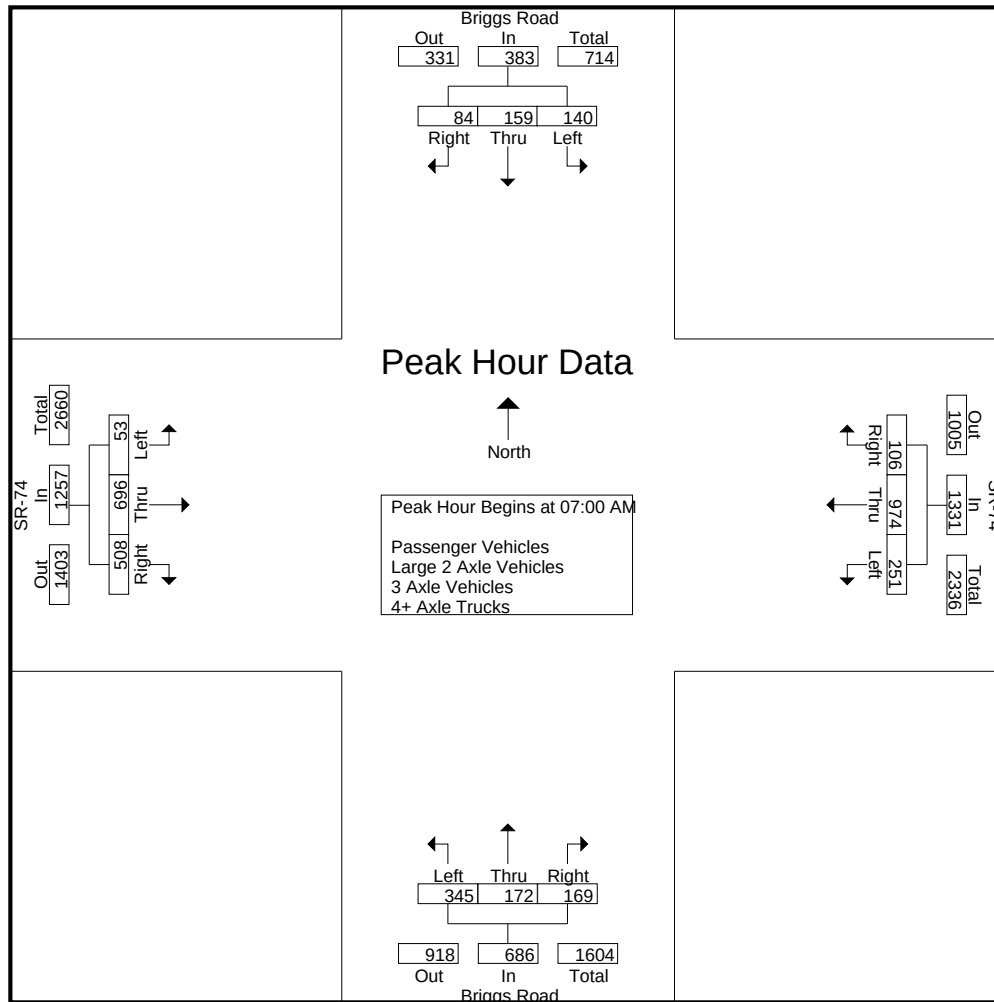
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	8	59	14	81	95	239	16	350	60	32	46	138	6	134	122	262	831
07:15 AM	8	50	18	76	64	248	15	327	78	48	31	157	15	180	161	356	916
07:30 AM	56	33	23	112	72	247	33	352	106	52	48	206	15	190	157	362	1032
07:45 AM	68	17	29	114	20	240	42	302	101	40	44	185	17	192	68	277	878
Total	140	159	84	383	251	974	106	1331	345	172	169	686	53	696	508	1257	3657
08:00 AM	50	12	14	76	9	193	20	222	23	10	9	42	8	191	19	218	558
08:15 AM	25	10	23	58	7	179	3	189	17	8	7	32	10	179	16	205	484
08:30 AM	15	15	10	40	20	199	6	225	17	9	11	37	7	173	21	201	503
08:45 AM	14	2	13	29	7	190	11	208	18	9	11	38	14	188	13	215	490
Total	104	39	60	203	43	761	40	844	75	36	38	149	39	731	69	839	2035
Grand Total	244	198	144	586	294	1735	146	2175	420	208	207	835	92	1427	577	2096	5692
Apprch %	41.6	33.8	24.6		13.5	79.8	6.7		50.3	24.9	24.8		4.4	68.1	27.5		
Total %	4.3	3.5	2.5	10.3	5.2	30.5	2.6	38.2	7.4	3.7	3.6	14.7	1.6	25.1	10.1	36.8	
Passenger Vehicles	243	197	144	584	291	1661	145	2097	405	208	200	813	92	1301	561	1954	5448
% Passenger Vehicles	99.6	99.5	100	99.7	99	95.7	99.3	96.4	96.4	100	96.6	97.4	100	91.2	97.2	93.2	95.7
Large 2 Axle Vehicles	0	1	0	1	2	43	1	46	13	0	7	20	0	79	12	91	158
% Large 2 Axle Vehicles	0	0.5	0	0.2	0.7	2.5	0.7	2.1	3.1	0	3.4	2.4	0	5.5	2.1	4.3	2.8
3 Axle Vehicles	0	0	0	0	1	6	0	7	2	0	0	2	0	12	3	15	24
% 3 Axle Vehicles	0	0	0	0	0.3	0.3	0	0.3	0.5	0	0	0.2	0	0.8	0.5	0.7	0.4
4+ Axle Trucks	1	0	0	1	0	25	0	25	0	0	0	0	0	35	1	36	62
% 4+ Axle Trucks	0.4	0	0	0.2	0	1.4	0	1.1	0	0	0	0	0	2.5	0.2	1.7	1.1

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	8	59	14	81	95	239	16	350	60	32	46	138	6	134	122	262	831
07:15 AM	8	50	18	76	64	248	15	327	78	48	31	157	15	180	161	356	916
07:30 AM	56	33	23	112	72	247	33	352	106	52	48	206	15	190	157	362	1032
07:45 AM	68	17	29	114	20	240	42	302	101	40	44	185	17	192	68	277	878
Total Volume	140	159	84	383	251	974	106	1331	345	172	169	686	53	696	508	1257	3657
% App. Total	36.6	41.5	21.9		18.9	73.2	8		50.3	25.1	24.6		4.2	55.4	40.4		
PHF	.515	.674	.724	.840	.661	.982	.631	.945	.814	.827	.880	.833	.779	.906	.789	.868	.886

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	8	59	14	81	95	239	16	350	60	32	46	138	6	134	122	262
+15 mins.	8	50	18	76	64	248	15	327	78	48	31	157	15	180	161	356
+30 mins.	56	33	23	112	72	247	33	352	106	52	48	206	15	190	157	362
+45 mins.	68	17	29	114	20	240	42	302	101	40	44	185	17	192	68	277
Total Volume	140	159	84	383	251	974	106	1331	345	172	169	686	53	696	508	1257
% App. Total	36.6	41.5	21.9		18.9	73.2	8		50.3	25.1	24.6		4.2	55.4	40.4	
PHF	.515	.674	.724	.840	.661	.982	.631	.945	.814	.827	.880	.833	.779	.906	.789	.868

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

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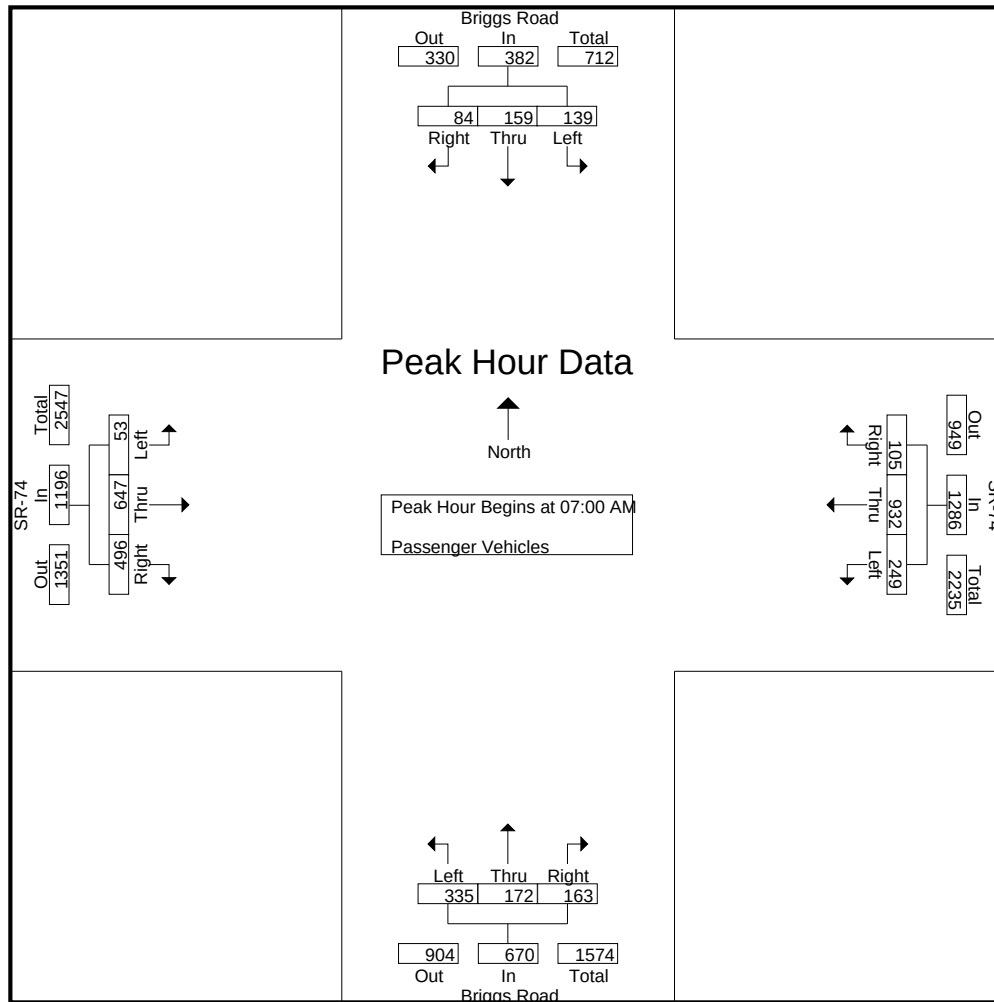
Groups Printed- Passenger Vehicles

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	8	59	14	81	95	232	15	342	58	32	44	134	6	126	120	252	809
07:15 AM	8	50	18	76	63	233	15	311	75	48	30	153	15	163	158	336	876
07:30 AM	56	33	23	112	71	234	33	338	103	52	47	202	15	174	155	344	996
07:45 AM	67	17	29	113	20	233	42	295	99	40	42	181	17	184	63	264	853
Total	139	159	84	382	249	932	105	1286	335	172	163	670	53	647	496	1196	3534
08:00 AM	50	11	14	75	8	185	20	213	21	10	9	40	8	171	18	197	525
08:15 AM	25	10	23	58	7	171	3	181	14	8	7	29	10	154	15	179	447
08:30 AM	15	15	10	40	20	192	6	218	17	9	11	37	7	164	20	191	486
08:45 AM	14	2	13	29	7	181	11	199	18	9	10	37	14	165	12	191	456
Total	104	38	60	202	42	729	40	811	70	36	37	143	39	654	65	758	1914
Grand Total	243	197	144	584	291	1661	145	2097	405	208	200	813	92	1301	561	1954	5448
Apprch %	41.6	33.7	24.7		13.9	79.2	6.9		49.8	25.6	24.6		4.7	66.6	28.7		
Total %	4.5	3.6	2.6	10.7	5.3	30.5	2.7	38.5	7.4	3.8	3.7	14.9	1.7	23.9	10.3	35.9	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	8	59	14	81	95	232	15	342	58	32	44	134	6	126	120	252	809
07:15 AM	8	50	18	76	63	233	15	311	75	48	30	153	15	163	158	336	876
07:30 AM	56	33	23	112	71	234	33	338	103	52	47	202	15	174	155	344	996
07:45 AM	67	17	29	113	20	233	42	295	99	40	42	181	17	184	63	264	853
Total Volume	139	159	84	382	249	932	105	1286	335	172	163	670	53	647	496	1196	3534
% App. Total	36.4	41.6	22		19.4	72.5	8.2		50	25.7	24.3		4.4	54.1	41.5		
PHF	.519	.674	.724	.845	.655	.996	.625	.940	.813	.827	.867	.829	.779	.879	.785	.869	.887

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	8	59	14	81	95	232	15	342	58	32	44	134	6	126	120	252
+15 mins.	8	50	18	76	63	233	15	311	75	48	30	153	15	163	158	336
+30 mins.	56	33	23	112	71	234	33	338	103	52	47	202	15	174	155	344
+45 mins.	67	17	29	113	20	233	42	295	99	40	42	181	17	184	63	264
Total Volume	139	159	84	382	249	932	105	1286	335	172	163	670	53	647	496	1196
% App. Total	36.4	41.6	22		19.4	72.5	8.2		50	25.7	24.3		4.4	54.1	41.5	
PHF	.519	.674	.724	.845	.655	.996	.625	.940	.813	.827	.867	.829	.779	.879	.785	.869

City of Menifee
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E/W: SR-74
Weather: Clear

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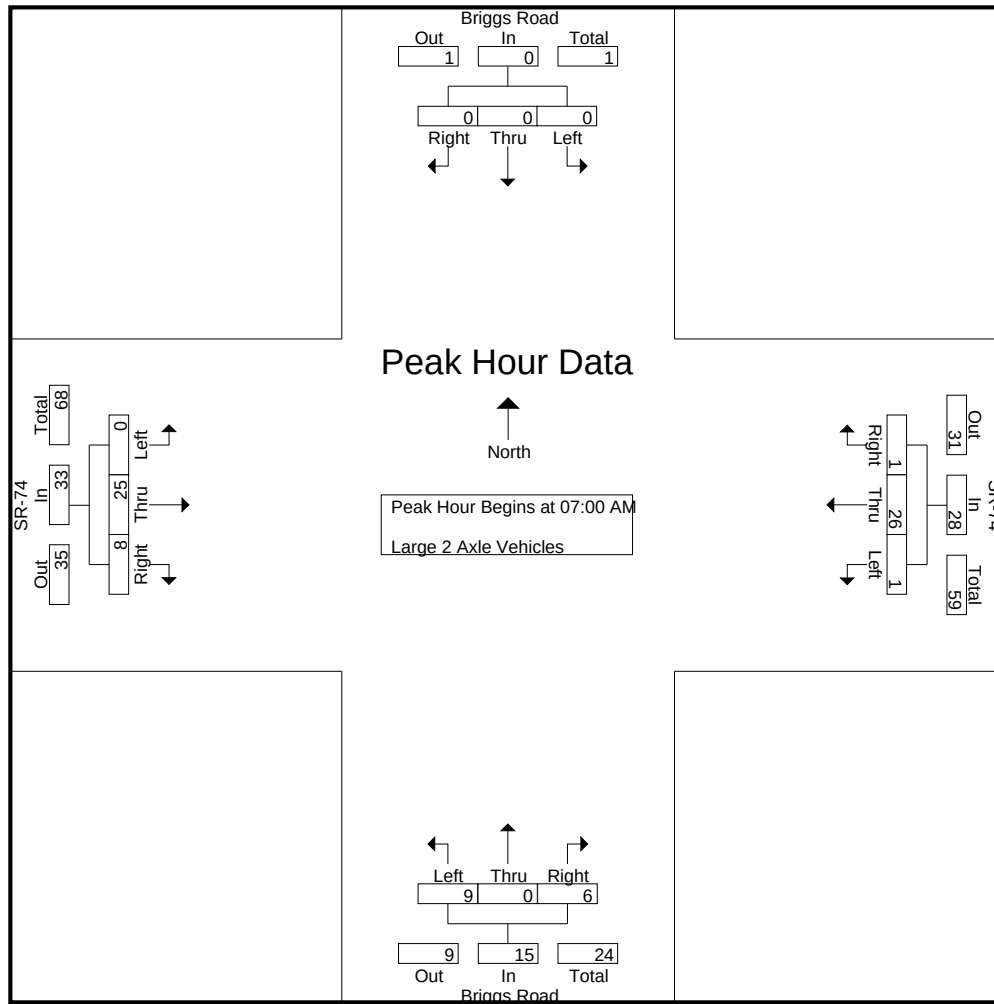
Groups Printed- Large 2 Axle Vehicles

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	4	1	5	2	0	2	4	0	5	2	7	16
07:15 AM	0	0	0	0	1	12	0	13	3	0	1	4	0	7	1	8	25
07:30 AM	0	0	0	0	0	7	0	7	3	0	1	4	0	9	1	10	21
07:45 AM	0	0	0	0	0	3	0	3	1	0	2	3	0	4	4	8	14
Total	0	0	0	0	1	26	1	28	9	0	6	15	0	25	8	33	76
08:00 AM	0	1	0	1	1	4	0	5	2	0	0	2	0	15	1	16	24
08:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	0	19	1	20	26
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	1	6	11
08:45 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	15	1	16	21
Total	0	1	0	1	1	17	0	18	4	0	1	5	0	54	4	58	82
Grand Total	0	1	0	1	2	43	1	46	13	0	7	20	0	79	12	91	158
Apprch %	0	100	0		4.3	93.5	2.2		65	0	35		0	86.8	13.2		
Total %	0	0.6	0	0.6	1.3	27.2	0.6	29.1	8.2	0	4.4	12.7	0	50	7.6	57.6	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	4	1	5	2	0	2	4	0	5	2	7	16
07:15 AM	0	0	0	0	1	12	0	13	3	0	1	4	0	7	1	8	25
07:30 AM	0	0	0	0	0	7	0	7	3	0	1	4	0	9	1	10	21
07:45 AM	0	0	0	0	0	3	0	3	1	0	2	3	0	4	4	8	14
Total Volume	0	0	0	0	1	26	1	28	9	0	6	15	0	25	8	33	76
% App. Total	0	0	0		3.6	92.9	3.6		60	0	40		0	75.8	24.2		
PHF	.000	.000	.000	.000	.250	.542	.250	.538	.750	.000	.750	.938	.000	.694	.500	.825	.760

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	4	1	5	2	0	2	4	0	5	2	7
+15 mins.	0	0	0	0	1	12	0	13	3	0	1	4	0	7	1	8
+30 mins.	0	0	0	0	0	7	0	7	3	0	1	4	0	9	1	10
+45 mins.	0	0	0	0	0	3	0	3	1	0	2	3	0	4	4	8
Total Volume	0	0	0	0	1	26	1	28	9	0	6	15	0	25	8	33
% App. Total	0	0	0	0	3.6	92.9	3.6		60	0	40		0	75.8	24.2	
PHF	.000	.000	.000	.000	.250	.542	.250	.538	.750	.000	.750	.938	.000	.694	.500	.825

City of Menifee
N/S: Briggs Road
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Weather: Clear

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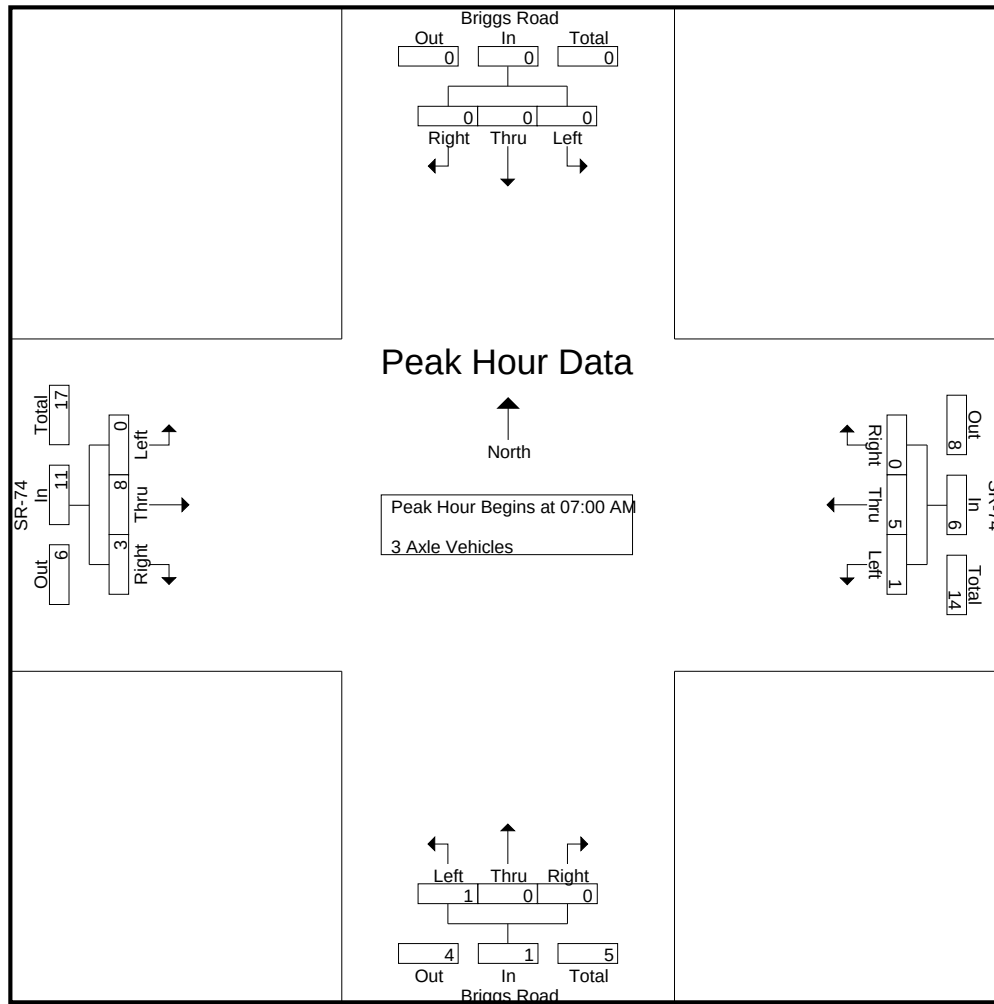
Groups Printed- 3 Axle Vehicles

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	3	2	5	5
07:30 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	1	4	6
Total	0	0	0	0	1	5	0	6	1	0	0	1	0	8	3	11	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	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	2	0	2	2
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
Grand Total	0	0	0	0	1	6	0	7	2	0	0	2	0	12	3	15	24
Apprch %	0	0	0		14.3	85.7	0		100	0	0		0	80	20		
Total %	0	0	0	0	4.2	25	0	29.2	8.3	0	0	8.3	0	50	12.5	62.5	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	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	3	2	5	5
07:30 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	1	4	6
Total Volume	0	0	0	0	1	5	0	6	1	0	0	1	0	8	3	11	18
% App. Total	0	0	0		16.7	83.3	0		100	0	0		0	72.7	27.3		
PHF	.000	.000	.000	.000	.250	.417	.000	.375	.250	.000	.000	.250	.000	.667	.375	.550	.750

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

	07:00 AM				07:00 AM				07:00 AM				07:00 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	0	0	0	0	0	0	0	0	3	2	5
+30 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	3	1	4
Total Volume	0	0	0	0	1	5	0	6	1	0	0	1	0	8	3	11
% App. Total	0	0	0	0	16.7	83.3	0		100	0	0		0	72.7	27.3	
PHF	.000	.000	.000	.000	.250	.417	.000	.375	.250	.000	.000	.250	.000	.667	.375	.550

City of Menifee
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Weather: Clear

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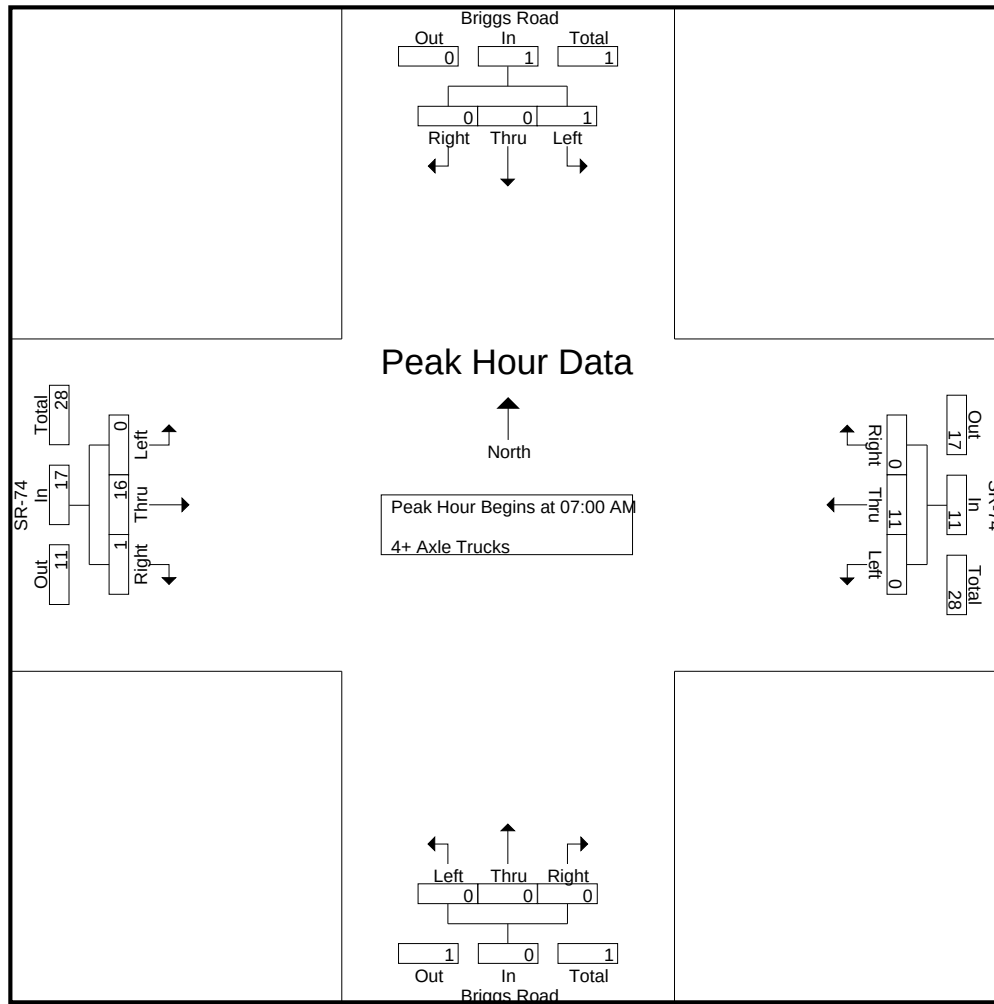
Groups Printed- 4+ Axle Trucks

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	2	0	2	0	0	0	0	0	3	0	3	5
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
07:45 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
Total	1	0	0	1	0	11	0	11	0	0	0	0	0	16	1	17	29
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	19	0	19	33
Grand Total	1	0	0	1	0	25	0	25	0	0	0	0	0	35	1	36	62
Apprch %	100	0	0		0	100	0		0	0	0		0	97.2	2.8		
Total %	1.6	0	0	1.6	0	40.3	0	40.3	0	0	0	0	0	56.5	1.6	58.1	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
07:45 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
Total Volume	1	0	0	1	0	11	0	11	0	0	0	0	0	16	1	17	29
% App. Total	100	0	0		0	100	0		0	0	0		0	94.1	5.9		
PHF	.250	.000	.000	.250	.000	.917	.000	.917	.000	.000	.000	.000	.000	.571	.250	.607	.725

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6
+45 mins.	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	11	0	11	0	0	0	0	0	16	1	17
% App. Total	100	0	0		0	100	0		0	0	0		0	94.1	5.9	
PHF	.250	.000	.000	.250	.000	.917	.000	.917	.000	.000	.000	.000	.000	.571	.250	.607

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
Site Code : 99919595
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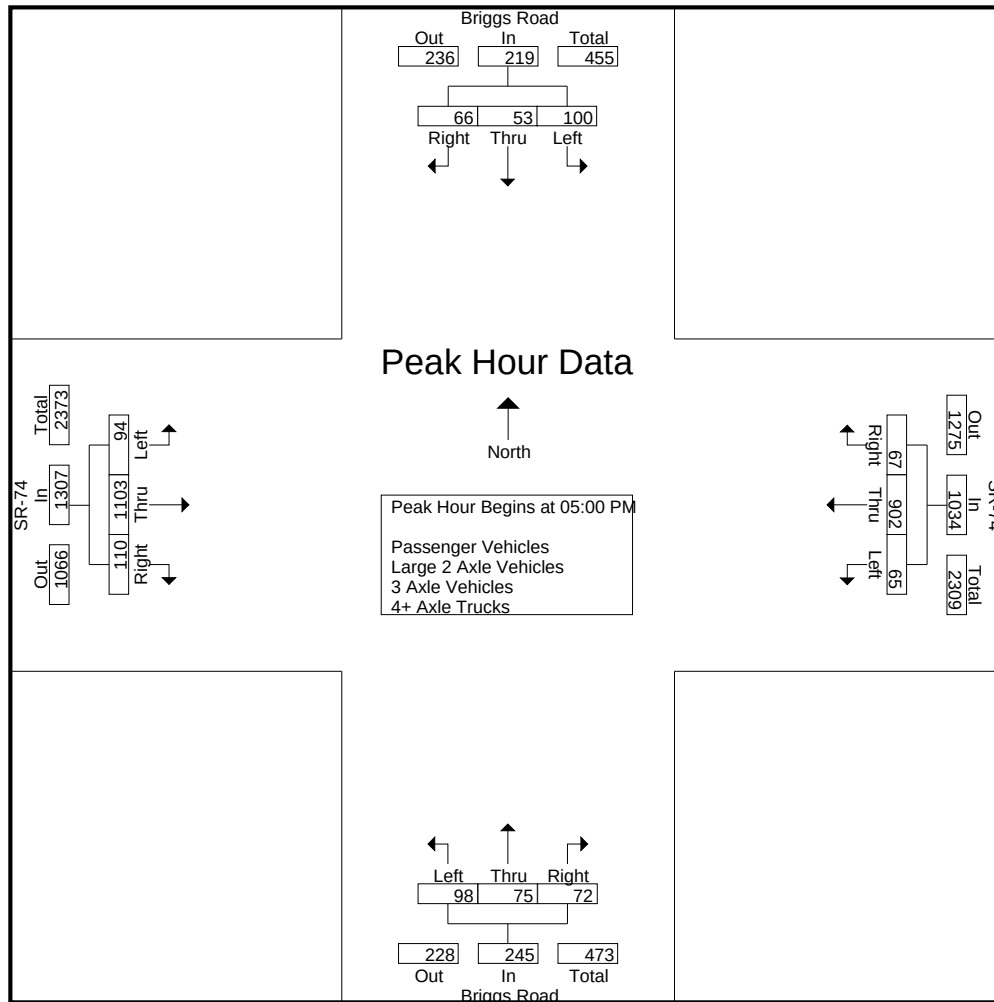
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	24	7	11	42	12	170	13	195	24	12	21	57	12	282	23	317	611
04:15 PM	19	10	6	35	17	246	11	274	18	12	21	51	14	315	25	354	714
04:30 PM	16	9	13	38	9	200	7	216	24	15	18	57	16	284	26	326	637
04:45 PM	24	13	8	45	18	217	5	240	21	8	16	45	19	281	29	329	659
Total	83	39	38	160	56	833	36	925	87	47	76	210	61	1162	103	1326	2621
05:00 PM	21	13	15	49	16	238	15	269	25	17	26	68	23	269	14	306	692
05:15 PM	31	13	26	70	23	227	15	265	16	20	14	50	21	307	26	354	739
05:30 PM	17	18	13	48	16	220	12	248	33	14	21	68	23	241	36	300	664
05:45 PM	31	9	12	52	10	217	25	252	24	24	11	59	27	286	34	347	710
Total	100	53	66	219	65	902	67	1034	98	75	72	245	94	1103	110	1307	2805
Grand Total	183	92	104	379	121	1735	103	1959	185	122	148	455	155	2265	213	2633	5426
Apprch %	48.3	24.3	27.4		6.2	88.6	5.3		40.7	26.8	32.5		5.9	86	8.1		
Total %	3.4	1.7	1.9		2.2	32	1.9	36.1	3.4	2.2	2.7	8.4	2.9	41.7	3.9	48.5	
Passenger Vehicles	182	91	103	376	120	1660	101	1881	179	121	146	446	155	2202	206	2563	5266
% Passenger Vehicles	99.5	98.9	99	99.2	99.2	95.7	98.1	96	96.8	99.2	98.6	98	100	97.2	96.7	97.3	97.1
Large 2 Axle Vehicles	1	1	1	3	1	37	1	39	3	1	2	6	0	50	6	56	104
% Large 2 Axle Vehicles	0.5	1.1	1	0.8	0.8	2.1	1	2	1.6	0.8	1.4	1.3	0	2.2	2.8	2.1	1.9
3 Axle Vehicles	0	0	0	0	0	16	0	16	3	0	0	3	0	4	0	4	23
% 3 Axle Vehicles	0	0	0	0	0	0.9	0	0.8	1.6	0	0	0.7	0	0.2	0	0.2	0.4
4+ Axle Trucks	0	0	0	0	0	22	1	23	0	0	0	0	0	9	1	10	33
% 4+ Axle Trucks	0	0	0	0	0	1.3	1	1.2	0	0	0	0	0	0.4	0.5	0.4	0.6

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	13	15	49	16	238	15	269	25	17	26	68	23	269	14	306	692
05:15 PM	31	13	26	70	23	227	15	265	16	20	14	50	21	307	26	354	739
05:30 PM	17	18	13	48	16	220	12	248	33	14	21	68	23	241	36	300	664
05:45 PM	31	9	12	52	10	217	25	252	24	24	11	59	27	286	34	347	710
Total Volume	100	53	66	219	65	902	67	1034	98	75	72	245	94	1103	110	1307	2805
% App. Total	45.7	24.2	30.1		6.3	87.2	6.5		40	30.6	29.4		7.2	84.4	8.4		
PHF	.806	.736	.635	.782	.707	.947	.670	.961	.742	.781	.692	.901	.870	.898	.764	.923	.949

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	21	13	15	49	16	238	15	269	25	17	26	68	12	282	23	317
+15 mins.	31	13	26	70	23	227	15	265	16	20	14	50	14	315	25	354
+30 mins.	17	18	13	48	16	220	12	248	33	14	21	68	16	284	26	326
+45 mins.	31	9	12	52	10	217	25	252	24	24	11	59	19	281	29	329
Total Volume	100	53	66	219	65	902	67	1034	98	75	72	245	61	1162	103	1326
% App. Total	45.7	24.2	30.1		6.3	87.2	6.5		40	30.6	29.4		4.6	87.6	7.8	
PHF	.806	.736	.635	.782	.707	.947	.670	.961	.742	.781	.692	.901	.803	.922	.888	.936

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
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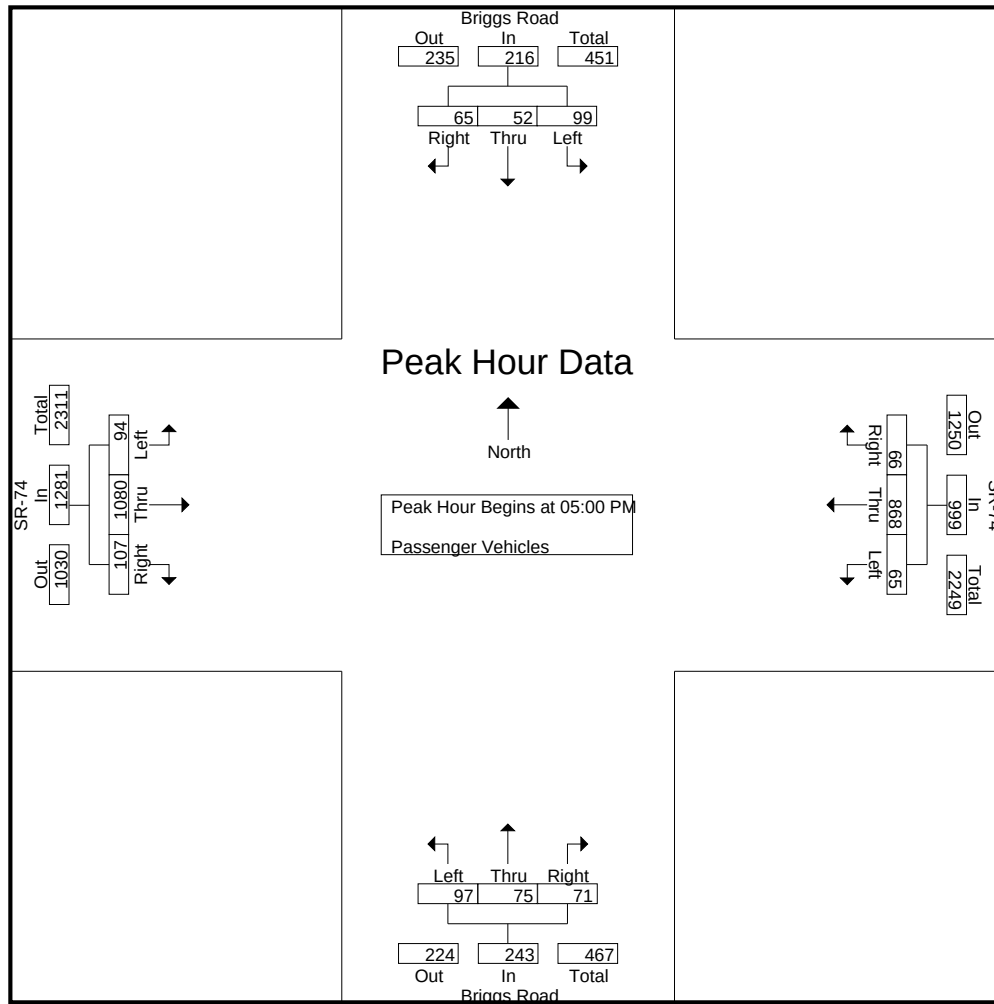
Groups Printed- Passenger Vehicles

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	24	7	11	42	12	159	13	184	23	11	21	55	12	269	22	303	584
04:15 PM	19	10	6	35	17	234	10	261	14	12	21	47	14	304	24	342	685
04:30 PM	16	9	13	38	9	190	7	206	24	15	17	56	16	278	25	319	619
04:45 PM	24	13	8	45	17	209	5	231	21	8	16	45	19	271	28	318	639
Total	83	39	38	160	55	792	35	882	82	46	75	203	61	1122	99	1282	2527
05:00 PM	21	13	14	48	16	226	14	256	25	17	25	67	23	266	14	303	674
05:15 PM	30	13	26	69	23	219	15	257	16	20	14	50	21	298	25	344	720
05:30 PM	17	17	13	47	16	210	12	238	32	14	21	67	23	234	35	292	644
05:45 PM	31	9	12	52	10	213	25	248	24	24	11	59	27	282	33	342	701
Total	99	52	65	216	65	868	66	999	97	75	71	243	94	1080	107	1281	2739
Grand Total	182	91	103	376	120	1660	101	1881	179	121	146	446	155	2202	206	2563	5266
Apprch %	48.4	24.2	27.4		6.4	88.3	5.4		40.1	27.1	32.7		6	85.9	8		
Total %	3.5	1.7	2	7.1	2.3	31.5	1.9	35.7	3.4	2.3	2.8	8.5	2.9	41.8	3.9	48.7	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	13	14	48	16	226	14	256	25	17	25	67	23	266	14	303	674
05:15 PM	30	13	26	69	23	219	15	257	16	20	14	50	21	298	25	344	720
05:30 PM	17	17	13	47	16	210	12	238	32	14	21	67	23	234	35	292	644
05:45 PM	31	9	12	52	10	213	25	248	24	24	11	59	27	282	33	342	701
Total Volume	99	52	65	216	65	868	66	999	97	75	71	243	94	1080	107	1281	2739
% App. Total	45.8	24.1	30.1		6.5	86.9	6.6		39.9	30.9	29.2		7.3	84.3	8.4		
PHF	.798	.765	.625	.783	.707	.960	.660	.972	.758	.781	.710	.907	.870	.906	.764	.931	.951

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	21	13	14	48	16	226	14	256	25	17	25	67	23	266	14	303
+15 mins.	30	13	26	69	23	219	15	257	16	20	14	50	21	298	25	344
+30 mins.	17	17	13	47	16	210	12	238	32	14	21	67	23	234	35	292
+45 mins.	31	9	12	52	10	213	25	248	24	24	11	59	27	282	33	342
Total Volume	99	52	65	216	65	868	66	999	97	75	71	243	94	1080	107	1281
% App. Total	45.8	24.1	30.1		6.5	86.9	6.6		39.9	30.9	29.2		7.3	84.3	8.4	
PHF	.798	.765	.625	.783	.707	.960	.660	.972	.758	.781	.710	.907	.870	.906	.764	.931

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
Site Code : 99919595
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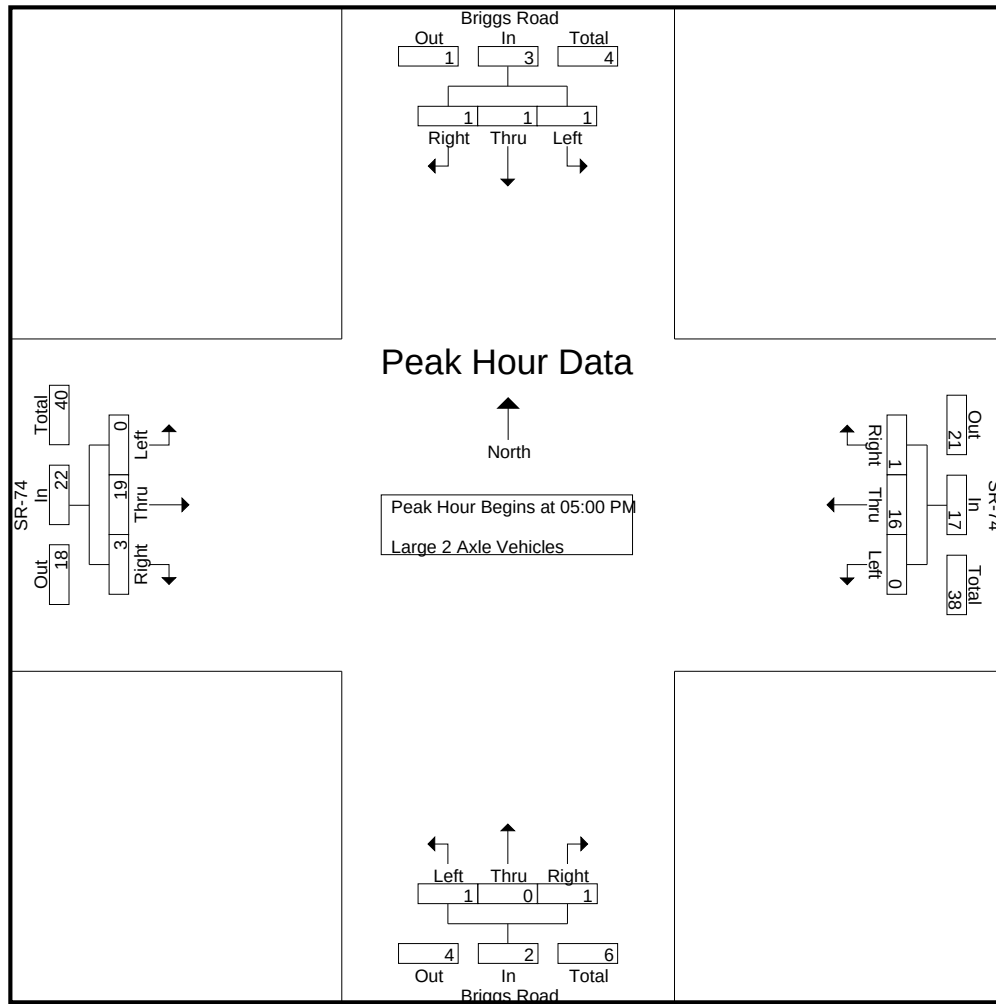
Groups Printed- Large 2 Axle Vehicles

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	5	0	5	1	1	0	2	0	11	0	11	18
04:15 PM	0	0	0	0	0	9	0	9	1	0	0	1	0	7	1	8	18
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	4	1	5	7
04:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	9	1	10	17
Total	0	0	0	0	1	21	0	22	2	1	1	4	0	31	3	34	60
05:00 PM	0	0	1	1	0	5	1	6	0	0	1	1	0	1	0	1	9
05:15 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	8	1	9	14
05:30 PM	0	1	0	1	0	5	0	5	1	0	0	1	0	7	1	8	15
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
Total	1	1	1	3	0	16	1	17	1	0	1	2	0	19	3	22	44
Grand Total	1	1	1	3	1	37	1	39	3	1	2	6	0	50	6	56	104
Apprch %	33.3	33.3	33.3		2.6	94.9	2.6		50	16.7	33.3		0	89.3	10.7		
Total %	1	1	1	2.9	1	35.6	1	37.5	2.9	1	1.9	5.8	0	48.1	5.8	53.8	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	5	1	6	0	0	1	1	0	1	0	1	9
05:15 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	8	1	9	14
05:30 PM	0	1	0	1	0	5	0	5	1	0	0	1	0	7	1	8	15
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
Total Volume	1	1	1	3	0	16	1	17	1	0	1	2	0	19	3	22	44
% App. Total	33.3	33.3	33.3		0	94.1	5.9		50	0	50		0	86.4	13.6		
PHF	.250	.250	.250	.750	.000	.800	.250	.708	.250	.000	.250	.500	.000	.594	.750	.611	.733

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	5	1	6	0	0	1	1	0	1	0	1
+15 mins.	1	0	0	1	0	4	0	4	0	0	0	0	0	8	1	9
+30 mins.	0	1	0	1	0	5	0	5	1	0	0	1	0	7	1	8
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4
Total Volume	1	1	1	3	0	16	1	17	1	0	1	2	0	19	3	22
% App. Total	33.3	33.3	33.3		0	94.1	5.9		50	0	50		0	86.4	13.6	
PHF	.250	.250	.250	.750	.000	.800	.250	.708	.250	.000	.250	.500	.000	.594	.750	.611

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
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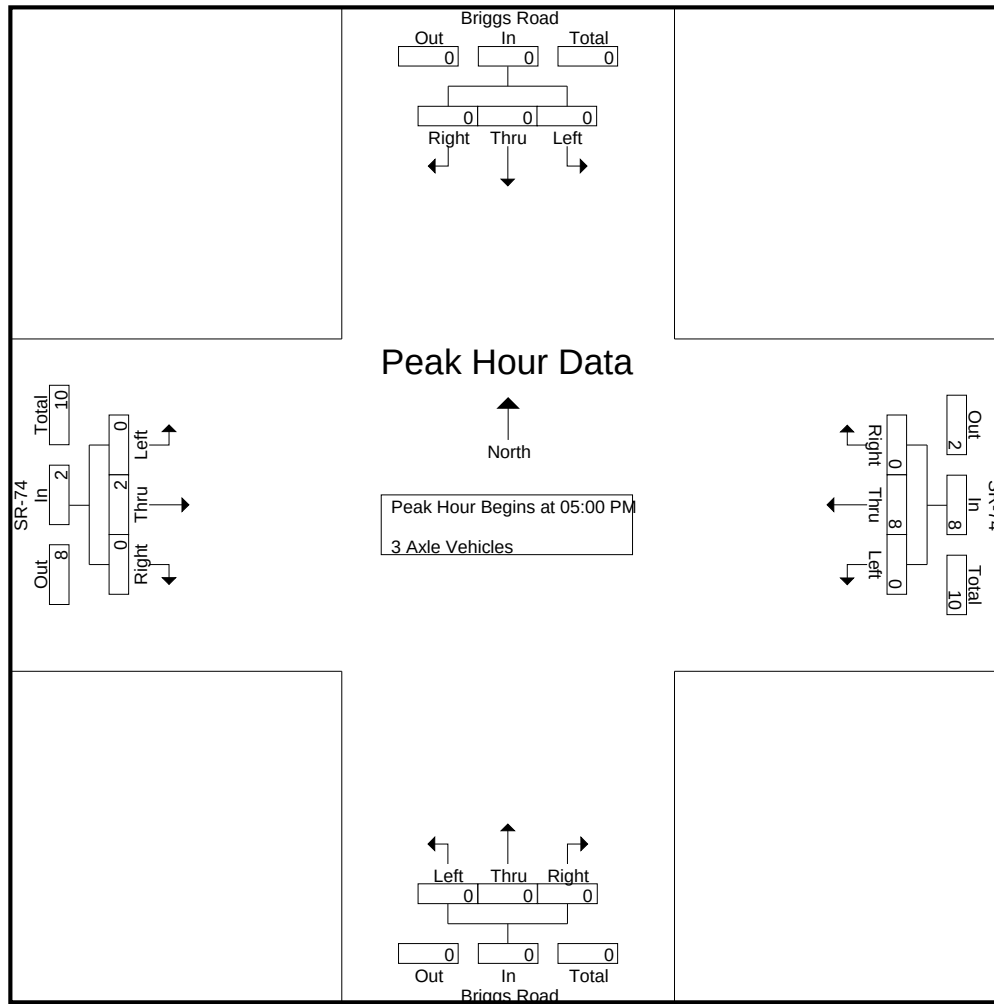
Groups Printed- 3 Axle Vehicles

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	0	0	0	0	5
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	8	0	8	3	0	0	3	0	2	0	2	13
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
Grand Total	0	0	0	0	0	16	0	16	3	0	0	3	0	4	0	4	23
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	69.6	0	69.6	13	0	0	13	0	17.4	0	17.4	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.250	.000	.250	.833

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
Site Code : 99919595
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.250	.000	.250

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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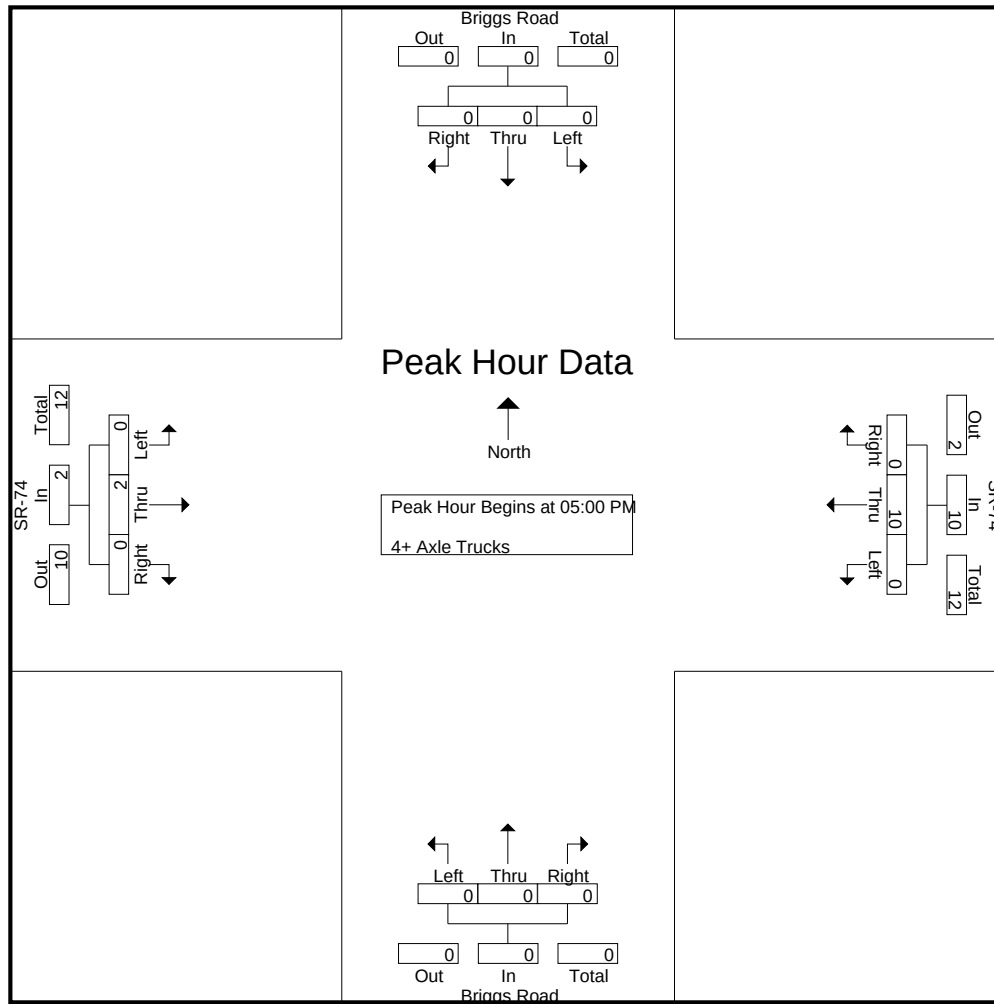
Groups Printed- 4+ Axle Trucks

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
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	5	0	5	0	0	0	0	0	1	1	2	7
04:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	4	0	4	6
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	12	1	13	0	0	0	0	0	7	1	8	21
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
Grand Total	0	0	0	0	0	22	1	23	0	0	0	0	0	9	1	10	33
Apprch %	0	0	0		0	95.7	4.3		0	0	0		0	90	10		
Total %	0	0	0		0	66.7	3	69.7	0	0	0		0	27.3	3	30.3	

	Briggs Road Southbound				SR-74 Westbound				Briggs Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Menifee
N/S: Briggs Road
E/W: SR-74
Weather: Clear

File Name : 02_MEN_Briggs_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

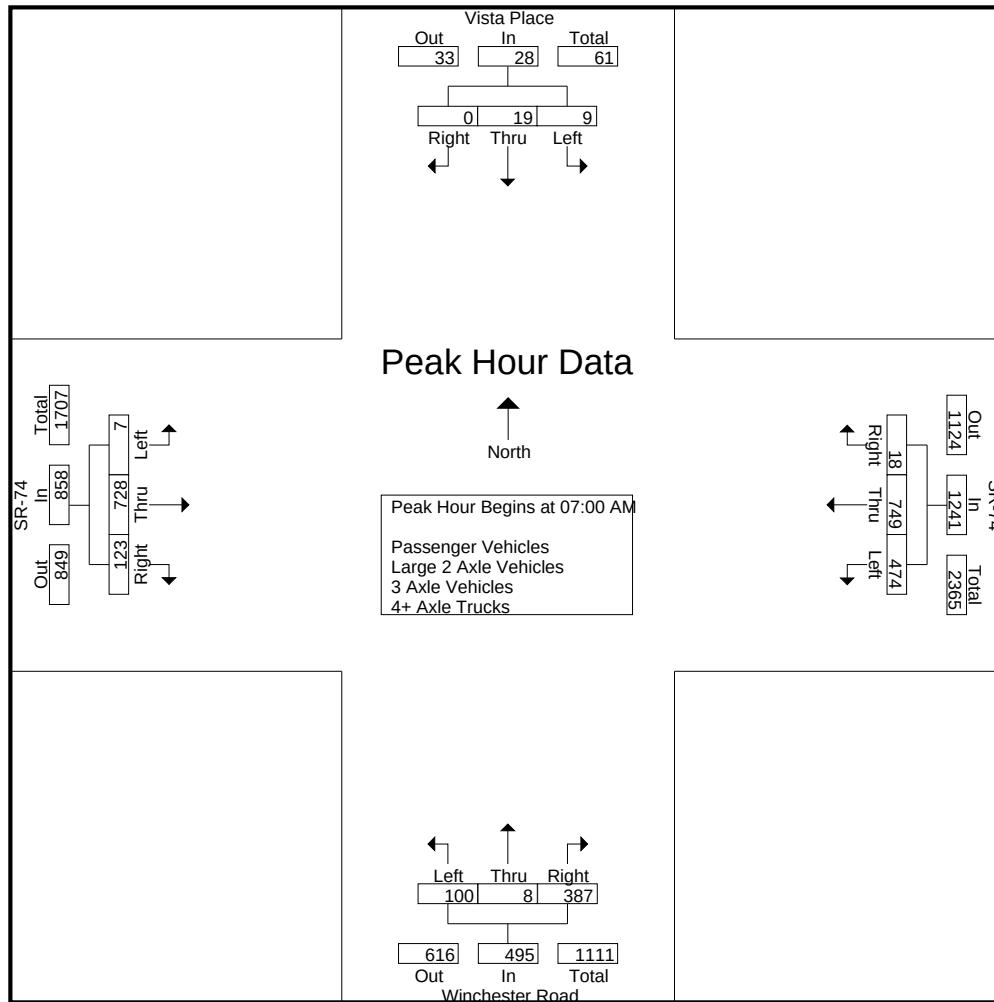
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	8	0	11	121	198	5	324	26	1	87	114	2	170	38	210	659
07:15 AM	2	1	0	3	115	208	4	327	29	2	106	137	0	162	35	197	664
07:30 AM	2	5	0	7	119	180	5	304	26	2	100	128	2	178	31	211	650
07:45 AM	2	5	0	7	119	163	4	286	19	3	94	116	3	218	19	240	649
Total	9	19	0	28	474	749	18	1241	100	8	387	495	7	728	123	858	2622
08:00 AM	3	1	0	4	111	135	5	251	19	2	78	99	3	177	24	204	558
08:15 AM	2	4	1	7	90	142	7	239	21	4	86	111	3	203	16	222	579
08:30 AM	6	3	0	9	70	157	5	232	14	2	72	88	4	200	21	225	554
08:45 AM	2	4	1	7	101	122	6	229	18	3	55	76	2	192	21	215	527
Total	13	12	2	27	372	556	23	951	72	11	291	374	12	772	82	866	2218
Grand Total	22	31	2	55	846	1305	41	2192	172	19	678	869	19	1500	205	1724	4840
Apprch %	40	56.4	3.6		38.6	59.5	1.9		19.8	2.2	78		1.1	87	11.9		
Total %	0.5	0.6	0	1.1	17.5	27	0.8	45.3	3.6	0.4	14	18	0.4	31	4.2	35.6	
Passenger Vehicles	21	31	2	54	812	1247	41	2100	162	19	633	814	17	1385	188	1590	4558
% Passenger Vehicles	95.5	100	100	98.2	96	95.6	100	95.8	94.2	100	93.4	93.7	89.5	92.3	91.7	92.2	94.2
Large 2 Axle Vehicles	1	0	0	1	25	34	0	59	3	0	28	31	2	76	10	88	179
% Large 2 Axle Vehicles	4.5	0	0	1.8	3	2.6	0	2.7	1.7	0	4.1	3.6	10.5	5.1	4.9	5.1	3.7
3 Axle Vehicles	0	0	0	0	0	5	0	5	1	0	0	1	0	9	0	9	15
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.2	0.6	0	0	0.1	0	0.6	0	0.5	0.3
4+ Axle Trucks	0	0	0	0	9	19	0	28	6	0	17	23	0	30	7	37	88
% 4+ Axle Trucks	0	0	0	0	1.1	1.5	0	1.3	3.5	0	2.5	2.6	0	2	3.4	2.1	1.8

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	8	0	11	121	198	5	324	26	1	87	114	2	170	38	210	659
07:15 AM	2	1	0	3	115	208	4	327	29	2	106	137	0	162	35	197	664
07:30 AM	2	5	0	7	119	180	5	304	26	2	100	128	2	178	31	211	650
07:45 AM	2	5	0	7	119	163	4	286	19	3	94	116	3	218	19	240	649
Total Volume	9	19	0	28	474	749	18	1241	100	8	387	495	7	728	123	858	2622
% App. Total	32.1	67.9	0		38.2	60.4	1.5		20.2	1.6	78.2		0.8	84.8	14.3		
PHF	.750	.594	.000	.636	.979	.900	.900	.949	.862	.667	.913	.903	.583	.835	.809	.894	.987

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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				07:45 AM			
+0 mins.	3	8	0	11	121	198	5	324	26	1	87	114	3	218	19	240
+15 mins.	2	1	0	3	115	208	4	327	29	2	106	137	3	177	24	204
+30 mins.	2	5	0	7	119	180	5	304	26	2	100	128	3	203	16	222
+45 mins.	2	5	0	7	119	163	4	286	19	3	94	116	4	200	21	225
Total Volume	9	19	0	28	474	749	18	1241	100	8	387	495	13	798	80	891
% App. Total	32.1	67.9	0		38.2	60.4	1.5		20.2	1.6	78.2		1.5	89.6	9	
PHF	.750	.594	.000	.636	.979	.900	.900	.949	.862	.667	.913	.903	.813	.915	.833	.928

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

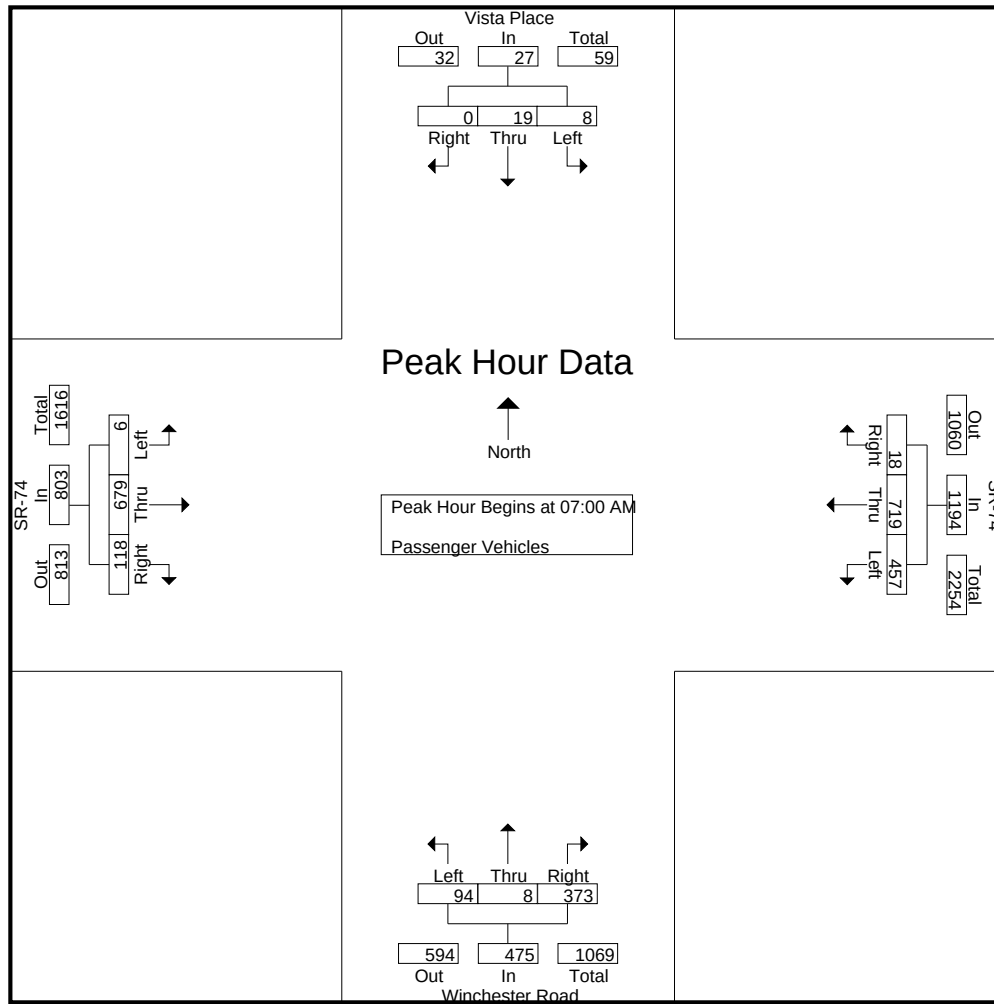
Groups Printed- Passenger Vehicles

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	8	0	11	119	189	5	313	23	1	82	106	1	156	37	194	624
07:15 AM	2	1	0	3	111	198	4	313	28	2	105	135	0	148	33	181	632
07:30 AM	1	5	0	6	115	175	5	295	26	2	98	126	2	165	29	196	623
07:45 AM	2	5	0	7	112	157	4	273	17	3	88	108	3	210	19	232	620
Total	8	19	0	27	457	719	18	1194	94	8	373	475	6	679	118	803	2499
08:00 AM	3	1	0	4	108	127	5	240	18	2	70	90	3	161	21	185	519
08:15 AM	2	4	1	7	87	134	7	228	19	4	81	104	3	180	11	194	533
08:30 AM	6	3	0	9	65	150	5	220	14	2	62	78	3	192	20	215	522
08:45 AM	2	4	1	7	95	117	6	218	17	3	47	67	2	173	18	193	485
Total	13	12	2	27	355	528	23	906	68	11	260	339	11	706	70	787	2059
Grand Total	21	31	2	54	812	1247	41	2100	162	19	633	814	17	1385	188	1590	4558
Apprch %	38.9	57.4	3.7		38.7	59.4	2		19.9	2.3	77.8		1.1	87.1	11.8		
Total %	0.5	0.7	0	1.2	17.8	27.4	0.9	46.1	3.6	0.4	13.9	17.9	0.4	30.4	4.1	34.9	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	8	0	11	119	189	5	313	23	1	82	106	1	156	37	194	624
07:15 AM	2	1	0	3	111	198	4	313	28	2	105	135	0	148	33	181	632
07:30 AM	1	5	0	6	115	175	5	295	26	2	98	126	2	165	29	196	623
07:45 AM	2	5	0	7	112	157	4	273	17	3	88	108	3	210	19	232	620
Total Volume	8	19	0	27	457	719	18	1194	94	8	373	475	6	679	118	803	2499
% App. Total	29.6	70.4	0		38.3	60.2	1.5		19.8	1.7	78.5		0.7	84.6	14.7		
PHF	.667	.594	.000	.614	.960	.908	.900	.954	.839	.667	.888	.880	.500	.808	.797	.865	.989

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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.	3	8	0	11	119	189	5	313	23	1	82	106	1	156	37	194
+15 mins.	2	1	0	3	111	198	4	313	28	2	105	135	0	148	33	181
+30 mins.	1	5	0	6	115	175	5	295	26	2	98	126	2	165	29	196
+45 mins.	2	5	0	7	112	157	4	273	17	3	88	108	3	210	19	232
Total Volume	8	19	0	27	457	719	18	1194	94	8	373	475	6	679	118	803
% App. Total	29.6	70.4	0		38.3	60.2	1.5		19.8	1.7	78.5		0.7	84.6	14.7	
PHF	.667	.594	.000	.614	.960	.908	.900	.954	.839	.667	.888	.880	.500	.808	.797	.865

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

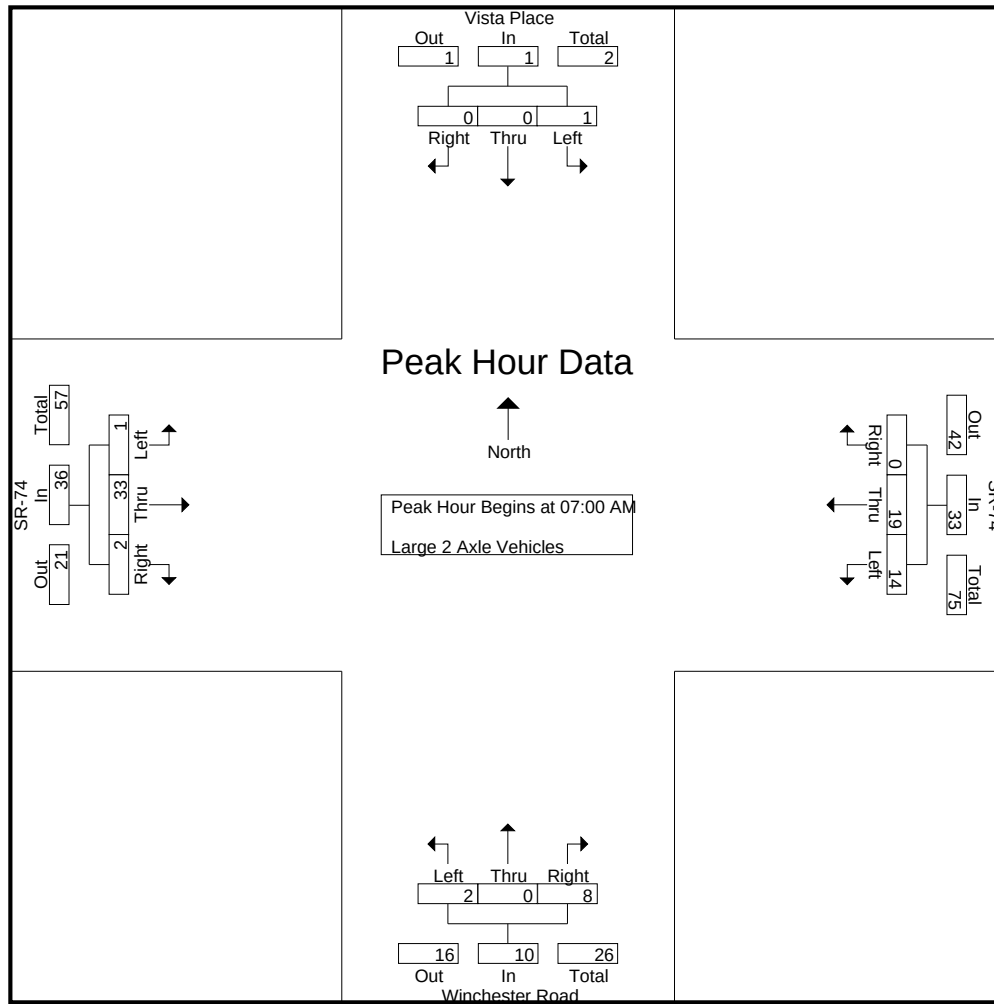
Groups Printed- Large 2 Axle Vehicles

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	2	8	0	10	0	0	3	3	1	10	0	11	24
07:15 AM	0	0	0	0	4	6	0	10	1	0	1	2	0	8	1	9	21
07:30 AM	1	0	0	1	3	2	0	5	0	0	1	1	0	8	1	9	16
07:45 AM	0	0	0	0	5	3	0	8	1	0	3	4	0	7	0	7	19
Total	1	0	0	1	14	19	0	33	2	0	8	10	1	33	2	36	80
08:00 AM	0	0	0	0	3	4	0	7	1	0	5	6	0	11	1	12	25
08:15 AM	0	0	0	0	2	4	0	6	0	0	3	3	0	16	4	20	29
08:30 AM	0	0	0	0	2	4	0	6	0	0	7	7	1	4	1	6	19
08:45 AM	0	0	0	0	4	3	0	7	0	0	5	5	0	12	2	14	26
Total	0	0	0	0	11	15	0	26	1	0	20	21	1	43	8	52	99
Grand Total	1	0	0	1	25	34	0	59	3	0	28	31	2	76	10	88	179
Apprch %	100	0	0		42.4	57.6	0		9.7	0	90.3		2.3	86.4	11.4		
Total %	0.6	0	0	0.6	14	19	0	33	1.7	0	15.6	17.3	1.1	42.5	5.6	49.2	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	2	8	0	10	0	0	3	3	1	10	0	11	24
07:15 AM	0	0	0	0	4	6	0	10	1	0	1	2	0	8	1	9	21
07:30 AM	1	0	0	1	3	2	0	5	0	0	1	1	0	8	1	9	16
07:45 AM	0	0	0	0	5	3	0	8	1	0	3	4	0	7	0	7	19
Total Volume	1	0	0	1	14	19	0	33	2	0	8	10	1	33	2	36	80
% App. Total	100	0	0		42.4	57.6	0		20	0	80		2.8	91.7	5.6		
PHF	.250	.000	.000	.250	.700	.594	.000	.825	.500	.000	.667	.625	.250	.825	.500	.818	.833

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	2	8	0	10	0	0	3	3	1	10	0	11
+15 mins.	0	0	0	0	4	6	0	10	1	0	1	2	0	8	1	9
+30 mins.	1	0	0	1	3	2	0	5	0	0	1	1	0	8	1	9
+45 mins.	0	0	0	0	5	3	0	8	1	0	3	4	0	7	0	7
Total Volume	1	0	0	1	14	19	0	33	2	0	8	10	1	33	2	36
% App. Total	100	0	0		42.4	57.6	0		20	0	80		2.8	91.7	5.6	
PHF	.250	.000	.000	.250	.700	.594	.000	.825	.500	.000	.667	.625	.250	.825	.500	.818

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

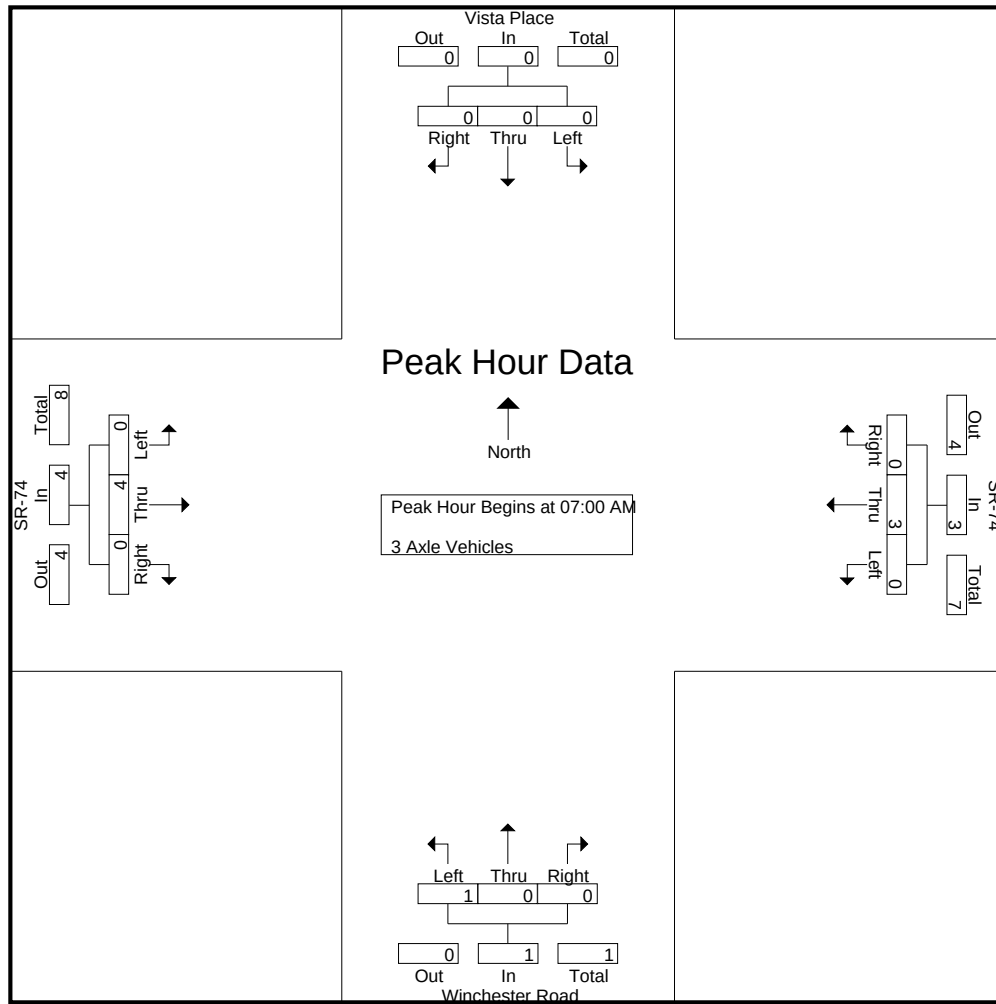
Groups Printed- 3 Axle Vehicles

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
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	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Grand Total	0	0	0	0	0	5	0	5	1	0	0	1	0	9	0	9	15
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	6.7	0	0	6.7	0	60	0	60	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
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	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.250	.000	.250	.500

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4
% App. Total	0	0	0	0	0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.250	.000	.250

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

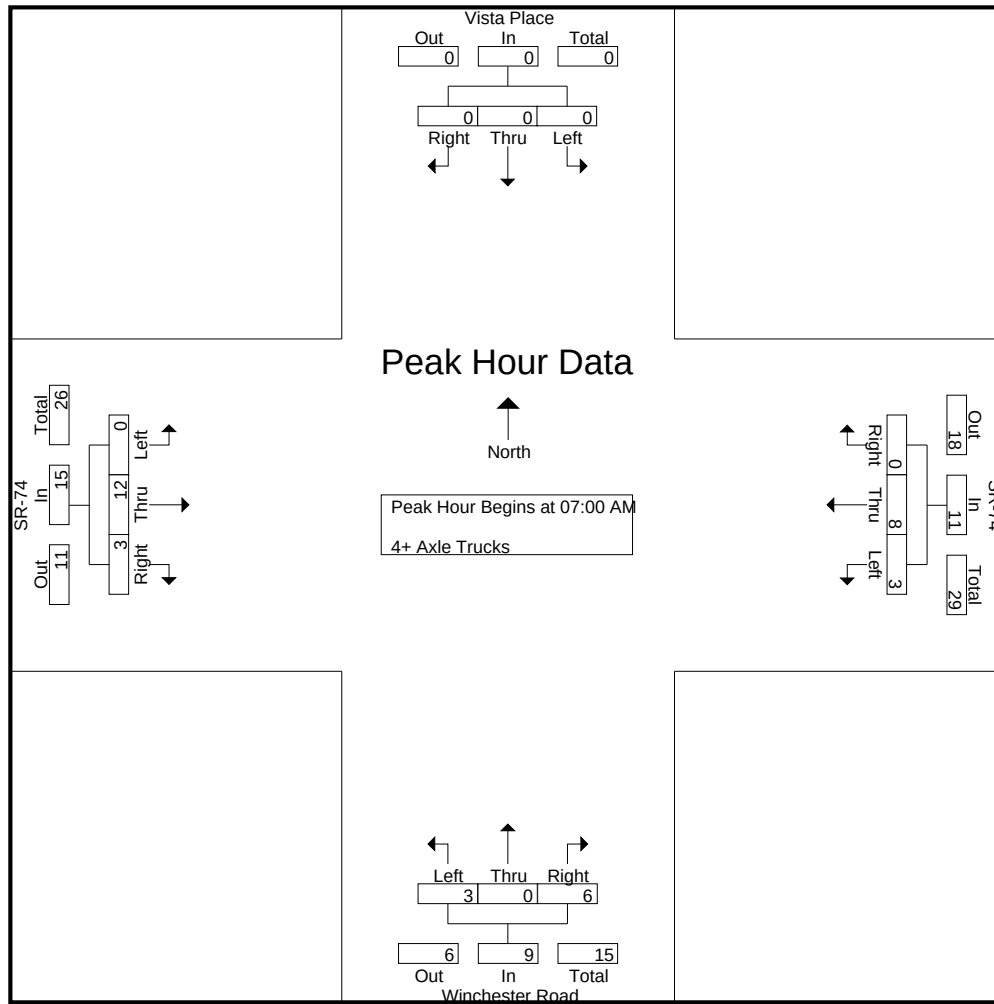
Groups Printed- 4+ Axle Trucks

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	2	0	2	4	0	4	1	5	10
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	5	1	6	10
07:45 AM	0	0	0	0	2	1	0	3	1	0	3	4	0	1	0	1	8
Total	0	0	0	0	3	8	0	11	3	0	6	9	0	12	3	15	35
08:00 AM	0	0	0	0	0	4	0	4	0	0	3	3	0	2	2	4	11
08:15 AM	0	0	0	0	1	4	0	5	2	0	2	4	0	6	1	7	16
08:30 AM	0	0	0	0	3	2	0	5	0	0	3	3	0	4	0	4	12
08:45 AM	0	0	0	0	2	1	0	3	1	0	3	4	0	6	1	7	14
Total	0	0	0	0	6	11	0	17	3	0	11	14	0	18	4	22	53
Grand Total	0	0	0	0	9	19	0	28	6	0	17	23	0	30	7	37	88
Apprch %	0	0	0		32.1	67.9	0		26.1	0	73.9		0	81.1	18.9		
Total %	0	0	0		10.2	21.6	0	31.8	6.8	0	19.3	26.1	0	34.1	8	42	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	1	0	1	2	0	2	4	0	4	1	5	10
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	5	1	6	10
07:45 AM	0	0	0	0	2	1	0	3	1	0	3	4	0	1	0	1	8
Total Volume	0	0	0	0	3	8	0	11	3	0	6	9	0	12	3	15	35
% App. Total	0	0	0		27.3	72.7	0		33.3	0	66.7		0	80	20		
PHF	.000	.000	.000	.000	.375	.500	.000	.688	.375	.000	.500	.563	.000	.600	.750	.625	.875

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	2	0	2	4	0	4	1	5
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3
+30 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	5	1	6
+45 mins.	0	0	0	0	2	1	0	3	1	0	3	4	0	1	0	1
Total Volume	0	0	0	0	3	8	0	11	3	0	6	9	0	12	3	15
% App. Total	0	0	0	0	27.3	72.7	0		33.3	0	66.7		0	80	20	
PHF	.000	.000	.000	.000	.375	.500	.000	.688	.375	.000	.500	.563	.000	.600	.750	.625

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
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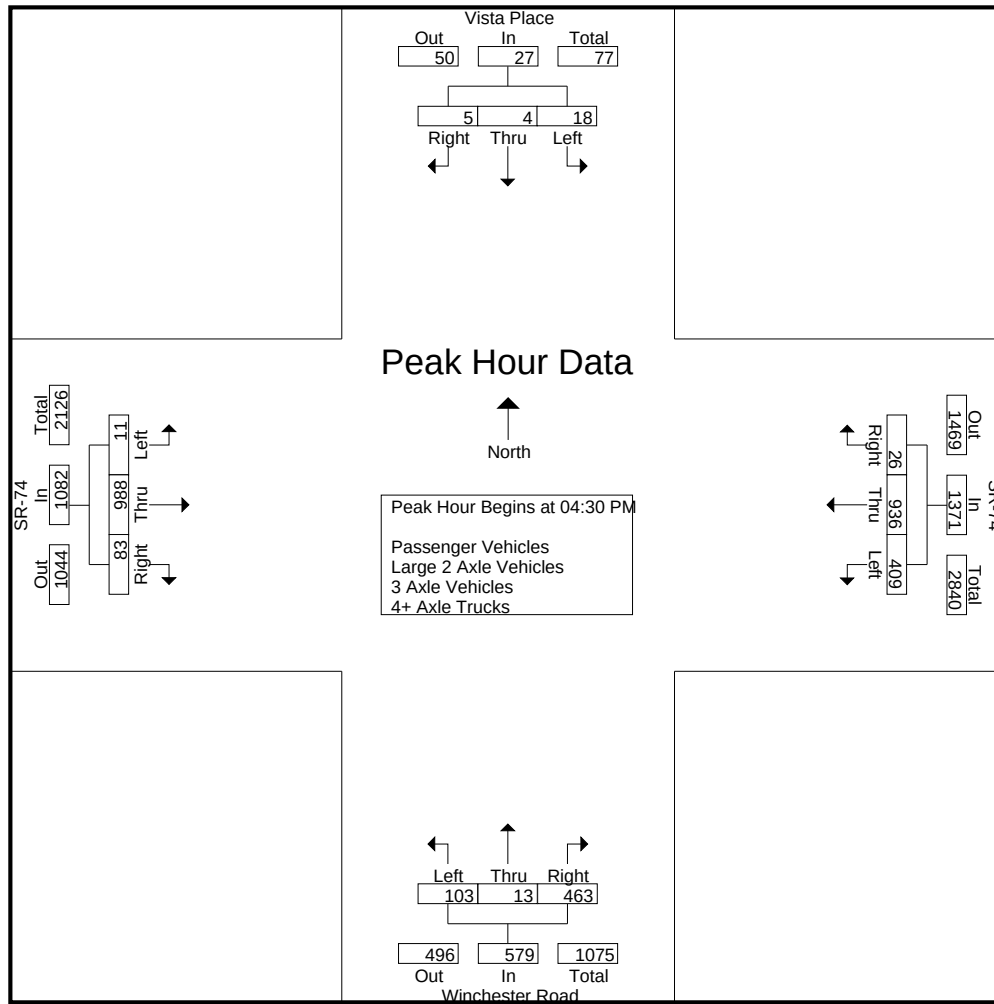
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	2	3	1	6	105	188	7	300	27	5	100	132	0	252	17	269	707
04:15 PM	3	4	0	7	94	234	4	332	31	5	96	132	2	268	23	293	764
04:30 PM	3	0	0	3	112	208	3	323	22	3	117	142	5	250	19	274	742
04:45 PM	3	3	5	11	95	232	8	335	22	1	121	144	1	266	24	291	781
Total	11	10	6	27	406	862	22	1290	102	14	434	550	8	1036	83	1127	2994
05:00 PM	8	0	0	8	103	233	6	342	34	5	105	144	2	192	24	218	712
05:15 PM	4	1	0	5	99	263	9	371	25	4	120	149	3	280	16	299	824
05:30 PM	3	3	0	6	103	215	8	326	26	1	96	123	5	243	21	269	724
05:45 PM	2	4	2	8	103	197	7	307	23	4	115	142	0	202	11	213	670
Total	17	8	2	27	408	908	30	1346	108	14	436	558	10	917	72	999	2930
Grand Total	28	18	8	54	814	1770	52	2636	210	28	870	1108	18	1953	155	2126	5924
Apprch %	51.9	33.3	14.8		30.9	67.1	2		19	2.5	78.5		0.8	91.9	7.3		
Total %	0.5	0.3	0.1	0.9	13.7	29.9	0.9	44.5	3.5	0.5	14.7	18.7	0.3	33	2.6	35.9	
Passenger Vehicles	27	18	7	52	795	1699	52	2546	204	27	847	1078	18	1901	148	2067	5743
% Passenger Vehicles	96.4	100	87.5	96.3	97.7	96	100	96.6	97.1	96.4	97.4	97.3	100	97.3	95.5	97.2	96.9
Large 2 Axle Vehicles	1	0	1	2	14	33	0	47	3	1	21	25	0	46	5	51	125
% Large 2 Axle Vehicles	3.6	0	12.5	3.7	1.7	1.9	0	1.8	1.4	3.6	2.4	2.3	0	2.4	3.2	2.4	2.1
3 Axle Vehicles	0	0	0	0	2	15	0	17	0	0	1	1	0	3	0	3	21
% 3 Axle Vehicles	0	0	0	0	0.2	0.8	0	0.6	0	0	0.1	0.1	0	0.2	0	0.1	0.4
4+ Axle Trucks	0	0	0	0	3	23	0	26	3	0	1	4	0	3	2	5	35
% 4+ Axle Trucks	0	0	0	0	0.4	1.3	0	1	1.4	0	0.1	0.4	0	0.2	1.3	0.2	0.6

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	0	0	3	112	208	3	323	22	3	117	142	5	250	19	274	742
04:45 PM	3	3	5	11	95	232	8	335	22	1	121	144	1	266	24	291	781
05:00 PM	8	0	0	8	103	233	6	342	34	5	105	144	2	192	24	218	712
05:15 PM	4	1	0	5	99	263	9	371	25	4	120	149	3	280	16	299	824
Total Volume	18	4	5	27	409	936	26	1371	103	13	463	579	11	988	83	1082	3059
% App. Total	66.7	14.8	18.5		29.8	68.3	1.9		17.8	2.2	80		1	91.3	7.7		
PHF	.563	.333	.250	.614	.913	.890	.722	.924	.757	.650	.957	.971	.550	.882	.865	.905	.928

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
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File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM			
+0 mins.	3	3	5	11	95	232	8	335	22	3	117	142
+15 mins.	8	0	0	8	103	233	6	342	22	1	121	144
+30 mins.	4	1	0	5	99	263	9	371	34	5	105	144
+45 mins.	3	3	0	6	103	215	8	326	25	4	120	149
Total Volume	18	7	5	30	400	943	31	1374	103	13	463	579
% App. Total	60	23.3	16.7		29.1	68.6	2.3		17.8	2.2	80	
PHF	.563	.583	.250	.682	.971	.896	.861	.926	.757	.650	.957	.971

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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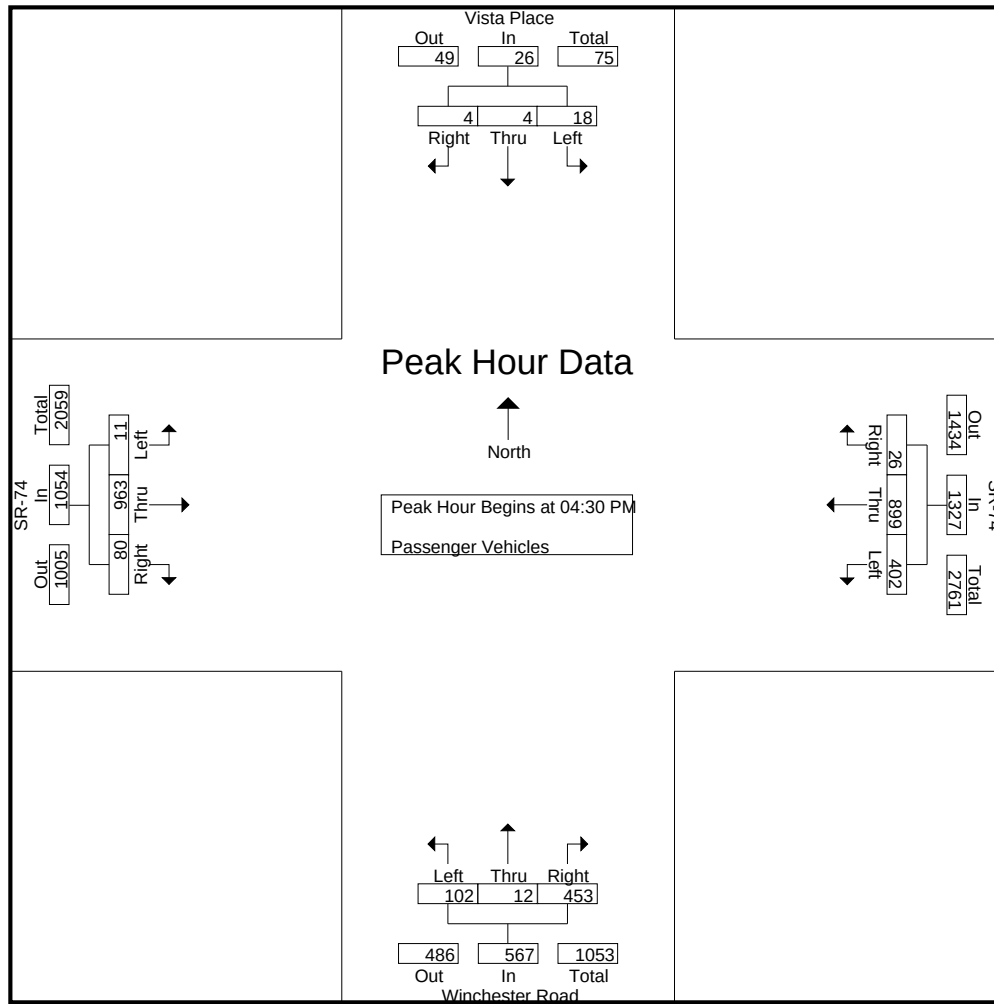
Groups Printed- Passenger Vehicles

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	2	3	1	6	98	176	7	281	25	5	94	124	0	245	15	260	671
04:15 PM	3	4	0	7	90	223	4	317	29	5	90	124	2	256	22	280	728
04:30 PM	3	0	0	3	107	198	3	308	22	3	115	140	5	239	19	263	714
04:45 PM	3	3	4	10	94	221	8	323	21	1	118	140	1	262	22	285	758
Total	11	10	5	26	389	818	22	1229	97	14	417	528	8	1002	78	1088	2871
05:00 PM	8	0	0	8	103	227	6	336	34	5	101	140	2	188	23	213	697
05:15 PM	4	1	0	5	98	253	9	360	25	3	119	147	3	274	16	293	805
05:30 PM	2	3	0	5	103	208	8	319	26	1	96	123	5	240	20	265	712
05:45 PM	2	4	2	8	102	193	7	302	22	4	114	140	0	197	11	208	658
Total	16	8	2	26	406	881	30	1317	107	13	430	550	10	899	70	979	2872
Grand Total	27	18	7	52	795	1699	52	2546	204	27	847	1078	18	1901	148	2067	5743
Apprch %	51.9	34.6	13.5		31.2	66.7	2		18.9	2.5	78.6		0.9	92	7.2		
Total %	0.5	0.3	0.1	0.9	13.8	29.6	0.9	44.3	3.6	0.5	14.7	18.8	0.3	33.1	2.6	36	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	0	0	3	107	198	3	308	22	3	115	140	5	239	19	263	714
04:45 PM	3	3	4	10	94	221	8	323	21	1	118	140	1	262	22	285	758
05:00 PM	8	0	0	8	103	227	6	336	34	5	101	140	2	188	23	213	697
05:15 PM	4	1	0	5	98	253	9	360	25	3	119	147	3	274	16	293	805
Total Volume	18	4	4	26	402	899	26	1327	102	12	453	567	11	963	80	1054	2974
% App. Total	69.2	15.4	15.4		30.3	67.7	2		18	2.1	79.9		1	91.4	7.6		
PHF	.563	.333	.250	.650	.939	.888	.722	.922	.750	.600	.952	.964	.550	.879	.870	.899	.924

County of Riverside
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	0	0	3	107	198	3	308	22	3	115	140	5	239	19	263
+15 mins.	3	3	4	10	94	221	8	323	21	1	118	140	1	262	22	285
+30 mins.	8	0	0	8	103	227	6	336	34	5	101	140	2	188	23	213
+45 mins.	4	1	0	5	98	253	9	360	25	3	119	147	3	274	16	293
Total Volume	18	4	4	26	402	899	26	1327	102	12	453	567	11	963	80	1054
% App. Total	69.2	15.4	15.4		30.3	67.7	2		18	2.1	79.9		1	91.4	7.6	
PHF	.563	.333	.250	.650	.939	.888	.722	.922	.750	.600	.952	.964	.550	.879	.870	.899

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

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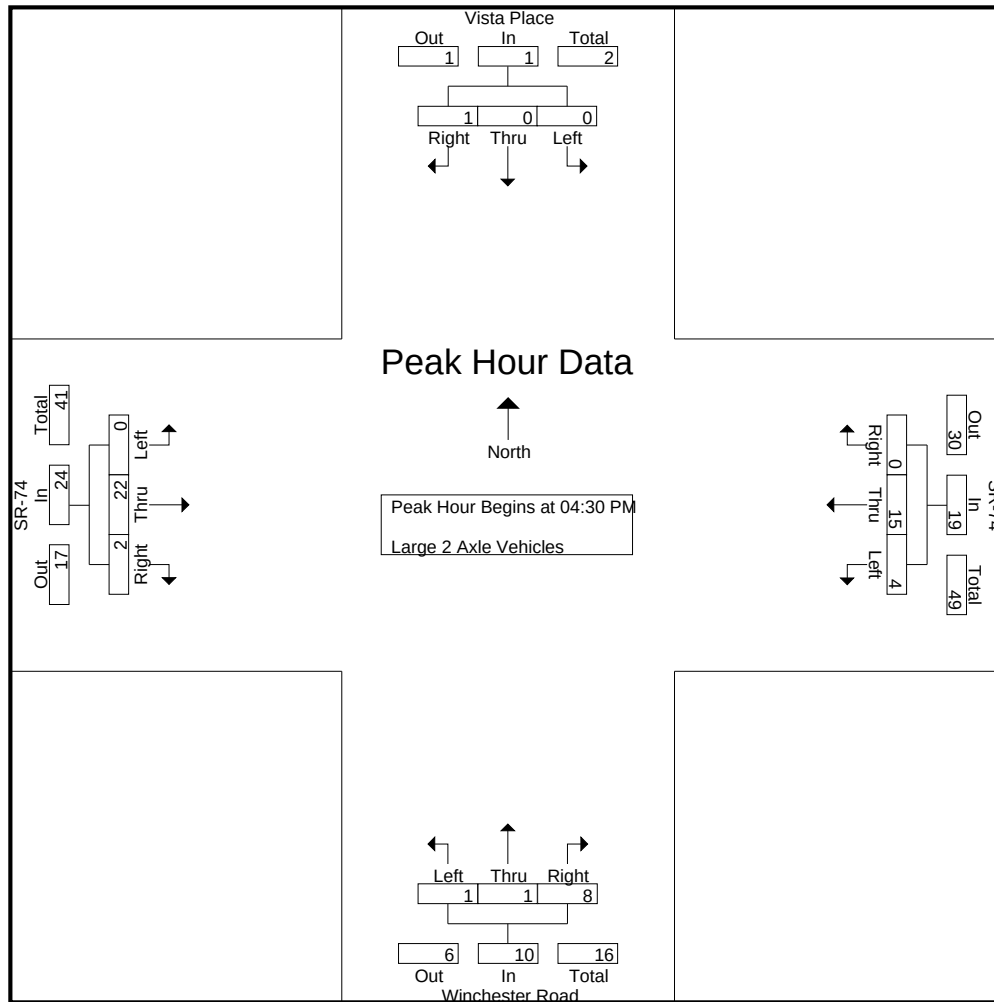
Groups Printed- Large 2 Axle Vehicles

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	5	6	0	11	0	0	6	6	0	7	2	9	26
04:15 PM	0	0	0	0	4	6	0	10	2	0	6	8	0	10	0	10	28
04:30 PM	0	0	0	0	4	3	0	7	0	0	1	1	0	9	0	9	17
04:45 PM	0	0	1	1	0	5	0	5	1	0	2	3	0	4	1	5	14
Total	0	0	1	1	13	20	0	33	3	0	15	18	0	30	3	33	85
05:00 PM	0	0	0	0	0	3	0	3	0	0	4	4	0	3	1	4	11
05:15 PM	0	0	0	0	0	4	0	4	0	1	1	2	0	6	0	6	12
05:30 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	3	1	4	9
05:45 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	4	0	4	8
Total	1	0	0	1	1	13	0	14	0	1	6	7	0	16	2	18	40
Grand Total	1	0	1	2	14	33	0	47	3	1	21	25	0	46	5	51	125
Apprch %	50	0	50		29.8	70.2	0		12	4	84		0	90.2	9.8		
Total %	0.8	0	0.8	1.6	11.2	26.4	0	37.6	2.4	0.8	16.8	20	0	36.8	4	40.8	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	4	3	0	7	0	0	1	1	0	9	0	9	17
04:45 PM	0	0	1	1	0	5	0	5	1	0	2	3	0	4	1	5	14
05:00 PM	0	0	0	0	0	3	0	3	0	0	4	4	0	3	1	4	11
05:15 PM	0	0	0	0	0	4	0	4	0	1	1	2	0	6	0	6	12
Total Volume	0	0	1	1	4	15	0	19	1	1	8	10	0	22	2	24	54
% App. Total	0	0	100		21.1	78.9	0		10	10	80		0	91.7	8.3		
PHF	.000	.000	.250	.250	.250	.750	.000	.679	.250	.250	.500	.625	.000	.611	.500	.667	.794

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
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File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	4	3	0	7	0	0	1	1	0	9	0	9
+15 mins.	0	0	1	1	0	5	0	5	1	0	2	3	0	4	1	5
+30 mins.	0	0	0	0	0	3	0	3	0	0	4	4	0	3	1	4
+45 mins.	0	0	0	0	0	4	0	4	0	1	1	2	0	6	0	6
Total Volume	0	0	1	1	4	15	0	19	1	1	8	10	0	22	2	24
% App. Total	0	0	100		21.1	78.9	0		10	10	80		0	91.7	8.3	
PHF	.000	.000	.250	.250	.250	.750	.000	.679	.250	.250	.500	.625	.000	.611	.500	.667

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
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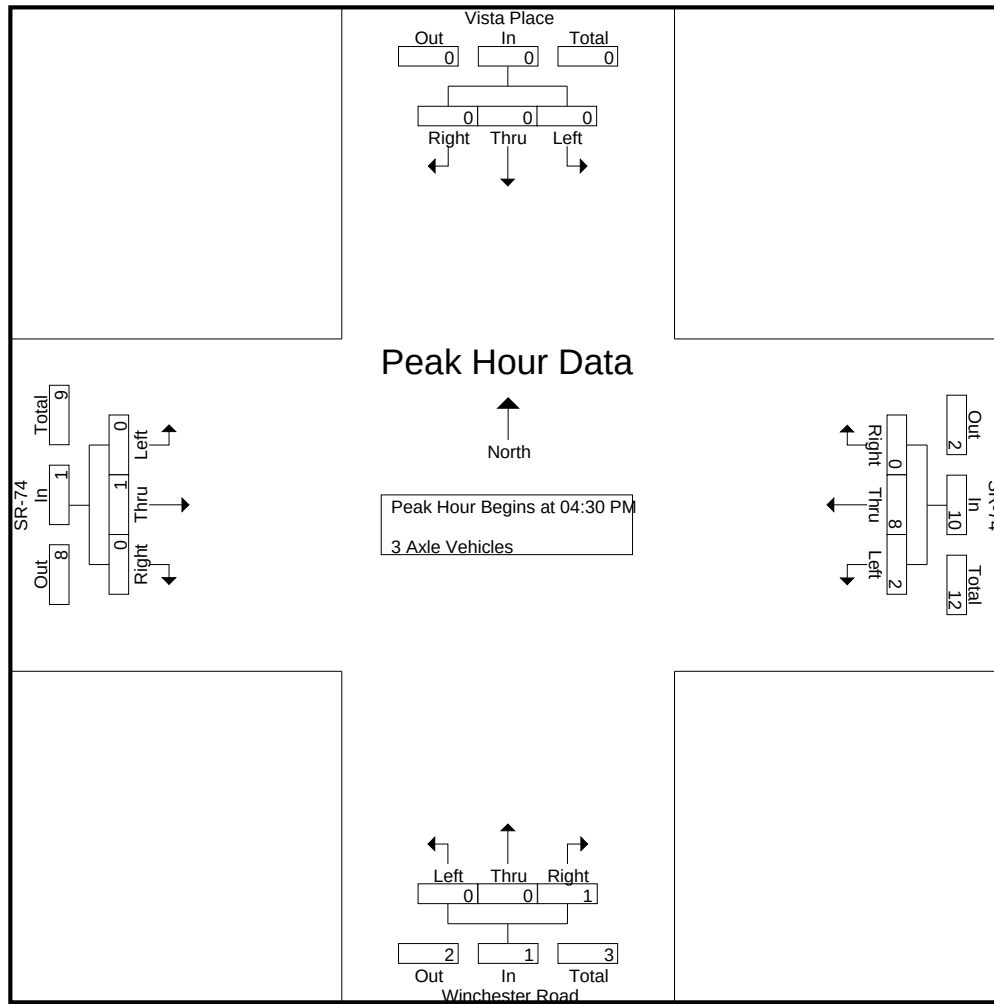
Groups Printed- 3 Axle Vehicles

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	8	0	9	0	0	1	1	0	1	0	1	11
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	7	0	8	0	0	0	0	0	2	0	2	10
Grand Total	0	0	0	0	2	15	0	17	0	0	1	1	0	3	0	3	21
Apprch %	0	0	0		11.8	88.2	0		0	0	100		0	100	0		
Total %	0	0	0		9.5	71.4	0		0	0	4.8	4.8	0	14.3	0	14.3	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	2	8	0	10	0	0	1	1	0	1	0	1	12
% App. Total	0	0	0		20	80	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.600

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	2	0	3	0	0	1	1	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	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	8	0	10	0	0	1	1	0	1	0	1
% App. Total	0	0	0	0	20	80	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

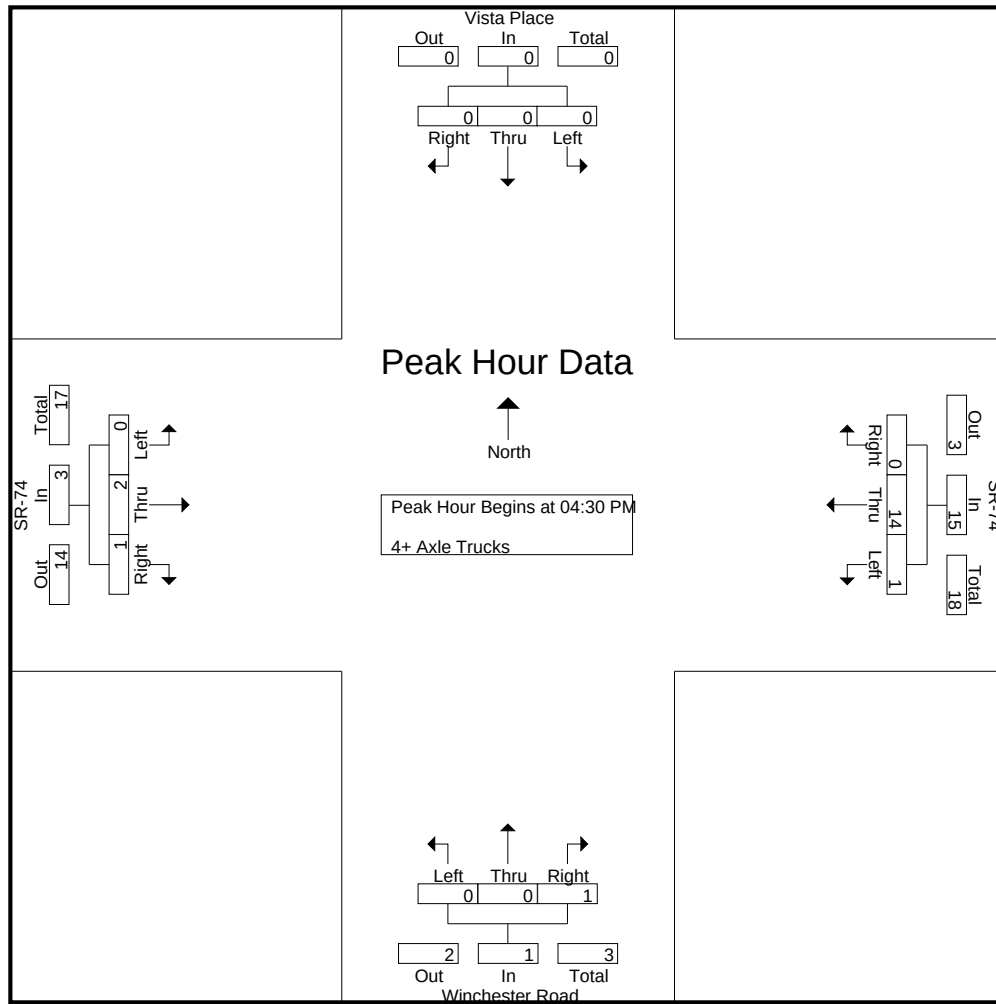
Groups Printed- 4+ Axle Trucks

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
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	2	4	0	6	2	0	0	2	0	0	0	0	8
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	1	5	0	6	0	0	1	1	0	0	1	1	8
Total	0	0	0	0	3	16	0	19	2	0	1	3	0	3	2	5	27
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	7	0	7	1	0	0	1	0	0	0	0	8
Grand Total	0	0	0	0	3	23	0	26	3	0	1	4	0	3	2	5	35
Apprch %	0	0	0		11.5	88.5	0		75	0	25		0	60	40		
Total %	0	0	0		8.6	65.7	0	74.3	8.6	0	2.9	11.4	0	8.6	5.7	14.3	

	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	1	5	0	6	0	0	1	1	0	0	1	1	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	14	0	15	0	0	1	1	0	2	1	3	19
% App. Total	0	0	0		6.7	93.3	0		0	0	100		0	66.7	33.3		
PHF	.000	.000	.000	.000	.250	.700	.000	.625	.000	.000	.250	.250	.000	.250	.250	.375	.594

County of Riverside
N/S: Vista Place/Winchester Road (SR-79)
E/W: SR-74
Weather: Clear

File Name : 03_CRV_Vista_SR-79_SR-74 PM
Site Code : 99919595
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	1	5	0	6	0	0	1	1	0	0	1	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	14	0	15	0	0	1	1	0	2	1	3
% App. Total	0	0	0	0	6.7	93.3	0		0	0	100		0	66.7	33.3	
PHF	.000	.000	.000	.000	.250	.700	.000	.625	.000	.000	.250	.250	.000	.250	.250	.375

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

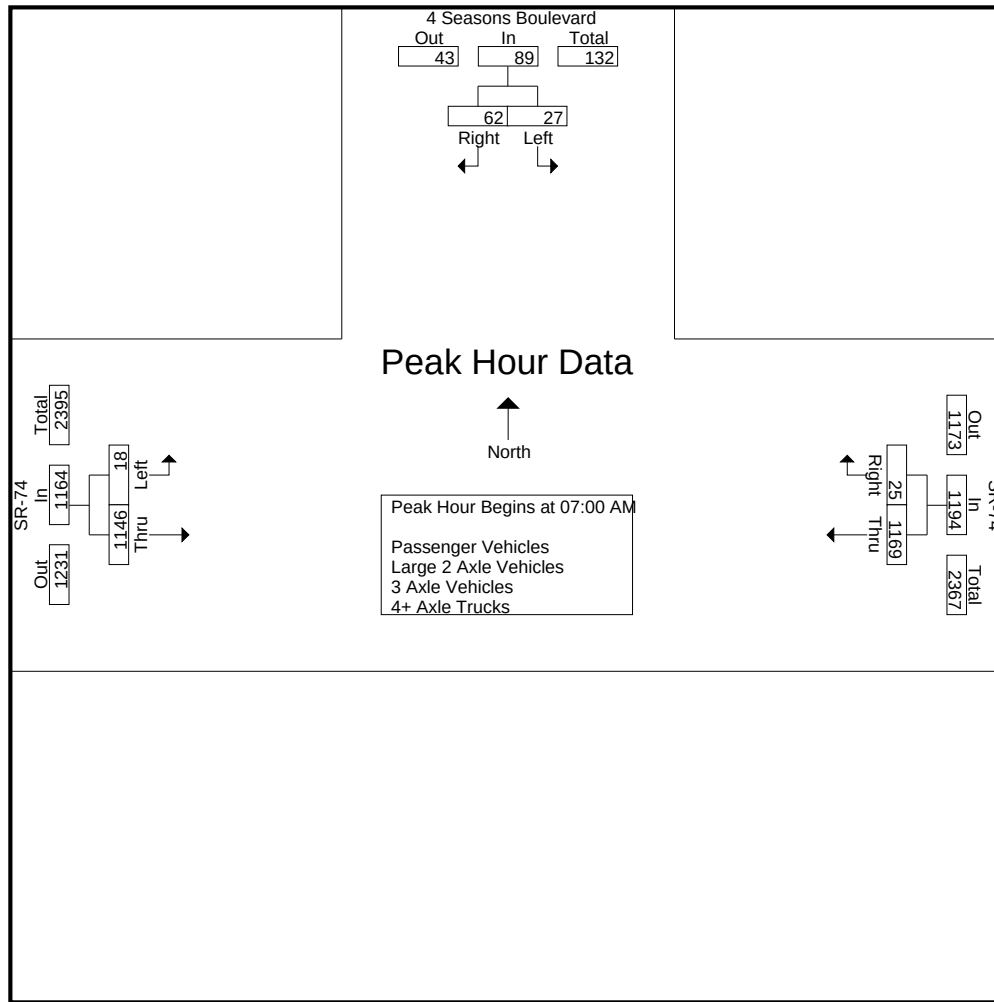
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	15	18	302	3	305	2	248	250	573
07:15 AM	6	18	24	321	3	324	6	261	267	615
07:30 AM	12	16	28	295	4	299	3	293	296	623
07:45 AM	6	13	19	251	15	266	7	344	351	636
Total	27	62	89	1169	25	1194	18	1146	1164	2447
08:00 AM	5	18	23	253	11	264	3	266	269	556
08:15 AM	4	15	19	216	3	219	3	289	292	530
08:30 AM	7	17	24	213	17	230	4	257	261	515
08:45 AM	2	9	11	228	17	245	11	260	271	527
Total	18	59	77	910	48	958	21	1072	1093	2128
Grand Total	45	121	166	2079	73	2152	39	2218	2257	4575
Apprch %	27.1	72.9		96.6	3.4		1.7	98.3		
Total %	1	2.6	3.6	45.4	1.6	47	0.9	48.5	49.3	
Passenger Vehicles	43	119	162	1998	69	2067	37	2056	2093	4322
% Passenger Vehicles	95.6	98.3	97.6	96.1	94.5	96.1	94.9	92.7	92.7	94.5
Large 2 Axle Vehicles	2	2	4	50	2	52	1	103	104	160
% Large 2 Axle Vehicles	4.4	1.7	2.4	2.4	2.7	2.4	2.6	4.6	4.6	3.5
3 Axle Vehicles	0	0	0	3	2	5	1	13	14	19
% 3 Axle Vehicles	0	0	0	0.1	2.7	0.2	2.6	0.6	0.6	0.4
4+ Axle Trucks	0	0	0	28	0	28	0	46	46	74
% 4+ Axle Trucks	0	0	0	1.3	0	1.3	0	2.1	2	1.6

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	15	18	302	3	305	2	248	250	573
07:15 AM	6	18	24	321	3	324	6	261	267	615
07:30 AM	12	16	28	295	4	299	3	293	296	623
07:45 AM	6	13	19	251	15	266	7	344	351	636
Total Volume	27	62	89	1169	25	1194	18	1146	1164	2447
% App. Total	30.3	69.7		97.9	2.1		1.5	98.5		
PHF	.563	.861	.795	.910	.417	.921	.643	.833	.829	.962

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	6	18	24	302	3	305	3	293	296
+15 mins.	12	16	28	321	3	324	7	344	351
+30 mins.	6	13	19	295	4	299	3	266	269
+45 mins.	5	18	23	251	15	266	3	289	292
Total Volume	29	65	94	1169	25	1194	16	1192	1208
% App. Total	30.9	69.1		97.9	2.1		1.3	98.7	
PHF	.604	.903	.839	.910	.417	.921	.571	.866	.860

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

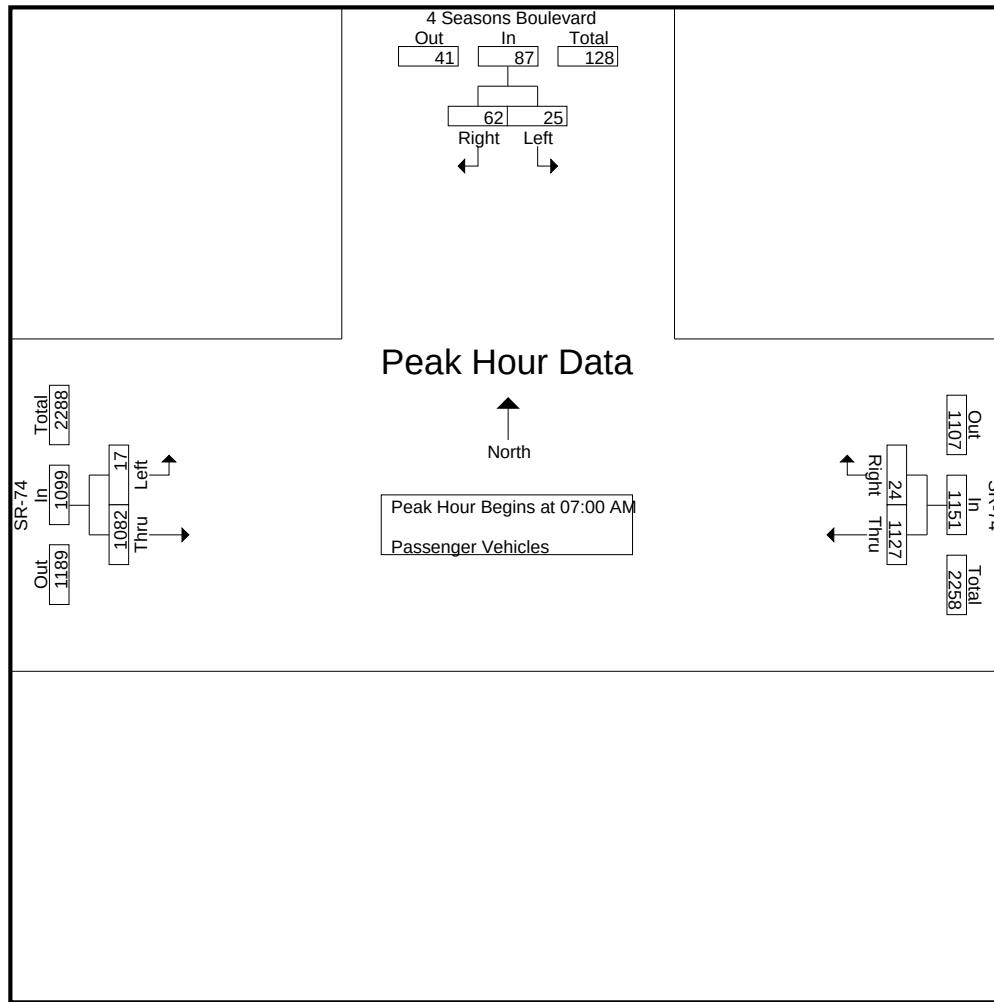
Groups Printed- Passenger Vehicles

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	15	18	291	2	293	1	227	228	539
07:15 AM	6	18	24	310	3	313	6	249	255	592
07:30 AM	11	16	27	286	4	290	3	275	278	595
07:45 AM	5	13	18	240	15	255	7	331	338	611
Total	25	62	87	1127	24	1151	17	1082	1099	2337
08:00 AM	5	18	23	244	11	255	3	241	244	522
08:15 AM	4	15	19	205	3	208	2	260	262	489
08:30 AM	7	16	23	203	14	217	4	236	240	480
08:45 AM	2	8	10	219	17	236	11	237	248	494
Total	18	57	75	871	45	916	20	974	994	1985
Grand Total	43	119	162	1998	69	2067	37	2056	2093	4322
Apprch %	26.5	73.5		96.7	3.3		1.8	98.2		
Total %	1	2.8	3.7	46.2	1.6	47.8	0.9	47.6	48.4	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	15	18	291	2	293	1	227	228	539
07:15 AM	6	18	24	310	3	313	6	249	255	592
07:30 AM	11	16	27	286	4	290	3	275	278	595
07:45 AM	5	13	18	240	15	255	7	331	338	611
Total Volume	25	62	87	1127	24	1151	17	1082	1099	2337
% App. Total	28.7	71.3		97.9	2.1		1.5	98.5		
PHF	.568	.861	.806	.909	.400	.919	.607	.817	.813	.956

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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.	3	15	18	291	2	293	1	227	228
+15 mins.	6	18	24	310	3	313	6	249	255
+30 mins.	11	16	27	286	4	290	3	275	278
+45 mins.	5	13	18	240	15	255	7	331	338
Total Volume	25	62	87	1127	24	1151	17	1082	1099
% App. Total	28.7	71.3		97.9	2.1		1.5	98.5	
PHF	.568	.861	.806	.909	.400	.919	.607	.817	.813

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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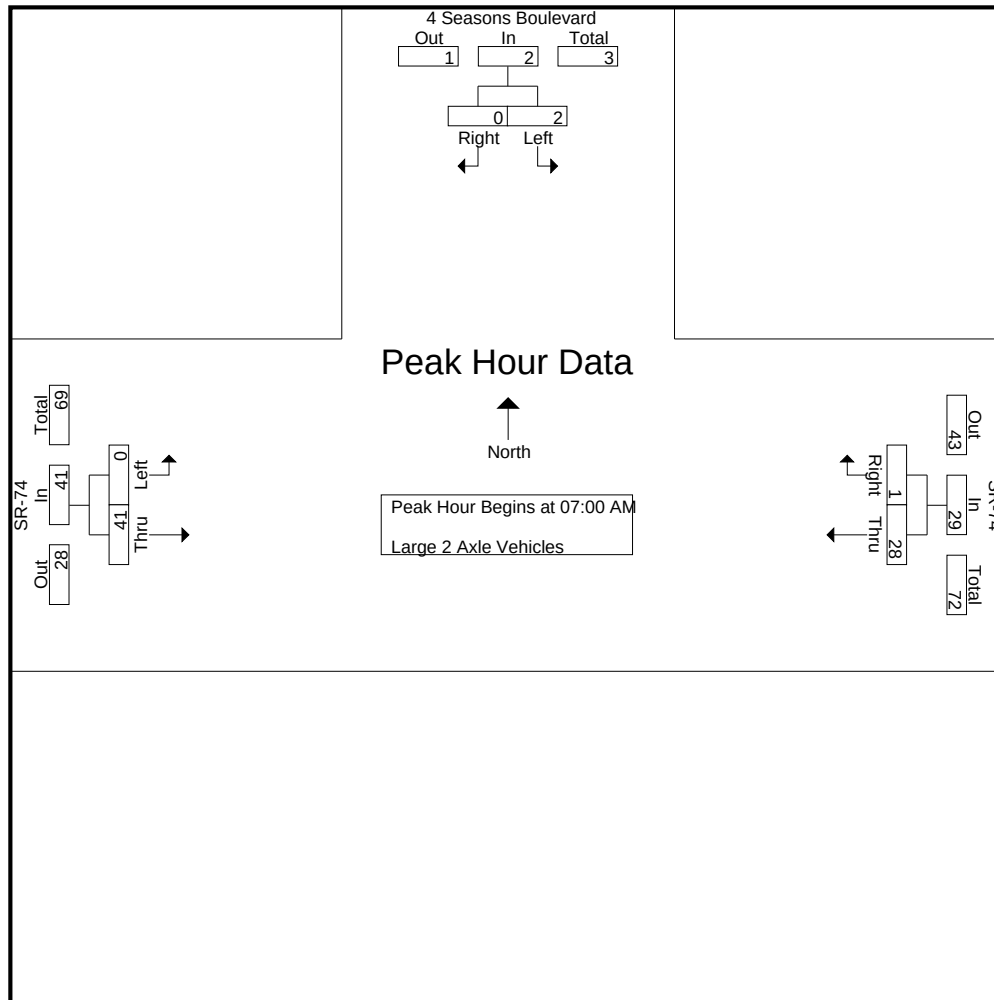
Groups Printed- Large 2 Axle Vehicles

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	9	1	10	0	13	13	23
07:15 AM	0	0	0	8	0	8	0	7	7	15
07:30 AM	1	0	1	5	0	5	0	11	11	17
07:45 AM	1	0	1	6	0	6	0	10	10	17
Total	2	0	2	28	1	29	0	41	41	72
08:00 AM	0	0	0	5	0	5	0	15	15	20
08:15 AM	0	0	0	6	0	6	1	20	21	27
08:30 AM	0	1	1	6	1	7	0	13	13	21
08:45 AM	0	1	1	5	0	5	0	14	14	20
Total	0	2	2	22	1	23	1	62	63	88
Grand Total	2	2	4	50	2	52	1	103	104	160
Apprch %	50	50		96.2	3.8		1	99		
Total %	1.2	1.2	2.5	31.2	1.2	32.5	0.6	64.4	65	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	9	1	10	0	13	13	23
07:15 AM	0	0	0	8	0	8	0	7	7	15
07:30 AM	1	0	1	5	0	5	0	11	11	17
07:45 AM	1	0	1	6	0	6	0	10	10	17
Total Volume	2	0	2	28	1	29	0	41	41	72
% App. Total	100	0		96.6	3.4		0	100		
PHF	.500	.000	.500	.778	.250	.725	.000	.788	.788	.783

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	9	1	10	0	13	13
+15 mins.	0	0	0	8	0	8	0	7	7
+30 mins.	1	0	1	5	0	5	0	11	11
+45 mins.	1	0	1	6	0	6	0	10	10
Total Volume	2	0	2	28	1	29	0	41	41
% App. Total	100	0		96.6	3.4		0	100	
PHF	.500	.000	.500	.778	.250	.725	.000	.788	.788

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

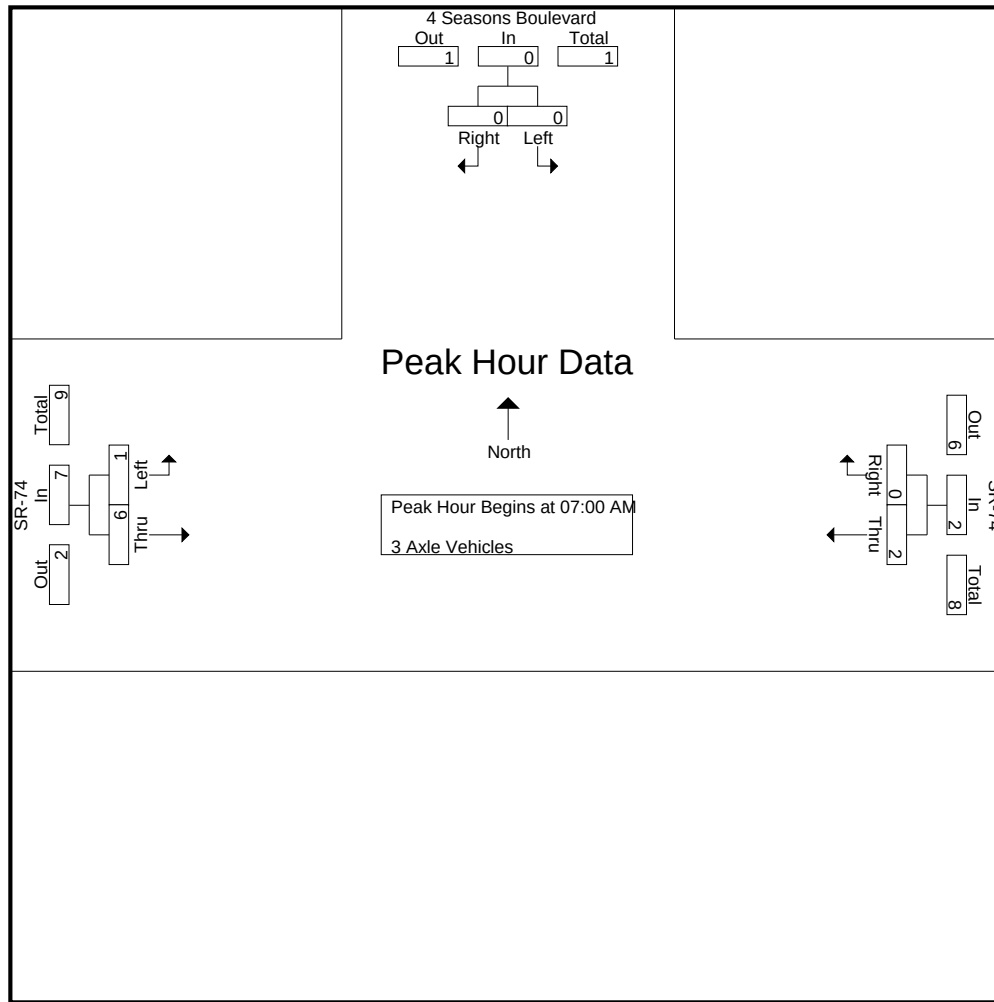
Groups Printed- 3 Axle Vehicles

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	2	3	3
07:15 AM	0	0	0	0	0	0	0	3	3	3
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	1	6	7	9
08:00 AM	0	0	0	0	0	0	0	4	4	4
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	2	2	0	1	1	3
08:45 AM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	1	2	3	0	7	7	10
Grand Total	0	0	0	3	2	5	1	13	14	19
Apprch %	0	0		60	40		7.1	92.9		
Total %	0	0		15.8	10.5	26.3	5.3	68.4	73.7	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	1	2	3	3
07:15 AM	0	0	0	0	0	0	0	3	3	3
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	2	0	2	1	6	7	9
% App. Total	0	0		100	0		14.3	85.7		
PHF	.000	.000	.000	.500	.000	.500	.250	.500	.583	.750

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	1	2	3
+15 mins.	0	0	0	0	0	0	0	3	3
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	2	0	2	1	6	7
% App. Total	0	0	0	100	0	0	14.3	85.7	0
PHF	.000	.000	.000	.500	.000	.500	.250	.500	.583

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

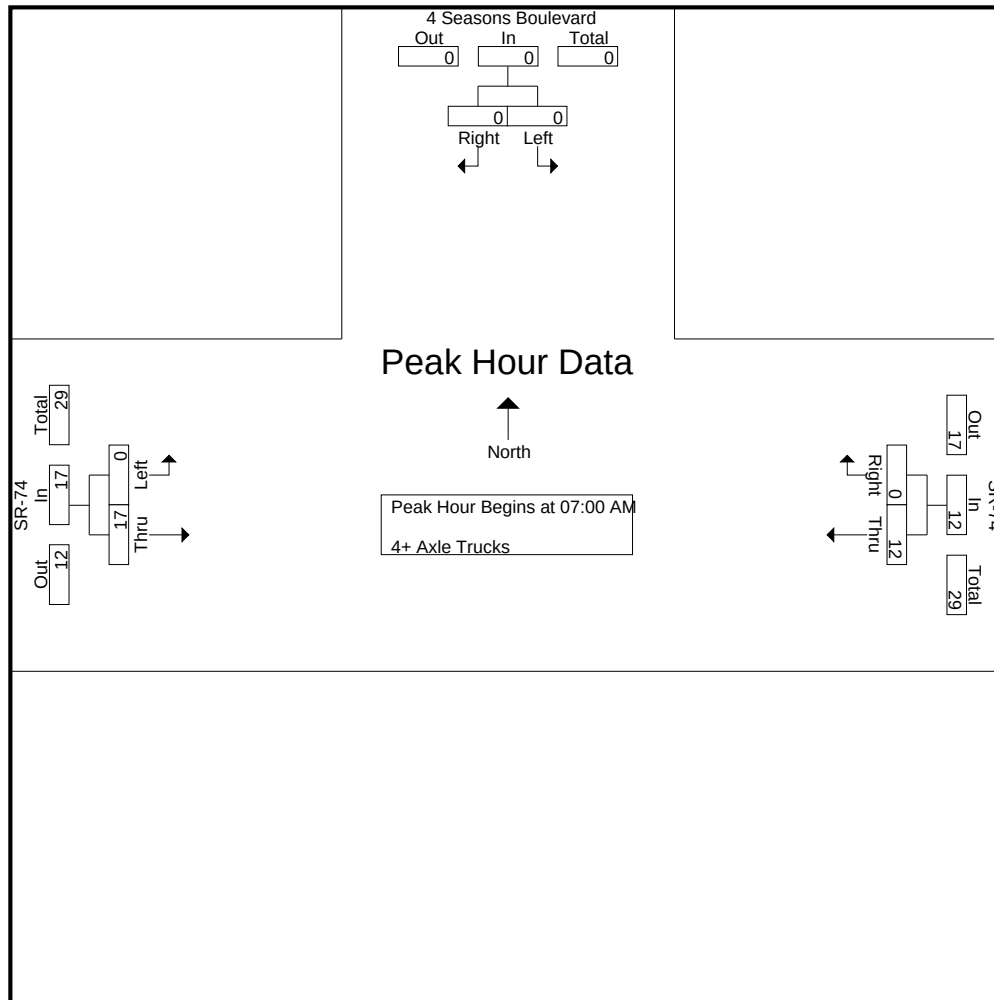
Groups Printed- 4+ Axle Trucks

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	6	6	8
07:15 AM	0	0	0	3	0	3	0	2	2	5
07:30 AM	0	0	0	3	0	3	0	6	6	9
07:45 AM	0	0	0	4	0	4	0	3	3	7
Total	0	0	0	12	0	12	0	17	17	29
08:00 AM	0	0	0	4	0	4	0	6	6	10
08:15 AM	0	0	0	5	0	5	0	8	8	13
08:30 AM	0	0	0	4	0	4	0	7	7	11
08:45 AM	0	0	0	3	0	3	0	8	8	11
Total	0	0	0	16	0	16	0	29	29	45
Grand Total	0	0	0	28	0	28	0	46	46	74
Apprch %	0	0		100	0		0	100		
Total %	0	0		37.8	0	37.8	0	62.2	62.2	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	2	0	2	0	6	6	8
07:15 AM	0	0	0	3	0	3	0	2	2	5
07:30 AM	0	0	0	3	0	3	0	6	6	9
07:45 AM	0	0	0	4	0	4	0	3	3	7
Total Volume	0	0	0	12	0	12	0	17	17	29
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.708	.708	.806

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	2	0	2	0	6	6
+15 mins.	0	0	0	3	0	3	0	2	2
+30 mins.	0	0	0	3	0	3	0	6	6
+45 mins.	0	0	0	4	0	4	0	3	3
Total Volume	0	0	0	12	0	12	0	17	17
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.750	.000	.750	.000	.708	.708

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

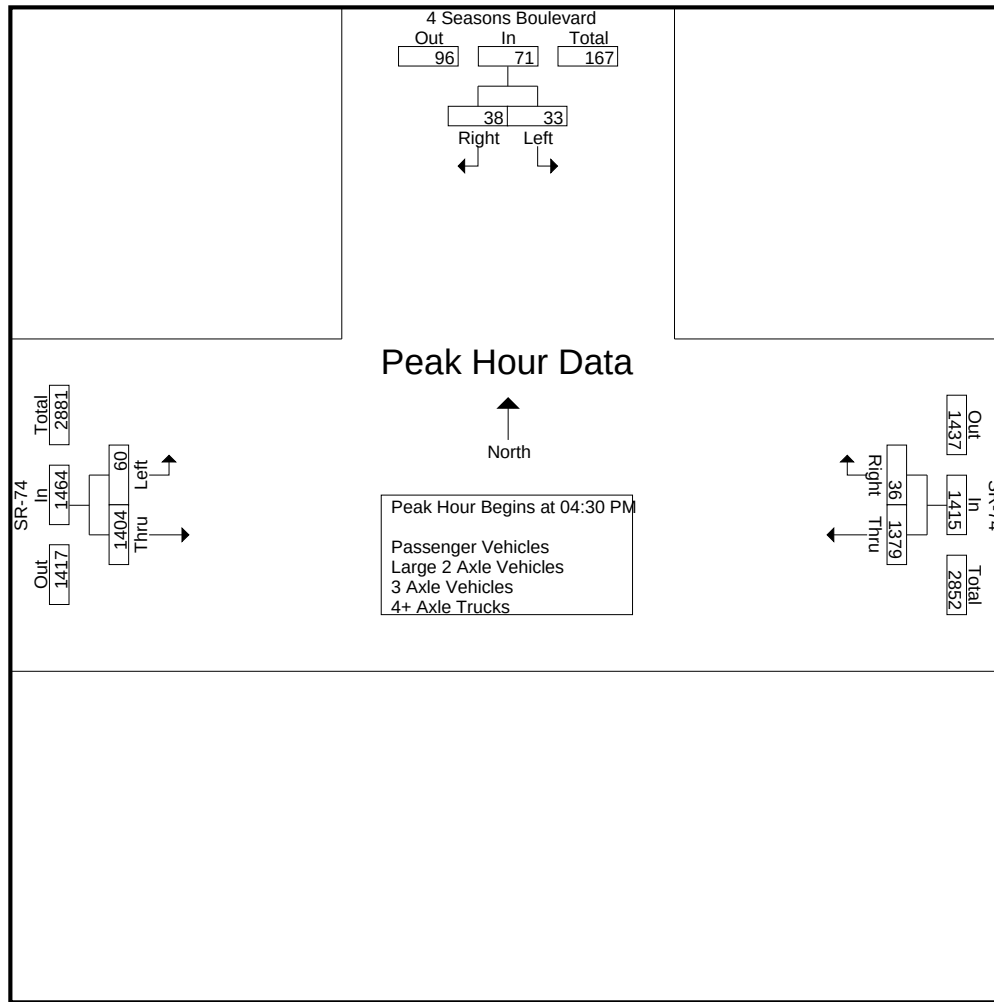
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	16	21	304	9	313	17	340	357	691
04:15 PM	8	12	20	337	7	344	14	353	367	731
04:30 PM	11	7	18	319	6	325	17	358	375	718
04:45 PM	8	9	17	387	10	397	13	376	389	803
Total	32	44	76	1347	32	1379	61	1427	1488	2943
05:00 PM	7	12	19	306	8	314	16	314	330	663
05:15 PM	7	10	17	367	12	379	14	356	370	766
05:30 PM	3	15	18	321	13	334	15	351	366	718
05:45 PM	2	5	7	295	7	302	15	333	348	657
Total	19	42	61	1289	40	1329	60	1354	1414	2804
Grand Total	51	86	137	2636	72	2708	121	2781	2902	5747
Apprch %	37.2	62.8		97.3	2.7		4.2	95.8		
Total %	0.9	1.5	2.4	45.9	1.3	47.1	2.1	48.4	50.5	
Passenger Vehicles	50	82	132	2554	70	2624	119	2706	2825	5581
% Passenger Vehicles	98	95.3	96.4	96.9	97.2	96.9	98.3	97.3	97.3	97.1
Large 2 Axle Vehicles	1	2	3	42	1	43	2	67	69	115
% Large 2 Axle Vehicles	2	2.3	2.2	1.6	1.4	1.6	1.7	2.4	2.4	2
3 Axle Vehicles	0	1	1	15	0	15	0	3	3	19
% 3 Axle Vehicles	0	1.2	0.7	0.6	0	0.6	0	0.1	0.1	0.3
4+ Axle Trucks	0	1	1	25	1	26	0	5	5	32
% 4+ Axle Trucks	0	1.2	0.7	0.9	1.4	1	0	0.2	0.2	0.6

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	11	7	18	319	6	325	17	358	375	718
04:45 PM	8	9	17	387	10	397	13	376	389	803
05:00 PM	7	12	19	306	8	314	16	314	330	663
05:15 PM	7	10	17	367	12	379	14	356	370	766
Total Volume	33	38	71	1379	36	1415	60	1404	1464	2950
% App. Total	46.5	53.5		97.5	2.5		4.1	95.9		
PHF	.750	.792	.934	.891	.750	.891	.882	.934	.941	.918

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	5	16	21	387	10	397	17	340	357
+15 mins.	8	12	20	306	8	314	14	353	367
+30 mins.	11	7	18	367	12	379	17	358	375
+45 mins.	8	9	17	321	13	334	13	376	389
Total Volume	32	44	76	1381	43	1424	61	1427	1488
% App. Total	42.1	57.9		97	3		4.1	95.9	
PHF	.727	.688	.905	.892	.827	.897	.897	.949	.956

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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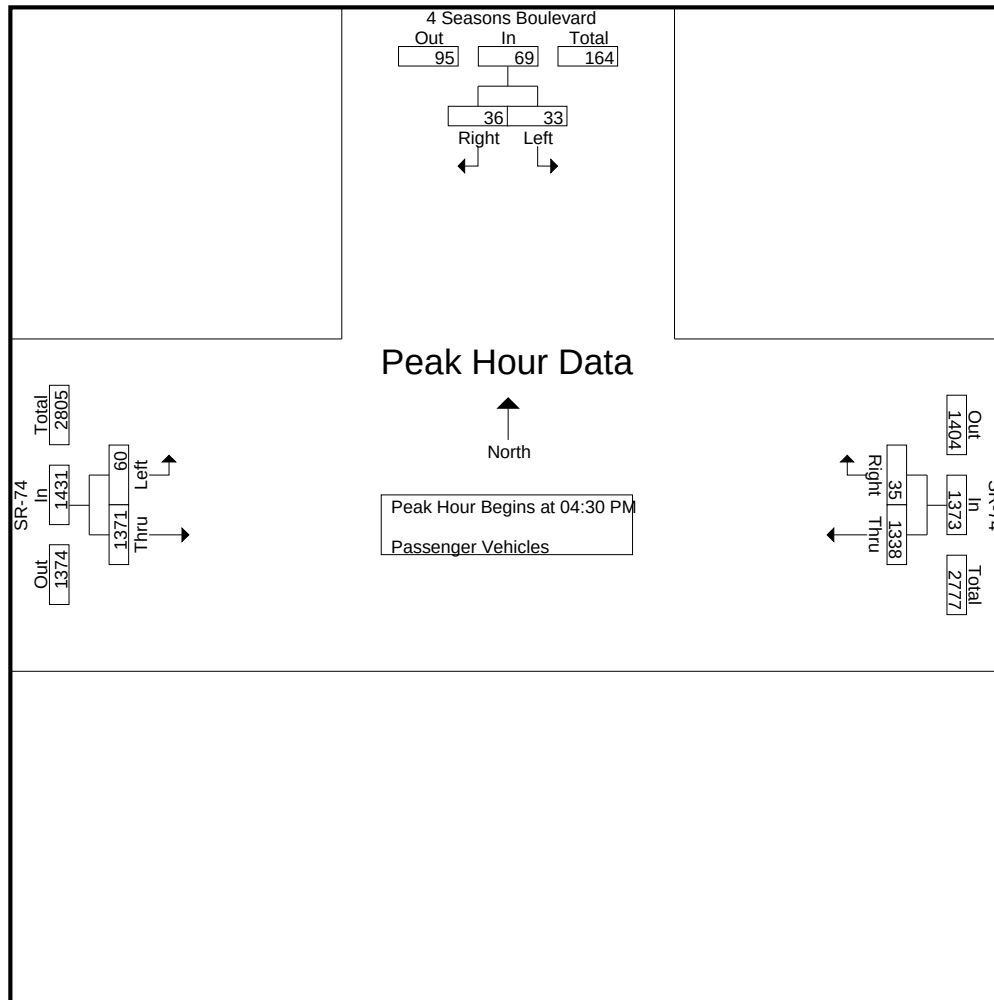
Groups Printed- Passenger Vehicles

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	15	20	288	8	296	17	327	344	660
04:15 PM	7	11	18	325	7	332	14	338	352	702
04:30 PM	11	7	18	307	5	312	17	345	362	692
04:45 PM	8	8	16	374	10	384	13	370	383	783
Total	31	41	72	1294	30	1324	61	1380	1441	2837
05:00 PM	7	11	18	301	8	309	16	308	324	651
05:15 PM	7	10	17	356	12	368	14	348	362	747
05:30 PM	3	15	18	313	13	326	14	345	359	703
05:45 PM	2	5	7	290	7	297	14	325	339	643
Total	19	41	60	1260	40	1300	58	1326	1384	2744
Grand Total	50	82	132	2554	70	2624	119	2706	2825	5581
Apprch %	37.9	62.1		97.3	2.7		4.2	95.8		
Total %	0.9	1.5	2.4	45.8	1.3	47	2.1	48.5	50.6	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	11	7	18	307	5	312	17	345	362	692
04:45 PM	8	8	16	374	10	384	13	370	383	783
05:00 PM	7	11	18	301	8	309	16	308	324	651
05:15 PM	7	10	17	356	12	368	14	348	362	747
Total Volume	33	36	69	1338	35	1373	60	1371	1431	2873
% App. Total	47.8	52.2		97.5	2.5		4.2	95.8		
PHF	.750	.818	.958	.894	.729	.894	.882	.926	.934	.917

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	11	7	18	307	5	312	17	345	362
+15 mins.	8	8	16	374	10	384	13	370	383
+30 mins.	7	11	18	301	8	309	16	308	324
+45 mins.	7	10	17	356	12	368	14	348	362
Total Volume	33	36	69	1338	35	1373	60	1371	1431
% App. Total	47.8	52.2		97.5	2.5		4.2	95.8	
PHF	.750	.818	.958	.894	.729	.894	.882	.926	.934

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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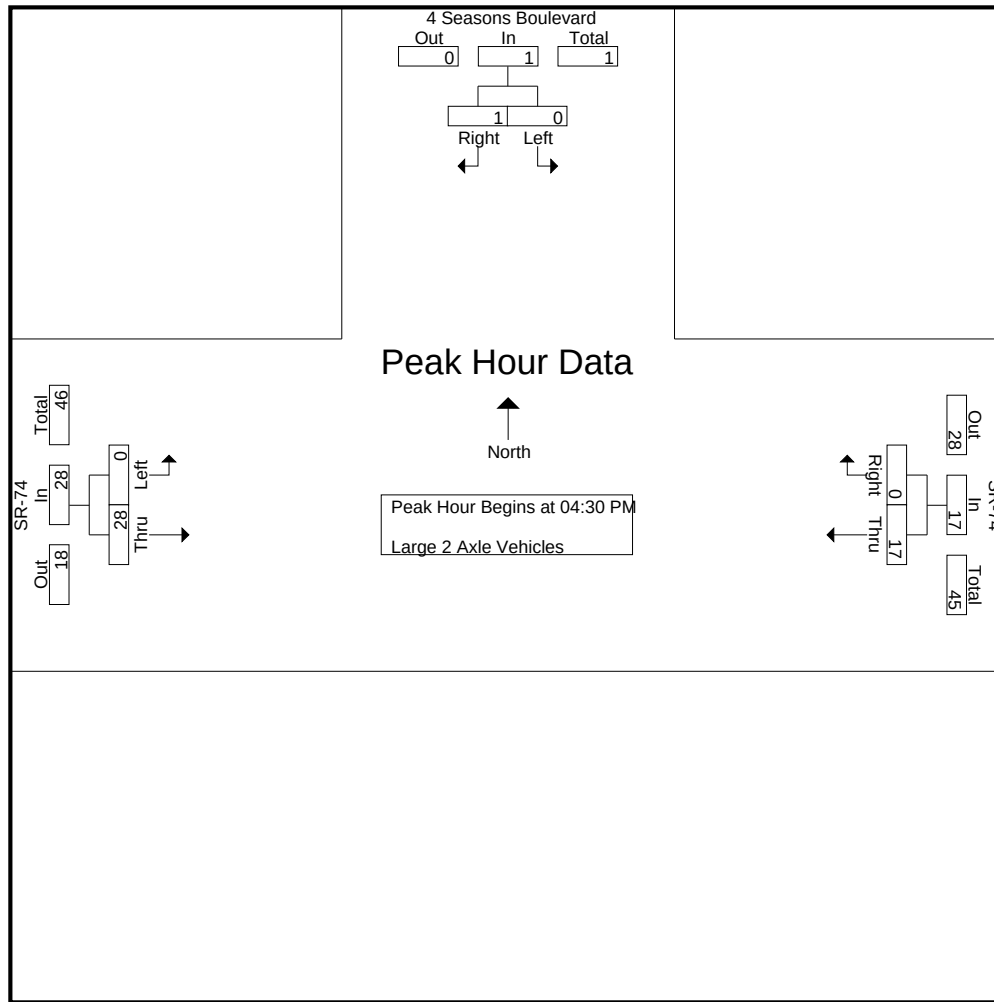
Groups Printed- Large 2 Axle Vehicles

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	9	1	10	0	13	13	23
04:15 PM	1	1	2	8	0	8	0	13	13	23
04:30 PM	0	0	0	5	0	5	0	10	10	15
04:45 PM	0	1	1	5	0	5	0	5	5	11
Total	1	2	3	27	1	28	0	41	41	72
05:00 PM	0	0	0	3	0	3	0	6	6	9
05:15 PM	0	0	0	4	0	4	0	7	7	11
05:30 PM	0	0	0	5	0	5	1	6	7	12
05:45 PM	0	0	0	3	0	3	1	7	8	11
Total	0	0	0	15	0	15	2	26	28	43
Grand Total	1	2	3	42	1	43	2	67	69	115
Apprch %	33.3	66.7		97.7	2.3		2.9	97.1		
Total %	0.9	1.7	2.6	36.5	0.9	37.4	1.7	58.3	60	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	5	0	5	0	10	10	15
04:45 PM	0	1	1	5	0	5	0	5	5	11
05:00 PM	0	0	0	3	0	3	0	6	6	9
05:15 PM	0	0	0	4	0	4	0	7	7	11
Total Volume	0	1	1	17	0	17	0	28	28	46
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.850	.000	.850	.000	.700	.700	.767

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	5	0	5	0	10	10
+15 mins.	0	1	1	5	0	5	0	5	5
+30 mins.	0	0	0	3	0	3	0	6	6
+45 mins.	0	0	0	4	0	4	0	7	7
Total Volume	0	1	1	17	0	17	0	28	28
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.850	.000	.850	.000	.700	.700

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

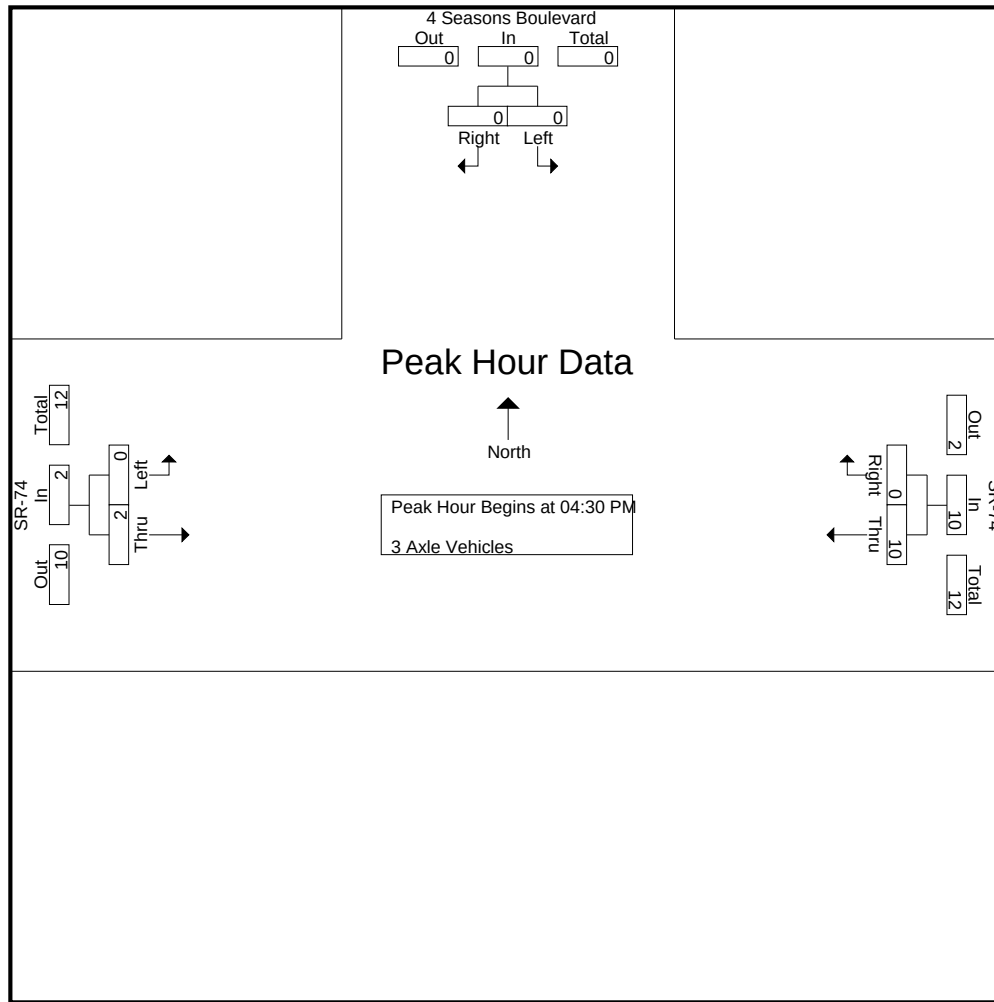
Groups Printed- 3 Axle Vehicles

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	1	1	1	0	1	0	0	0	2
04:15 PM	0	0	0	3	0	3	0	1	1	4
04:30 PM	0	0	0	2	0	2	0	1	1	3
04:45 PM	0	0	0	3	0	3	0	0	0	3
Total	0	1	1	9	0	9	0	2	2	12
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	5	0	5	0	1	1	6
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	0	6	0	1	1	7
Grand Total	0	1	1	15	0	15	0	3	3	19
Apprch %	0	100		100	0		0	100		
Total %	0	5.3	5.3	78.9	0	78.9	0	15.8	15.8	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	2	0	2	0	1	1	3
04:45 PM	0	0	0	3	0	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	5	0	5	0	1	1	6
Total Volume	0	0	0	10	0	10	0	2	2	12
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.500

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	2	0	2	0	1	1
+15 mins.	0	0	0	3	0	3	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	5	0	5	0	1	1
Total Volume	0	0	0	10	0	10	0	2	2
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

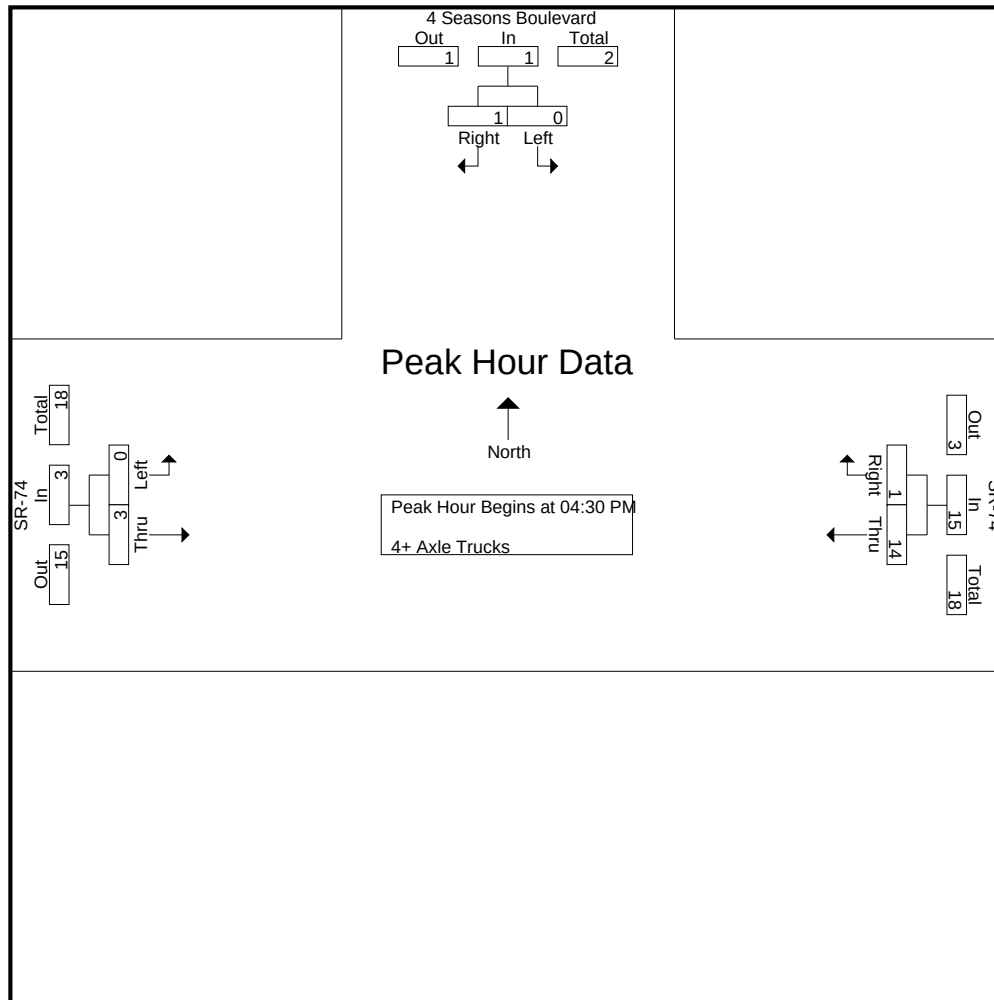
Groups Printed- 4+ Axle Trucks

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	6	0	6	0	0	0	6
04:15 PM	0	0	0	1	0	1	0	1	1	2
04:30 PM	0	0	0	5	1	6	0	2	2	8
04:45 PM	0	0	0	5	0	5	0	1	1	6
Total	0	0	0	17	1	18	0	4	4	22
05:00 PM	0	1	1	2	0	2	0	0	0	3
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	0	0	2	0	2	0	1	1	3
Total	0	1	1	8	0	8	0	1	1	10
Grand Total	0	1	1	25	1	26	0	5	5	32
Apprch %	0	100		96.2	3.8		0	100		
Total %	0	3.1	3.1	78.1	3.1	81.2	0	15.6	15.6	

	4 Seasons Boulevard Southbound			SR-74 Westbound			SR-74 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	5	1	6	0	2	2	8
04:45 PM	0	0	0	5	0	5	0	1	1	6
05:00 PM	0	1	1	2	0	2	0	0	0	3
05:15 PM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	1	1	14	1	15	0	3	3	19
% App. Total	0	100		93.3	6.7		0	100		
PHF	.000	.250	.250	.700	.250	.625	.000	.375	.375	.594

City of Hemet
N/S: 4 Seasons Boulevard
E/W: SR-74
Weather: Clear

File Name : 04_HEM_4 Seasons_SR-74 PM
Site Code : 99919595
Start Date : 9/10/2019
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	5	1	6	0	2	2
+15 mins.	0	0	0	5	0	5	0	1	1
+30 mins.	0	1	1	2	0	2	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	1	1	14	1	15	0	3	3
% App. Total	0	100		93.3	6.7		0	100	
PHF	.000	.250	.250	.700	.250	.625	.000	.375	.375

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

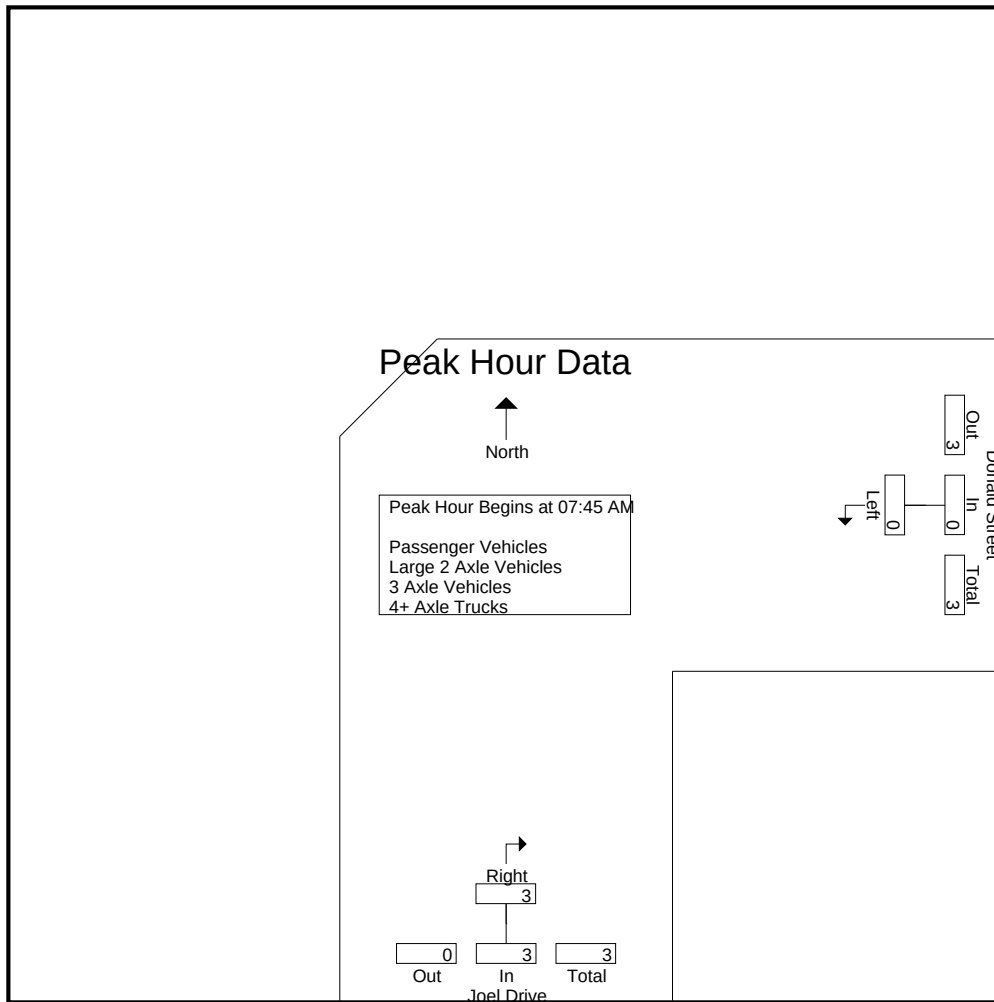
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	0	0	1	1	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	2	2	2
08:45 AM	0	0	0	0	0
Total	0	0	3	3	3
Grand Total	0	0	3	3	3
Apprch %	0		100		
Total %	0	0	100	100	
Passenger Vehicles	0	0	2	2	2
% Passenger Vehicles	0	0	66.7	66.7	66.7
Large 2 Axle Vehicles	0	0	1	1	1
% Large 2 Axle Vehicles	0	0	33.3	33.3	33.3
3 Axle Vehicles	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:45 AM					
07:45 AM	0	0	0	0	0
08:00 AM	0	0	1	1	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	2	2	2
Total Volume	0	0	3	3	3
% App. Total	0		100		
PHF	.000	.000	.375	.375	.375

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
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	
+0 mins.	0	0	0	0
+15 mins.	0	0	1	1
+30 mins.	0	0	0	0
+45 mins.	0	0	2	2
Total Volume	0	0	3	3
% App. Total	0		100	
PHF	.000	.000	.375	.375

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

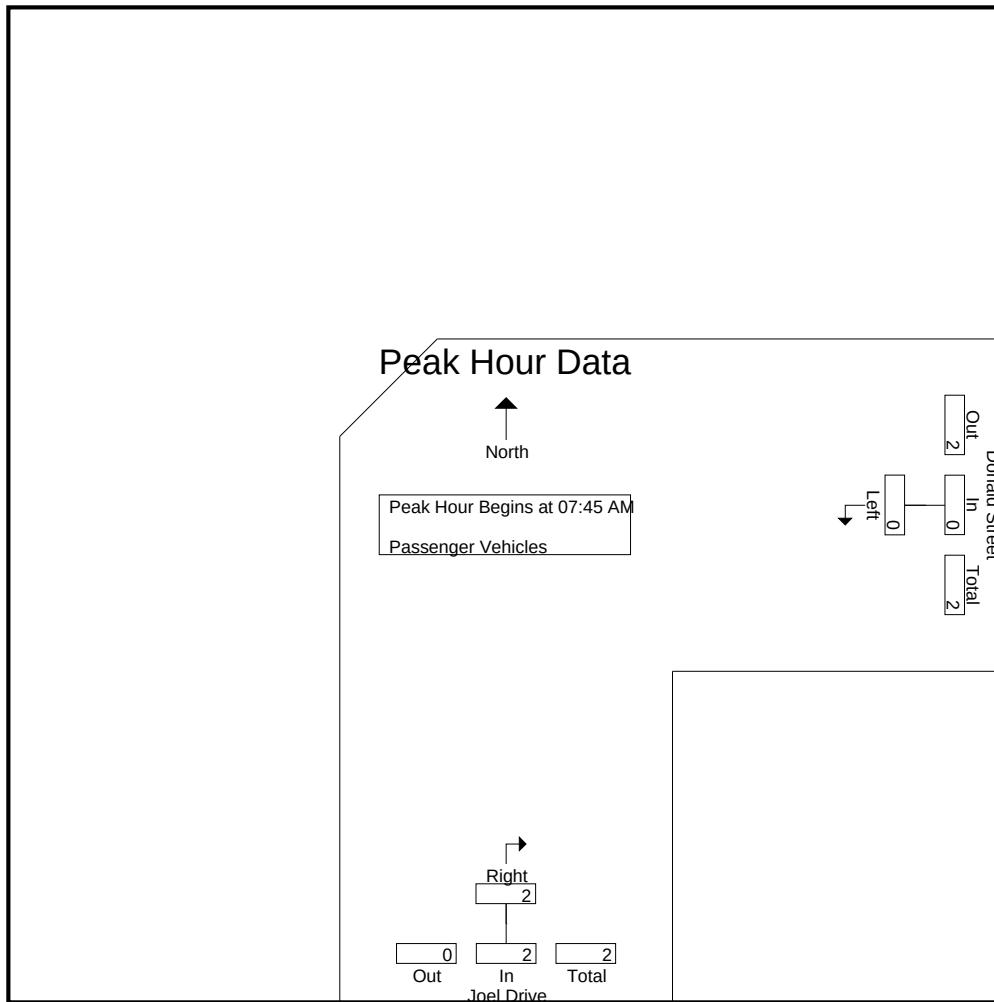
Groups Printed- Passenger Vehicles

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	0	0	0	0	0
08:15 AM	0	0	0	0	0
08:30 AM	0	0	2	2	2
08:45 AM	0	0	0	0	0
Total	0	0	2	2	2
Grand Total	0	0	2	2	2
Apprch %	0		100		
Total %	0		100	100	

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:45 AM					
07:45 AM	0	0	0	0	0
08:00 AM	0	0	0	0	0
08:15 AM	0	0	0	0	0
08:30 AM	0	0	2	2	2
Total Volume	0	0	2	2	2
% App. Total	0		100		
PHF	.000	.000	.250	.250	.250

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM		07:45 AM	
+0 mins.	0	0	0	0
+15 mins.	0	0	0	0
+30 mins.	0	0	0	0
+45 mins.	0	0	2	2
Total Volume	0	0	2	2
% App. Total	0		100	
PHF	.000	.000	.250	.250

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

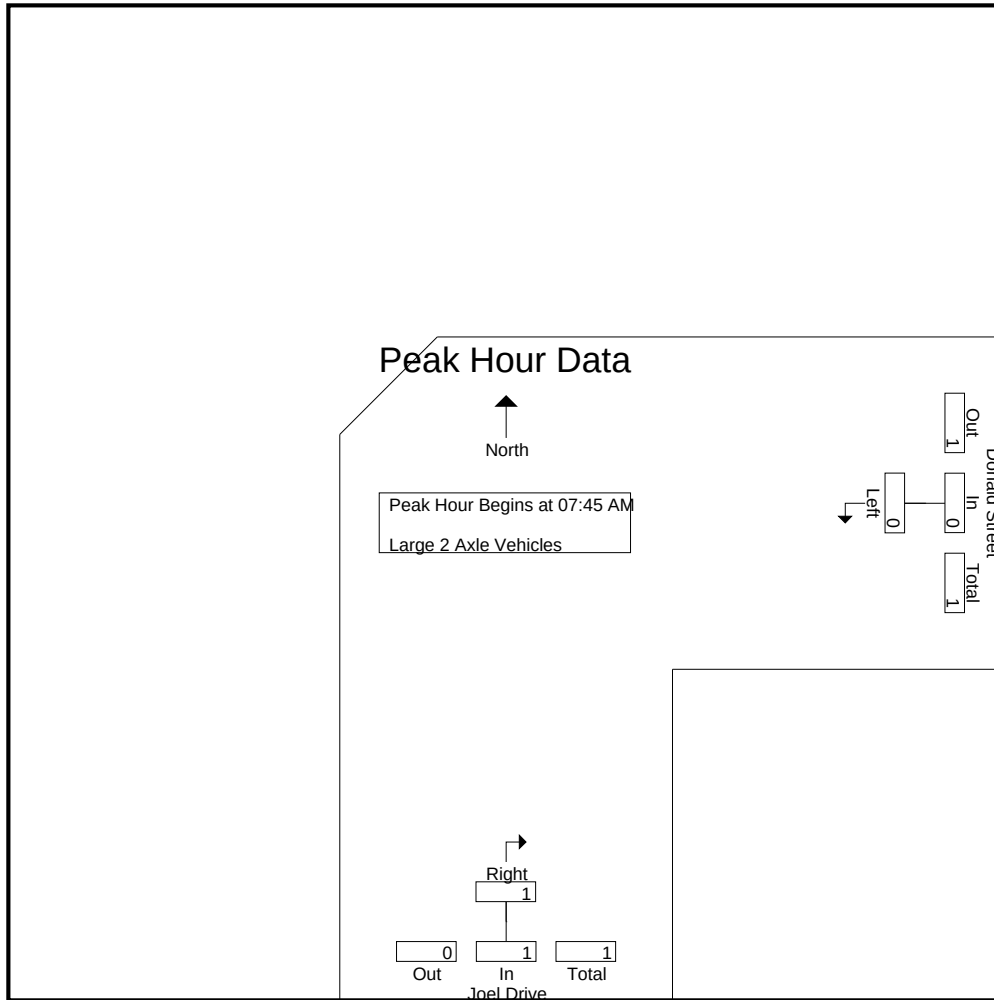
Groups Printed- Large 2 Axle Vehicles

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	0	0	1	1	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0
Total	0	0	1	1	1
Grand Total	0	0	1	1	1
Apprch %	0		100		
Total %	0		100	100	

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:45 AM					
07:45 AM	0	0	0	0	0
08:00 AM	0	0	1	1	1
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
Total Volume	0	0	1	1	1
% App. Total	0		100		
PHF	.000	.000	.250	.250	.250

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

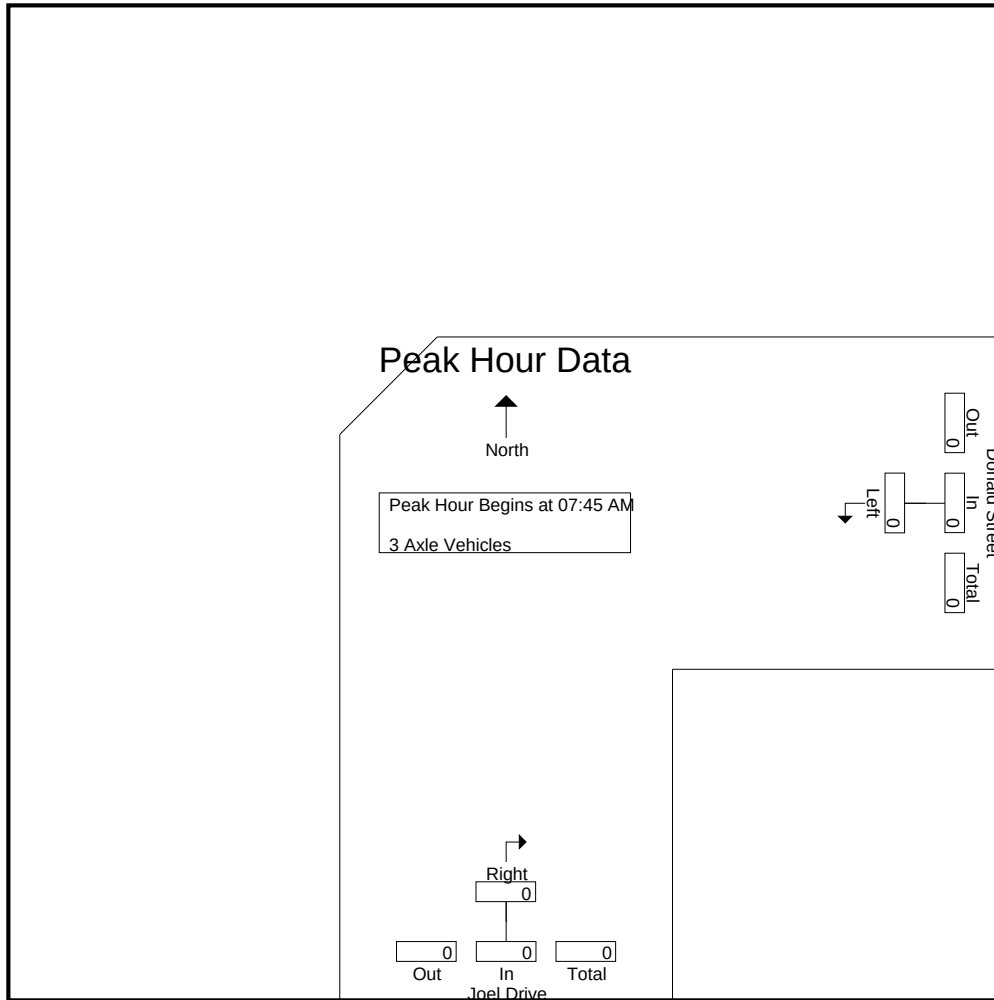
Groups Printed- 3 Axle Vehicles

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	0	0	0	0	0
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Apprch %	0		0		
Total %					

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:45 AM					
07:45 AM	0	0	0	0	0
08:00 AM	0	0	0	0	0
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

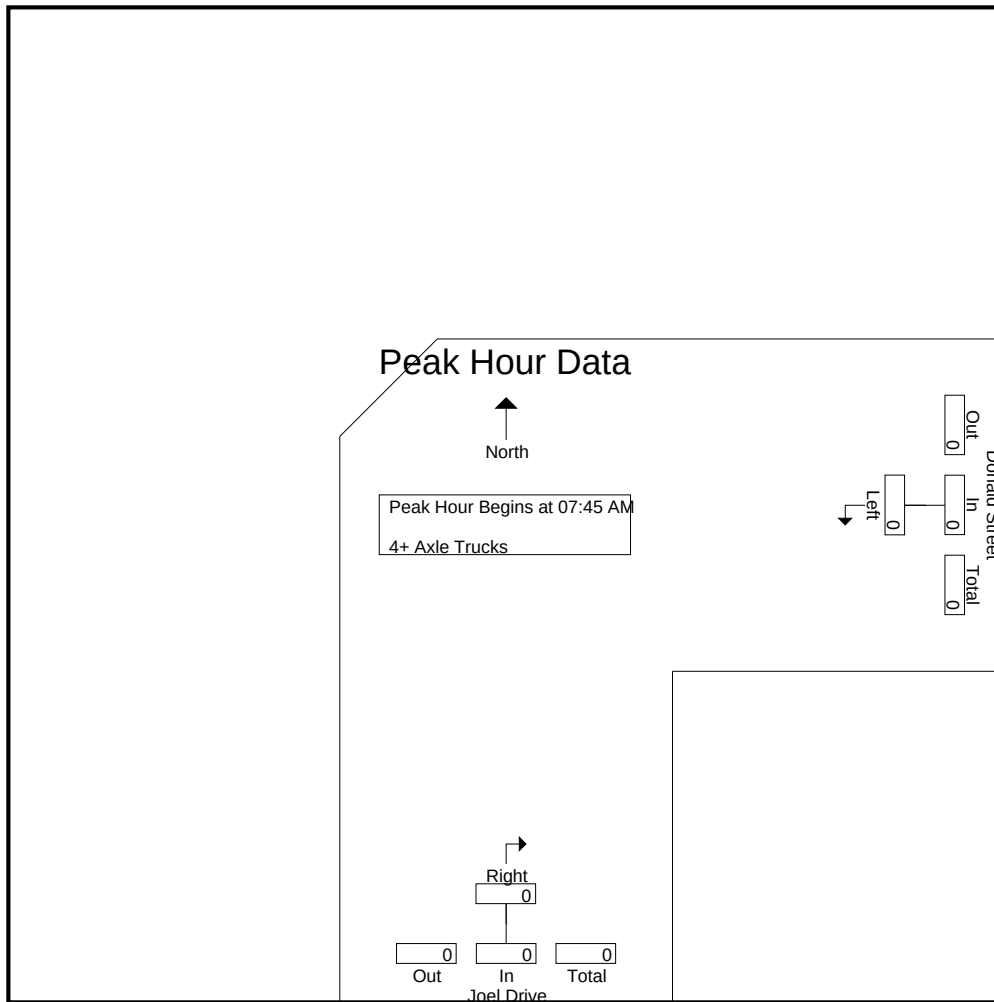
Groups Printed- 4+ Axle Trucks

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total	0	0	0	0	0
08:00 AM	0	0	0	0	0
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Apprch %	0		0		
Total %					

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:45 AM					
07:45 AM	0	0	0	0	0
08:00 AM	0	0	0	0	0
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

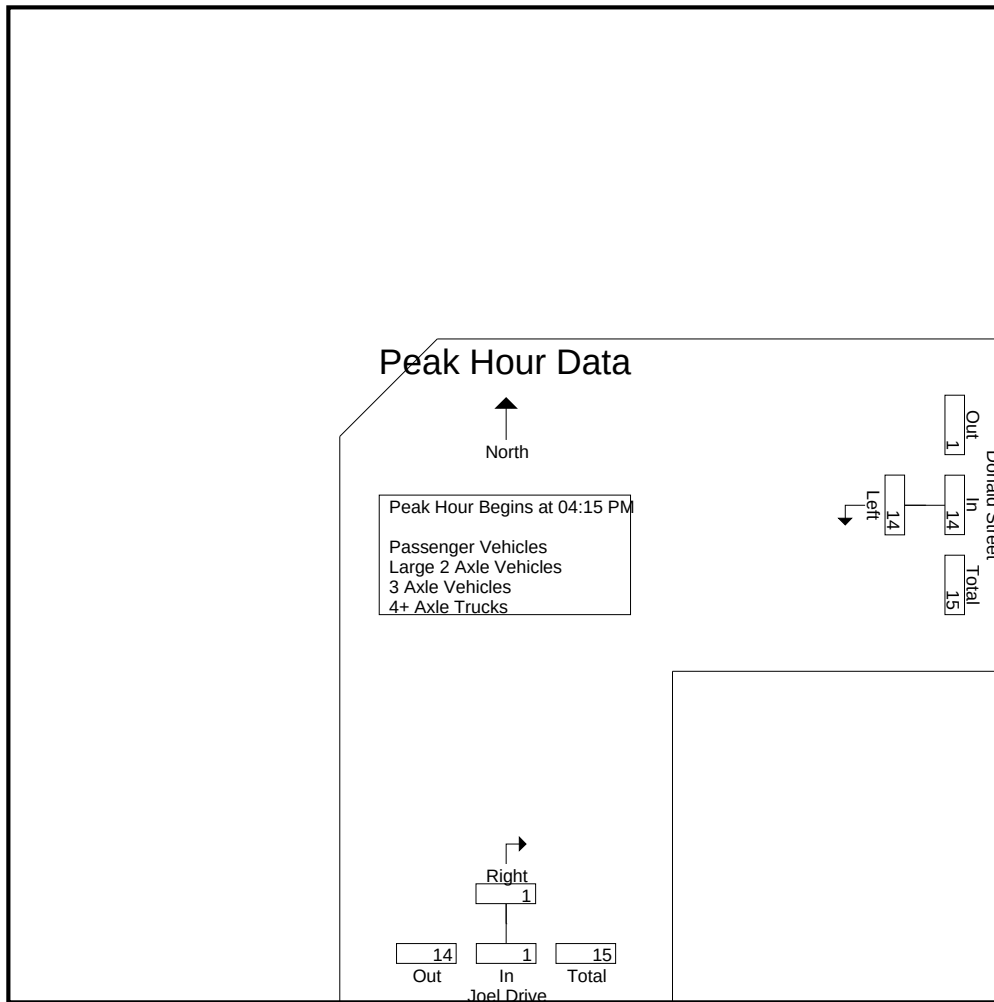
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0
04:15 PM	5	5	0	0	5
04:30 PM	4	4	0	0	4
04:45 PM	4	4	1	1	5
Total	13	13	1	1	14
05:00 PM	1	1	0	0	1
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	1	1	0	0	1
Grand Total	14	14	1	1	15
Apprch %	100		100		
Total %	93.3	93.3	6.7	6.7	
Passenger Vehicles	14	14	1	1	15
% Passenger Vehicles	100	100	100	100	100
Large 2 Axle Vehicles	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	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	5	5	0	0	5
04:30 PM	4	4	0	0	4
04:45 PM	4	4	1	1	5
05:00 PM	1	1	0	0	1
Total Volume	14	14	1	1	15
% App. Total	100		100		
PHF	.700	.700	.250	.250	.750

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
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:

	04:15 PM		04:00 PM	
+0 mins.	5	5	0	0
+15 mins.	4	4	0	0
+30 mins.	4	4	0	0
+45 mins.	1	1	1	1
Total Volume	14	14	1	1
% App. Total	100		100	
PHF	.700	.700	.250	.250

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0
04:15 PM	5	5	0	0	5
04:30 PM	4	4	0	0	4
04:45 PM	4	4	1	1	5
Total	13	13	1	1	14
05:00 PM	1	1	0	0	1
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	1	1	0	0	1
Grand Total	14	14	1	1	15
Apprch %	100		100		
Total %	93.3	93.3	6.7	6.7	

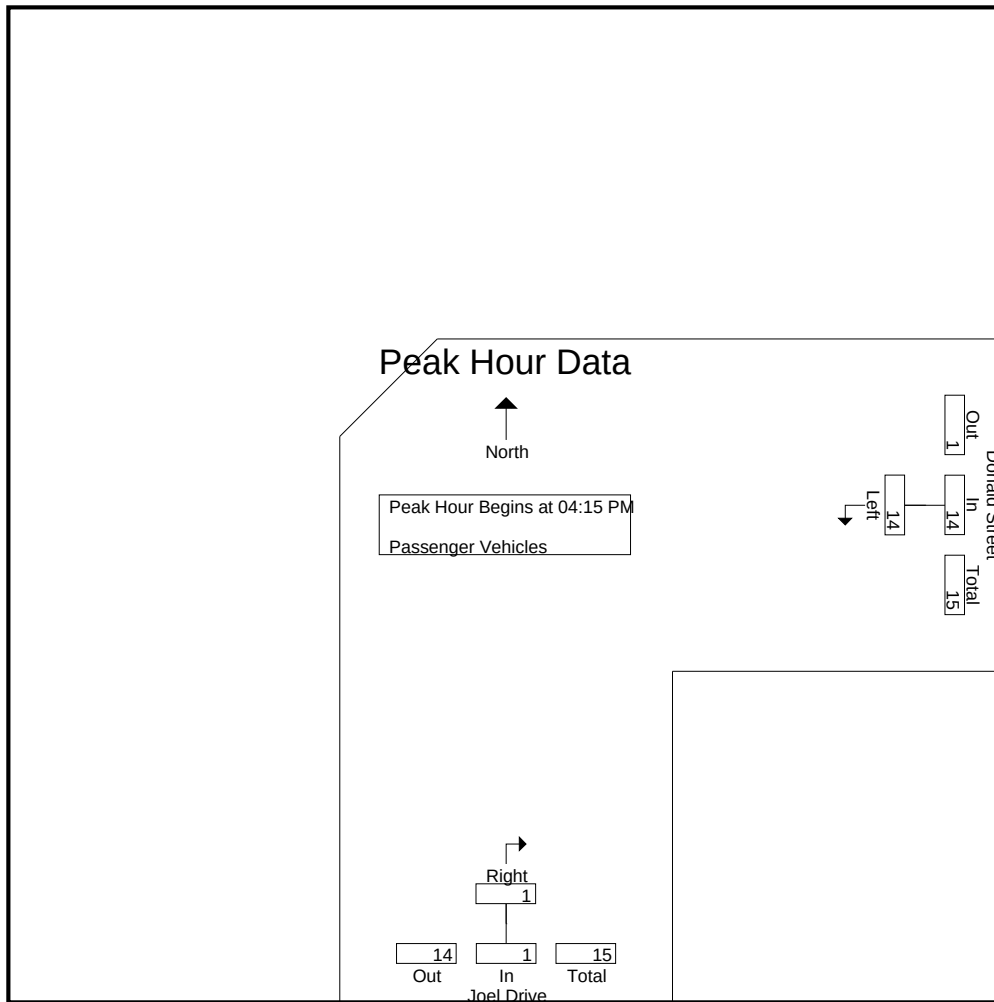
	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:15 PM	5	5	0	0	5
04:30 PM	4	4	0	0	4
04:45 PM	4	4	1	1	5
05:00 PM	1	1	0	0	1
Total Volume	14	14	1	1	15
% App. Total	100		100		
PHF	.700	.700	.250	.250	.750

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

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
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	
+0 mins.	5	5	0	0
+15 mins.	4	4	0	0
+30 mins.	4	4	1	1
+45 mins.	1	1	0	0
Total Volume	14	14	1	1
% App. Total	100		100	
PHF	.700	.700	.250	.250

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

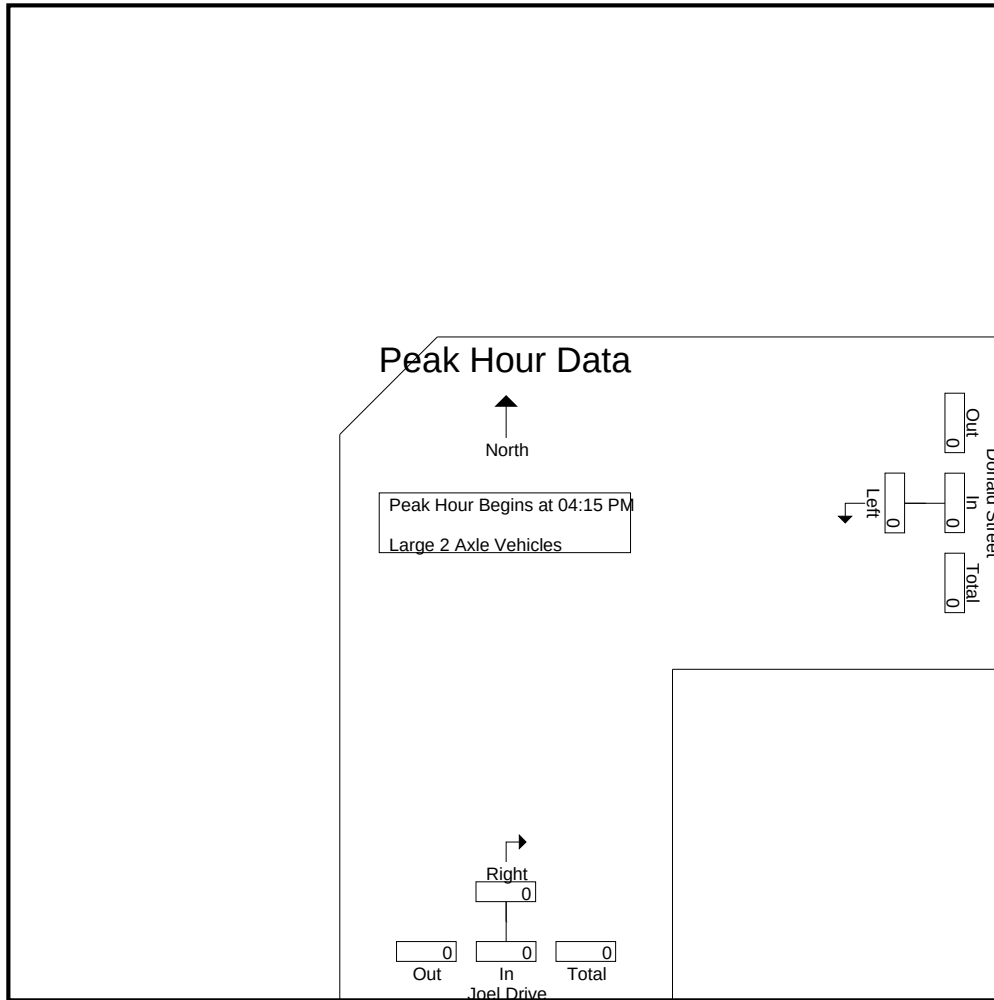
Groups Printed- Large 2 Axle Vehicles

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0
04:15 PM	0	0	0	0	0
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
Total	0	0	0	0	0
05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Apprch %	0		0		
Total %					

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	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
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
05:00 PM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
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	
+0 mins.	0	0	0	0
+15 mins.	0	0	0	0
+30 mins.	0	0	0	0
+45 mins.	0	0	0	0
Total Volume	0	0	0	0
% App. Total	0		0	
PHF	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

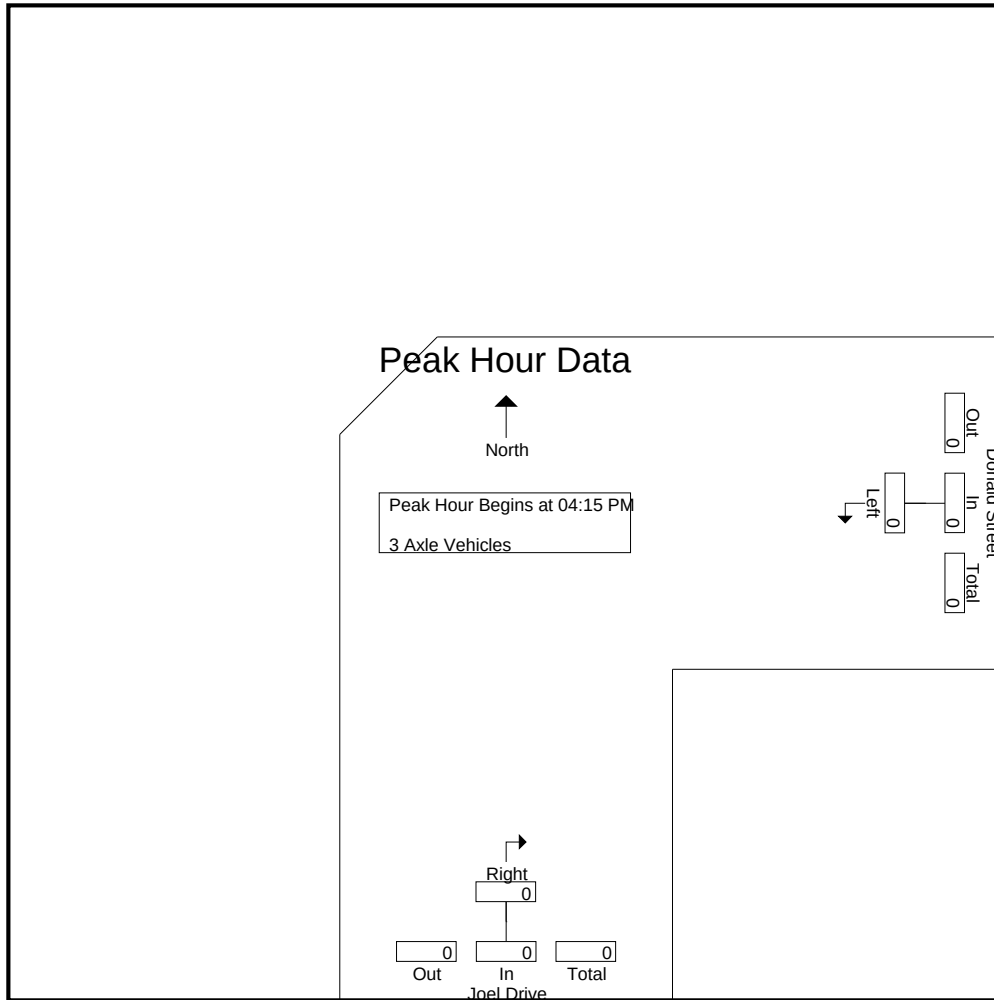
Groups Printed- 3 Axle Vehicles

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0
04:15 PM	0	0	0	0	0
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
Total	0	0	0	0	0
05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Apprch %	0		0		
Total %					

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	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
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
05:00 PM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
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	
+0 mins.	0	0	0	0
+15 mins.	0	0	0	0
+30 mins.	0	0	0	0
+45 mins.	0	0	0	0
Total Volume	0	0	0	0
% App. Total	0		0	
PHF	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

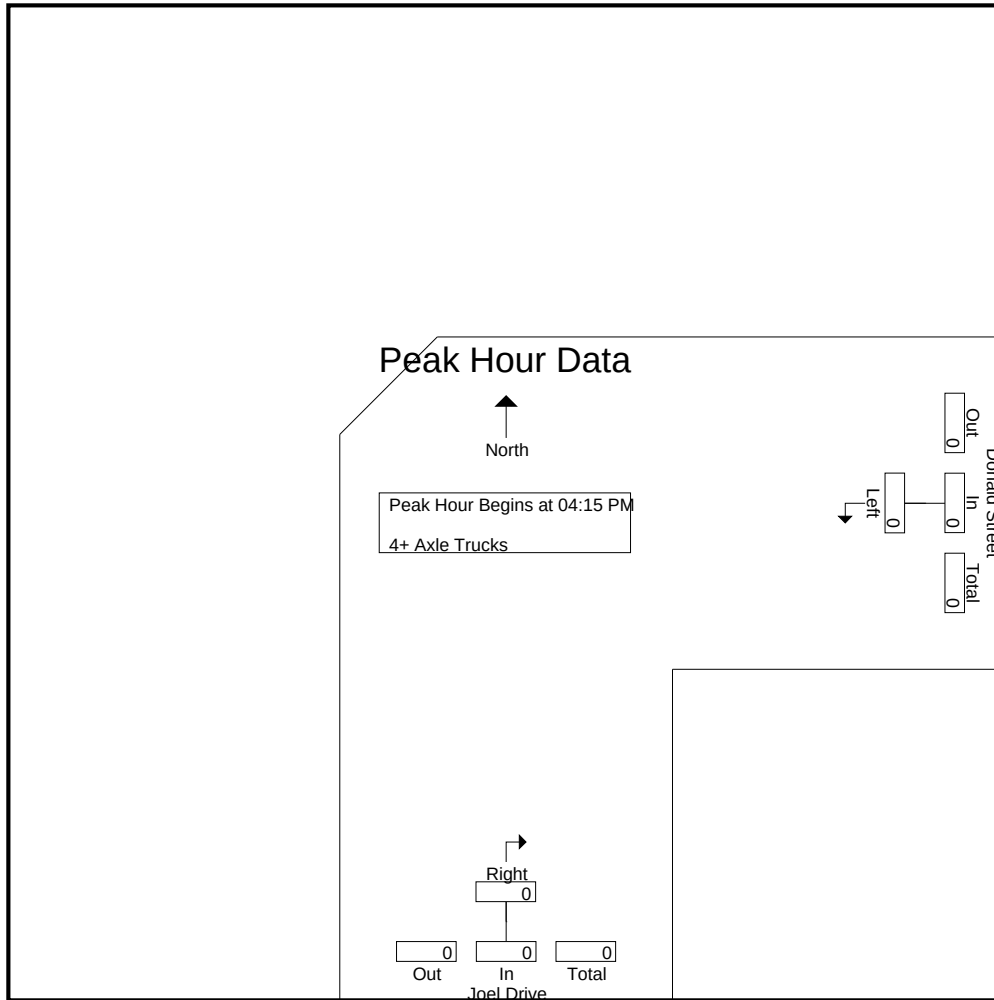
Groups Printed- 4+ Axle Trucks

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0
04:15 PM	0	0	0	0	0
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
Total	0	0	0	0	0
05:00 PM	0	0	0	0	0
05:15 PM	0	0	0	0	0
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	0	0	0	0	0
Grand Total	0	0	0	0	0
Apprch %	0		0		
Total %					

	Donald Street Westbound		Joel Drive Northbound		
Start Time	Left	App. Total	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
04:30 PM	0	0	0	0	0
04:45 PM	0	0	0	0	0
05:00 PM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

County of Riverside
N/S: Joel Drive
E/W: Donald Street
Weather: Clear

File Name : 06_CRV_Joel_Donald PM
Site Code : 99919595
Start Date : 9/10/2019
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	
+0 mins.	0	0	0	0
+15 mins.	0	0	0	0
+30 mins.	0	0	0	0
+45 mins.	0	0	0	0
Total Volume	0	0	0	0
% App. Total	0		0	
PHF	.000	.000	.000	.000

City of Hemet
N/S: California Avenue
E/W: SR-74
Weather: Clear

File Name : 07_HEM_California_SR-74 AM
Site Code : 99919595
Start Date : 9/10/2019
Page No : 1

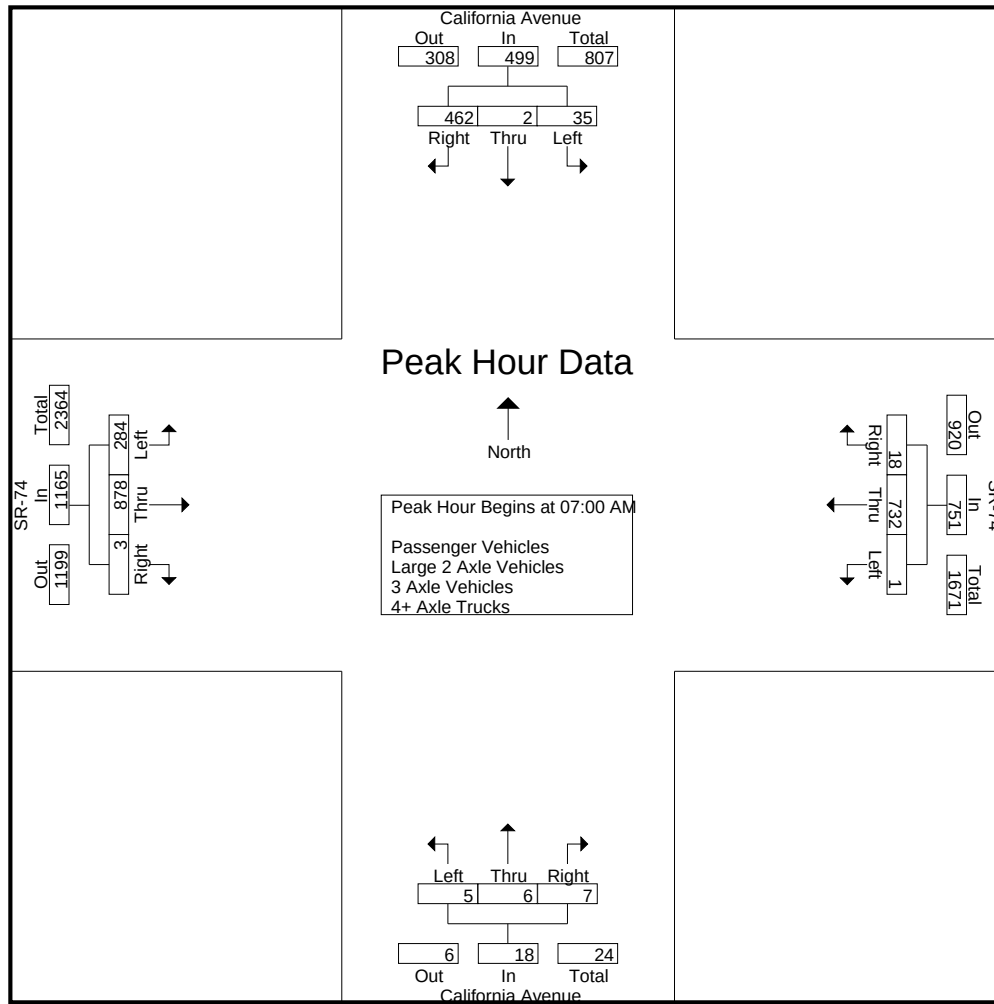
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	119	123	0	186	0	186	1	1	0	2	71	180	0	251	562
07:15 AM	6	0	127	133	0	197	5	202	0	3	2	5	66	194	1	261	601
07:30 AM	15	0	114	129	0	192	4	196	3	2	2	7	76	223	2	301	633
07:45 AM	11	1	102	114	1	157	9	167	1	0	3	4	71	281	0	352	637
Total	35	2	462	499	1	732	18	751	5	6	7	18	284	878	3	1165	2433
08:00 AM	3	0	98	101	2	160	7	169	1	0	1	2	43	227	0	270	542
08:15 AM	9	0	70	79	3	151	8	162	0	0	1	1	55	234	0	289	531
08:30 AM	8	1	57	66	1	173	7	181	1	1	3	5	46	212	0	258	510
08:45 AM	9	1	75	85	3	159	5	167	1	1	1	3	45	223	0	268	523
Total	29	2	300	331	9	643	27	679	3	2	6	11	189	896	0	1085	2106
Grand Total	64	4	762	830	10	1375	45	1430	8	8	13	29	473	1774	3	2250	4539
Apprch %	7.7	0.5	91.8		0.7	96.2	3.1		27.6	27.6	44.8		21	78.8	0.1		
Total %	1.4	0.1	16.8	18.3	0.2	30.3	1	31.5	0.2	0.2	0.3	0.6	10.4	39.1	0.1	49.6	
Passenger Vehicles	63	4	747	814	9	1301	43	1353	7	8	13	28	455	1625	3	2083	4278
% Passenger Vehicles	98.4	100	98	98.1	90	94.6	95.6	94.6	87.5	100	100	96.6	96.2	91.6	100	92.6	94.2
Large 2 Axle Vehicles	1	0	13	14	1	41	2	44	1	0	0	1	14	93	0	107	166
% Large 2 Axle Vehicles	1.6	0	1.7	1.7	10	3	4.4	3.1	12.5	0	0	3.4	3	5.2	0	4.8	3.7
3 Axle Vehicles	0	0	0	0	0	5	0	5	0	0	0	0	2	11	0	13	18
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.4	0.6	0	0.6	0.4
4+ Axle Trucks	0	0	2	2	0	28	0	28	0	0	0	0	2	45	0	47	77
% 4+ Axle Trucks	0	0	0.3	0.2	0	2	0	2	0	0	0	0	0.4	2.5	0	2.1	1.7

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	1	119	123	0	186	0	186	1	1	0	2	71	180	0	251	562
07:15 AM	6	0	127	133	0	197	5	202	0	3	2	5	66	194	1	261	601
07:30 AM	15	0	114	129	0	192	4	196	3	2	2	7	76	223	2	301	633
07:45 AM	11	1	102	114	1	157	9	167	1	0	3	4	71	281	0	352	637
Total Volume	35	2	462	499	1	732	18	751	5	6	7	18	284	878	3	1165	2433
% App. Total	7	0.4	92.6		0.1	97.5	2.4		27.8	33.3	38.9		24.4	75.4	0.3		
PHF	.583	.500	.909	.938	.250	.929	.500	.929	.417	.500	.583	.643	.934	.781	.375	.827	.955

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

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	3	1	119	123	0	186	0	186	1	1	0	2	76	223	2	301
+15 mins.	6	0	127	133	0	197	5	202	0	3	2	5	71	281	0	352
+30 mins.	15	0	114	129	0	192	4	196	3	2	2	7	43	227	0	270
+45 mins.	11	1	102	114	1	157	9	167	1	0	3	4	55	234	0	289
Total Volume	35	2	462	499	1	732	18	751	5	6	7	18	245	965	2	1212
% App. Total	7	0.4	92.6		0.1	97.5	2.4		27.8	33.3	38.9		20.2	79.6	0.2	
PHF	.583	.500	.909	.938	.250	.929	.500	.929	.417	.500	.583	.643	.806	.859	.250	.861

City of Hemet
N/S: California Avenue
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Weather: Clear

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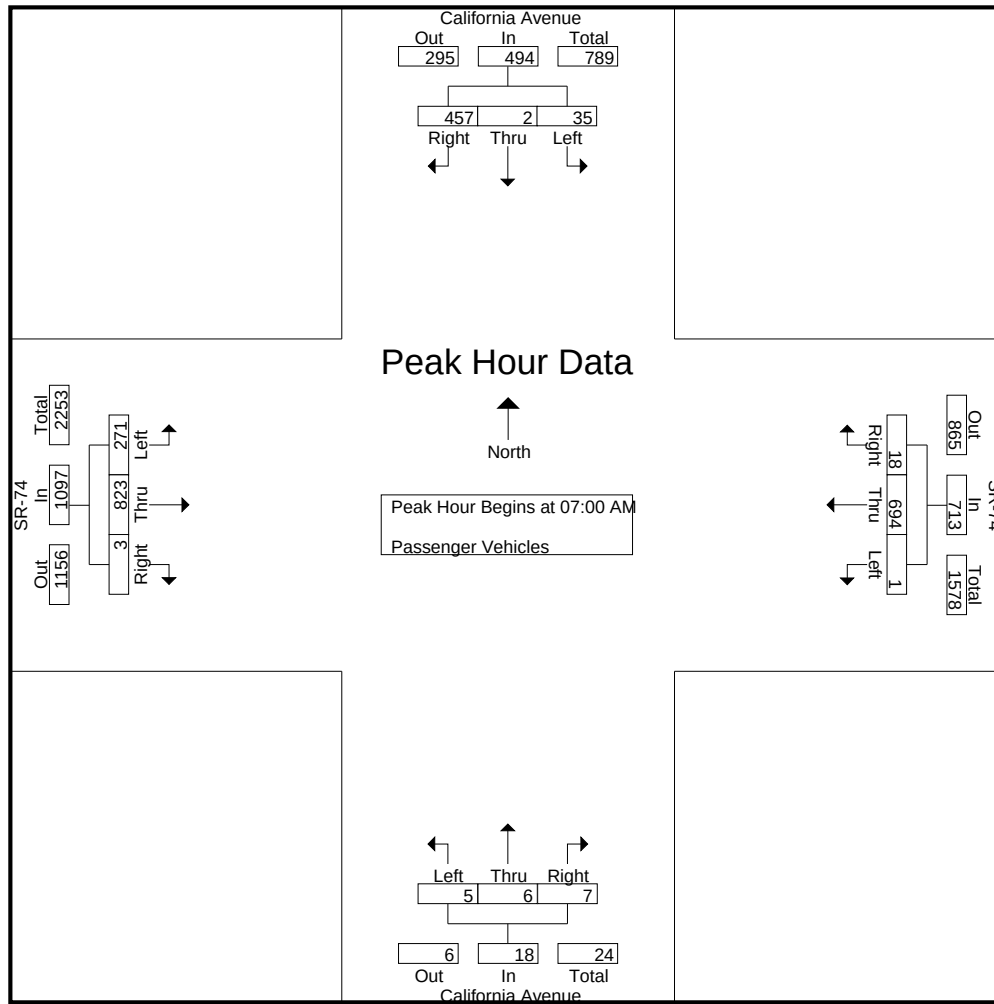
Groups Printed- Passenger Vehicles

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	119	123	0	176	0	176	1	1	0	2	66	163	0	229	530
07:15 AM	6	0	124	130	0	187	5	192	0	3	2	5	62	185	1	248	575
07:30 AM	15	0	113	128	0	184	4	188	3	2	2	7	76	204	2	282	605
07:45 AM	11	1	101	113	1	147	9	157	1	0	3	4	67	271	0	338	612
Total	35	2	457	494	1	694	18	713	5	6	7	18	271	823	3	1097	2322
08:00 AM	3	0	94	97	1	153	5	159	0	0	1	1	42	201	0	243	500
08:15 AM	8	0	70	78	3	141	8	152	0	0	1	1	52	207	0	259	490
08:30 AM	8	1	55	64	1	161	7	169	1	1	3	5	46	193	0	239	477
08:45 AM	9	1	71	81	3	152	5	160	1	1	1	3	44	201	0	245	489
Total	28	2	290	320	8	607	25	640	2	2	6	10	184	802	0	986	1956
Grand Total	63	4	747	814	9	1301	43	1353	7	8	13	28	455	1625	3	2083	4278
Apprch %	7.7	0.5	91.8		0.7	96.2	3.2		25	28.6	46.4		21.8	78	0.1		
Total %	1.5	0.1	17.5	19	0.2	30.4	1	31.6	0.2	0.2	0.3	0.7	10.6	38	0.1	48.7	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	1	119	123	0	176	0	176	1	1	0	2	66	163	0	229	530
07:15 AM	6	0	124	130	0	187	5	192	0	3	2	5	62	185	1	248	575
07:30 AM	15	0	113	128	0	184	4	188	3	2	2	7	76	204	2	282	605
07:45 AM	11	1	101	113	1	147	9	157	1	0	3	4	67	271	0	338	612
Total Volume	35	2	457	494	1	694	18	713	5	6	7	18	271	823	3	1097	2322
% App. Total	7.1	0.4	92.5		0.1	97.3	2.5		27.8	33.3	38.9		24.7	75	0.3		
PHF	.583	.500	.921	.950	.250	.928	.500	.928	.417	.500	.583	.643	.891	.759	.375	.811	.949

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	1	119	123	0	176	0	176	1	1	0	2	66	163	0	229
+15 mins.	6	0	124	130	0	187	5	192	0	3	2	5	62	185	1	248
+30 mins.	15	0	113	128	0	184	4	188	3	2	2	7	76	204	2	282
+45 mins.	11	1	101	113	1	147	9	157	1	0	3	4	67	271	0	338
Total Volume	35	2	457	494	1	694	18	713	5	6	7	18	271	823	3	1097
% App. Total	7.1	0.4	92.5		0.1	97.3	2.5		27.8	33.3	38.9		24.7	75	0.3	
PHF	.583	.500	.921	.950	.250	.928	.500	.928	.417	.500	.583	.643	.891	.759	.375	.811

City of Hemet
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Weather: Clear

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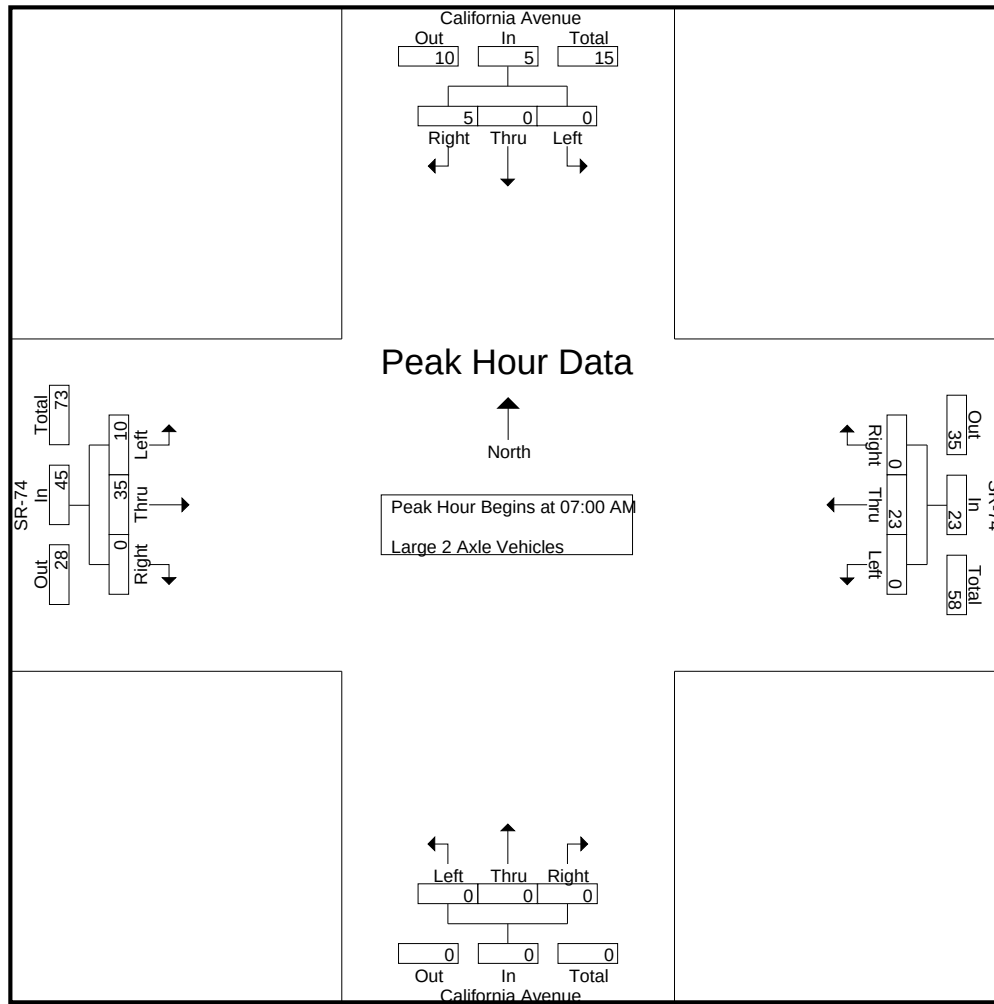
Groups Printed- Large 2 Axle Vehicles

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	9	0	9	0	0	0	0	3	11	0	14	23
07:15 AM	0	0	3	3	0	6	0	6	0	0	0	0	4	4	0	8	17
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	12	0	12	15
07:45 AM	0	0	1	1	0	6	0	6	0	0	0	0	3	8	0	11	18
Total	0	0	5	5	0	23	0	23	0	0	0	0	10	35	0	45	73
08:00 AM	0	0	3	3	1	4	2	7	1	0	0	1	1	16	0	17	28
08:15 AM	1	0	0	1	0	5	0	5	0	0	0	0	3	17	0	20	26
08:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	11	0	11	18
08:45 AM	0	0	4	4	0	3	0	3	0	0	0	0	0	14	0	14	21
Total	1	0	8	9	1	18	2	21	1	0	0	1	4	58	0	62	93
Grand Total	1	0	13	14	1	41	2	44	1	0	0	1	14	93	0	107	166
Apprch %	7.1	0	92.9		2.3	93.2	4.5		100	0	0		13.1	86.9	0		
Total %	0.6	0	7.8	8.4	0.6	24.7	1.2	26.5	0.6	0	0	0.6	8.4	56	0	64.5	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	9	0	9	0	0	0	0	3	11	0	14	23
07:15 AM	0	0	3	3	0	6	0	6	0	0	0	0	4	4	0	8	17
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	12	0	12	15
07:45 AM	0	0	1	1	0	6	0	6	0	0	0	0	3	8	0	11	18
Total Volume	0	0	5	5	0	23	0	23	0	0	0	0	10	35	0	45	73
% App. Total	0	0	100		0	100	0		0	0	0		22.2	77.8	0		
PHF	.000	.000	.417	.417	.000	.639	.000	.639	.000	.000	.000	.000	.625	.729	.000	.804	.793

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	9	0	9	0	0	0	0	3	11	0	14
+15 mins.	0	0	3	3	0	6	0	6	0	0	0	0	4	4	0	8
+30 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	12	0	12
+45 mins.	0	0	1	1	0	6	0	6	0	0	0	0	3	8	0	11
Total Volume	0	0	5	5	0	23	0	23	0	0	0	0	10	35	0	45
% App. Total	0	0	100		0	100	0		0	0	0		22.2	77.8	0	
PHF	.000	.000	.417	.417	.000	.639	.000	.639	.000	.000	.000	.000	.625	.729	.000	.804

City of Hemet
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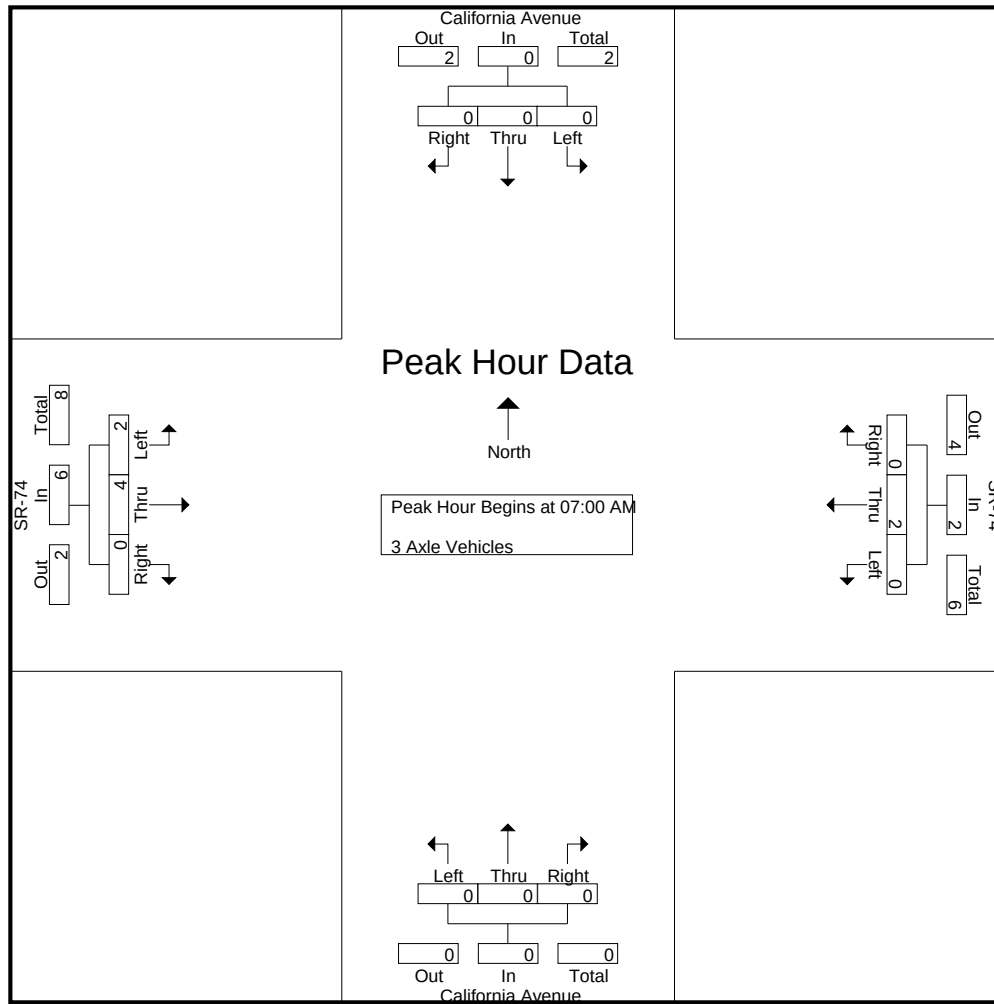
Groups Printed- 3 Axle Vehicles

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
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	2	0	2	0	0	0	0	2	4	0	6	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	2	11	0	13	18
Apprch %	0	0	0		0	100	0		0	0	0		15.4	84.6	0		
Total %	0	0	0		0	27.8	0	27.8	0	0	0		11.1	61.1	0	72.2	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
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	2	0	2	0	0	0	0	2	4	0	6	8
% App. Total	0	0	0		0	100	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.333	.000	.500	.667

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	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	0	2	0	2	0	0	0	0	2	4	0	6
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	33.3	66.7	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.333	.000	.500

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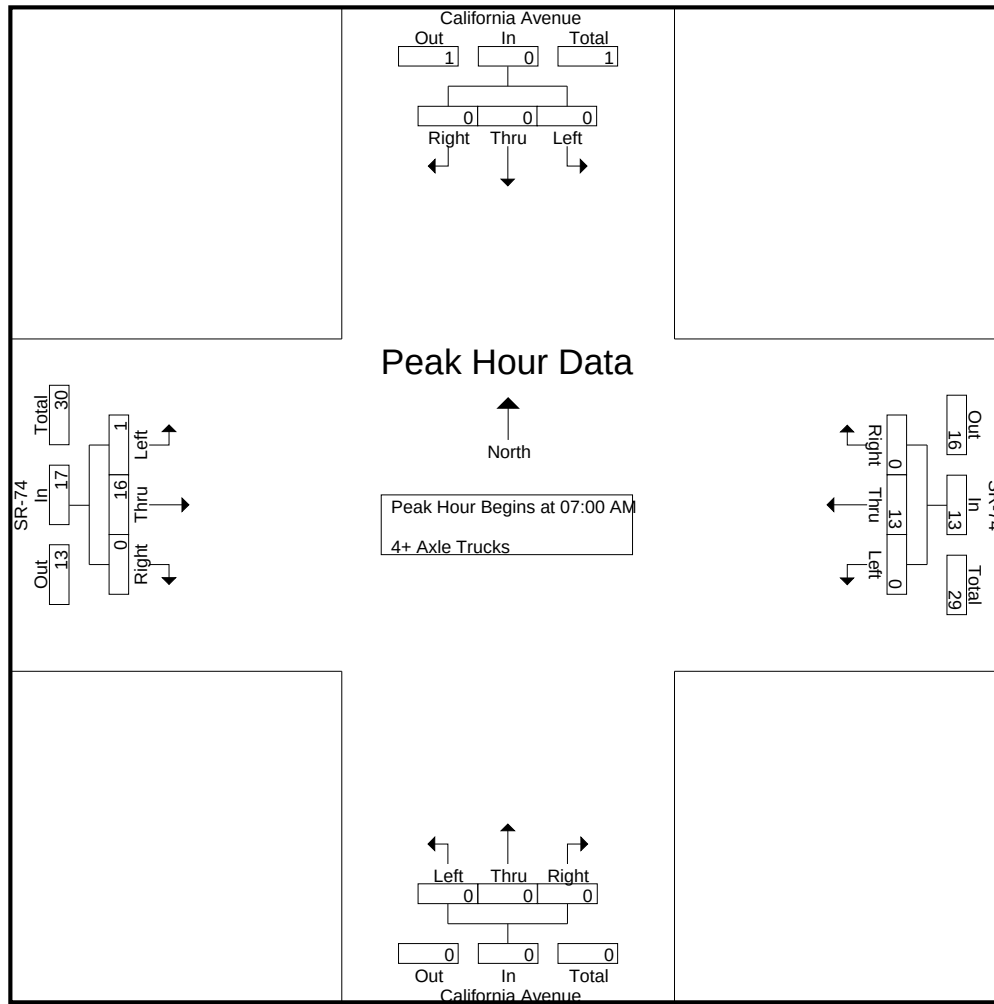
Groups Printed- 4+ Axle Trucks

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	6	0	6	7
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	2	0	3	7
Total	0	0	0	0	0	13	0	13	0	0	0	0	1	16	0	17	30
08:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	6	0	6	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
08:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	7	0	7	12
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	7	0	8	11
Total	0	0	2	2	0	15	0	15	0	0	0	0	1	29	0	30	47
Grand Total	0	0	2	2	0	28	0	28	0	0	0	0	2	45	0	47	77
Apprch %	0	0	100		0	100	0		0	0	0		4.3	95.7	0		
Total %	0	0	2.6	2.6	0	36.4	0	36.4	0	0	0	0	2.6	58.4	0	61	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	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	1	0	1	0	0	0	0	0	6	0	6	7
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	2	0	3	7
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	1	16	0	17	30
% App. Total	0	0	0		0	100	0		0	0	0		5.9	94.1	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.250	.667	.000	.708	.750

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	1	2	0	3
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	1	16	0	17
% App. Total	0	0	0	0	0	100	0		0	0	0		5.9	94.1	0	
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.250	.667	.000	.708

City of Hemet
N/S: California Avenue
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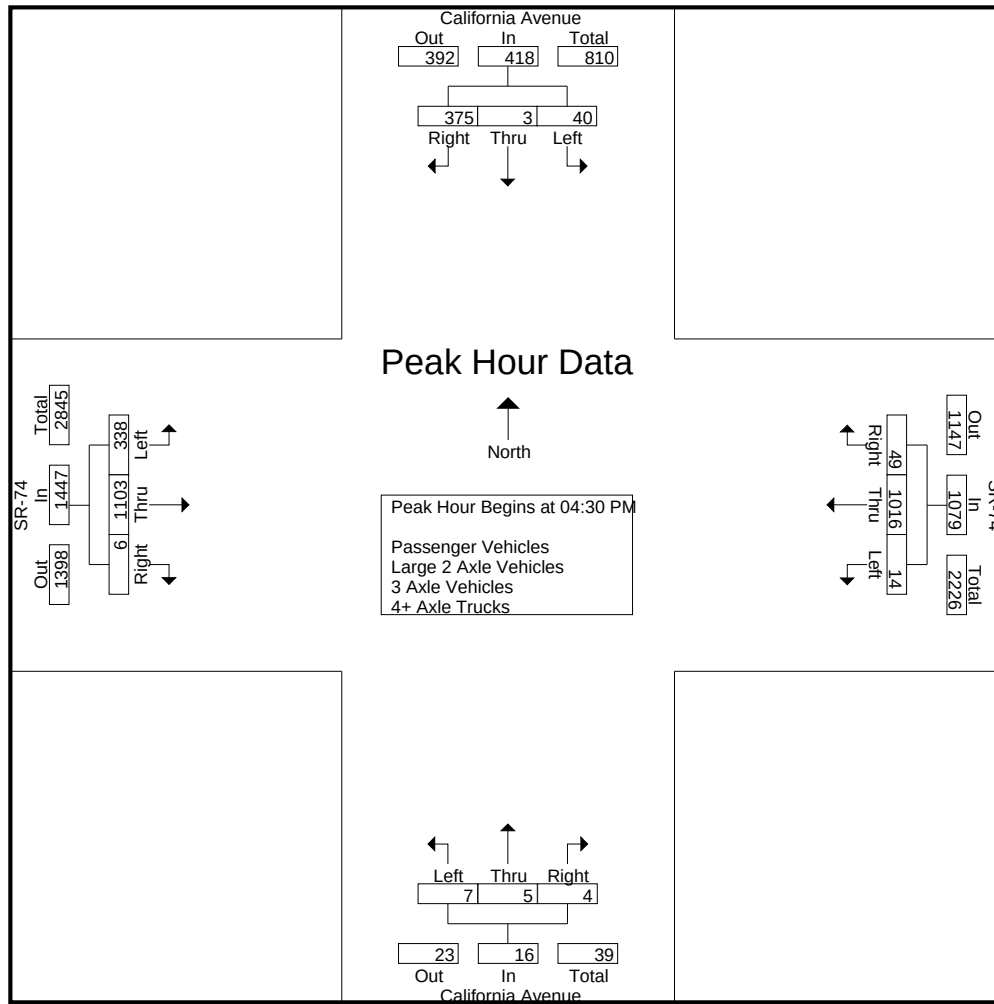
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	6	3	81	90	2	235	12	249	0	0	3	3	80	272	2	354	696
04:15 PM	8	1	112	121	1	249	13	263	0	1	1	2	70	287	1	358	744
04:30 PM	14	2	106	122	6	212	11	229	2	0	2	4	90	275	3	368	723
04:45 PM	7	0	103	110	1	280	12	293	0	3	1	4	91	296	1	388	795
Total	35	6	402	443	10	976	48	1034	2	4	7	13	331	1130	7	1468	2958
05:00 PM	12	0	83	95	5	250	15	270	3	0	0	3	62	256	1	319	687
05:15 PM	7	1	83	91	2	274	11	287	2	2	1	5	95	276	1	372	755
05:30 PM	7	0	97	104	0	248	8	256	0	1	0	1	79	256	2	337	698
05:45 PM	6	1	95	102	1	196	10	207	0	1	1	2	83	260	3	346	657
Total	32	2	358	392	8	968	44	1020	5	4	2	11	319	1048	7	1374	2797
Grand Total	67	8	760	835	18	1944	92	2054	7	8	9	24	650	2178	14	2842	5755
Apprch %	8	1	91		0.9	94.6	4.5		29.2	33.3	37.5		22.9	76.6	0.5		
Total %	1.2	0.1	13.2	14.5	0.3	33.8	1.6	35.7	0.1	0.1	0.2	0.4	11.3	37.8	0.2	49.4	
Passenger Vehicles	67	8	744	819	18	1868	89	1975	7	8	9	24	639	2111	14	2764	5582
% Passenger Vehicles	100	100	97.9	98.1	100	96.1	96.7	96.2	100	100	100	100	98.3	96.9	100	97.3	97
Large 2 Axle Vehicles	0	0	12	12	0	39	2	41	0	0	0	0	10	60	0	70	123
% Large 2 Axle Vehicles	0	0	1.6	1.4	0	2	2.2	2	0	0	0	0	1.5	2.8	0	2.5	2.1
3 Axle Vehicles	0	0	1	1	0	15	0	15	0	0	0	0	1	2	0	3	19
% 3 Axle Vehicles	0	0	0.1	0.1	0	0.8	0	0.7	0	0	0	0	0.2	0.1	0	0.1	0.3
4+ Axle Trucks	0	0	3	3	0	22	1	23	0	0	0	0	0	5	0	5	31
% 4+ Axle Trucks	0	0	0.4	0.4	0	1.1	1.1	1.1	0	0	0	0	0	0.2	0	0.2	0.5

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	2	106	122	6	212	11	229	2	0	2	4	90	275	3	368	723
04:45 PM	7	0	103	110	1	280	12	293	0	3	1	4	91	296	1	388	795
05:00 PM	12	0	83	95	5	250	15	270	3	0	0	3	62	256	1	319	687
05:15 PM	7	1	83	91	2	274	11	287	2	2	1	5	95	276	1	372	755
Total Volume	40	3	375	418	14	1016	49	1079	7	5	4	16	338	1103	6	1447	2960
% App. Total	9.6	0.7	89.7		1.3	94.2	4.5		43.8	31.2	25		23.4	76.2	0.4		
PHF	.714	.375	.884	.857	.583	.907	.817	.921	.583	.417	.500	.800	.889	.932	.500	.932	.931

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

	04:15 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	8	1	112	121	1	280	12	293	2	0	2	4	80	272	2	354
+15 mins.	14	2	106	122	5	250	15	270	0	3	1	4	70	287	1	358
+30 mins.	7	0	103	110	2	274	11	287	3	0	0	3	90	275	3	368
+45 mins.	12	0	83	95	0	248	8	256	2	2	1	5	91	296	1	388
Total Volume	41	3	404	448	8	1052	46	1106	7	5	4	16	331	1130	7	1468
% App. Total	9.2	0.7	90.2		0.7	95.1	4.2		43.8	31.2	25		22.5	77	0.5	
PHF	.732	.375	.902	.918	.400	.939	.767	.944	.583	.417	.500	.800	.909	.954	.583	.946

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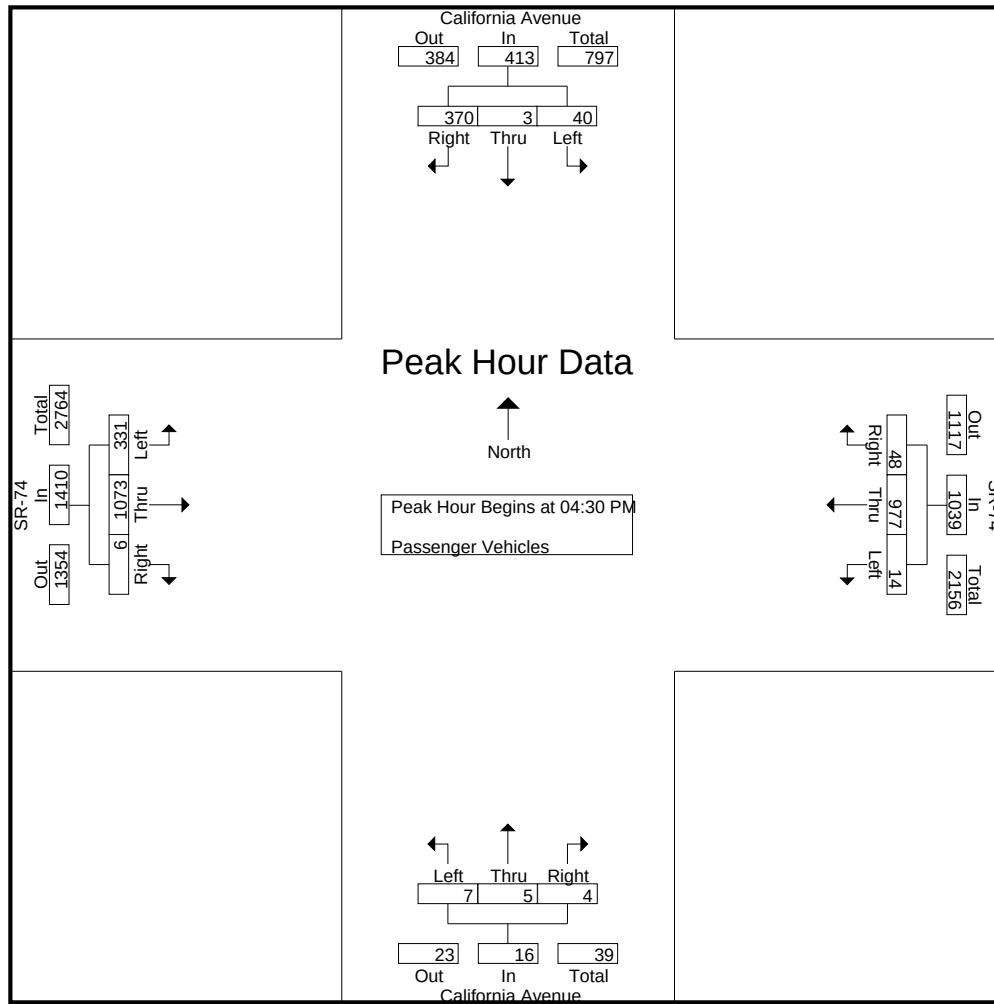
Groups Printed- Passenger Vehicles

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	6	3	78	87	2	220	12	234	0	0	3	3	80	260	2	342	666
04:15 PM	8	1	108	117	1	238	11	250	0	1	1	2	66	273	1	340	709
04:30 PM	14	2	104	120	6	199	10	215	2	0	2	4	88	264	3	355	694
04:45 PM	7	0	102	109	1	269	12	282	0	3	1	4	90	290	1	381	776
Total	35	6	392	433	10	926	45	981	2	4	7	13	324	1087	7	1418	2845
05:00 PM	12	0	83	95	5	244	15	264	3	0	0	3	59	250	1	310	672
05:15 PM	7	1	81	89	2	265	11	278	2	2	1	5	94	269	1	364	736
05:30 PM	7	0	96	103	0	240	8	248	0	1	0	1	79	250	2	331	683
05:45 PM	6	1	92	99	1	193	10	204	0	1	1	2	83	255	3	341	646
Total	32	2	352	386	8	942	44	994	5	4	2	11	315	1024	7	1346	2737
Grand Total	67	8	744	819	18	1868	89	1975	7	8	9	24	639	2111	14	2764	5582
Apprch %	8.2	1	90.8		0.9	94.6	4.5		29.2	33.3	37.5		23.1	76.4	0.5		
Total %	1.2	0.1	13.3	14.7	0.3	33.5	1.6	35.4	0.1	0.1	0.2	0.4	11.4	37.8	0.3	49.5	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	2	104	120	6	199	10	215	2	0	2	4	88	264	3	355	694
04:45 PM	7	0	102	109	1	269	12	282	0	3	1	4	90	290	1	381	776
05:00 PM	12	0	83	95	5	244	15	264	3	0	0	3	59	250	1	310	672
05:15 PM	7	1	81	89	2	265	11	278	2	2	1	5	94	269	1	364	736
Total Volume	40	3	370	413	14	977	48	1039	7	5	4	16	331	1073	6	1410	2878
% App. Total	9.7	0.7	89.6		1.3	94	4.6		43.8	31.2	25		23.5	76.1	0.4		
PHF	.714	.375	.889	.860	.583	.908	.800	.921	.583	.417	.500	.800	.880	.925	.500	.925	.927

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	14	2	104	120	6	199	10	215	2	0	2	4	88	264	3	355
+15 mins.	7	0	102	109	1	269	12	282	0	3	1	4	90	290	1	381
+30 mins.	12	0	83	95	5	244	15	264	3	0	0	3	59	250	1	310
+45 mins.	7	1	81	89	2	265	11	278	2	2	1	5	94	269	1	364
Total Volume	40	3	370	413	14	977	48	1039	7	5	4	16	331	1073	6	1410
% App. Total	9.7	0.7	89.6		1.3	94	4.6		43.8	31.2	25		23.5	76.1	0.4	
PHF	.714	.375	.889	.860	.583	.908	.800	.921	.583	.417	.500	.800	.880	.925	.500	.925

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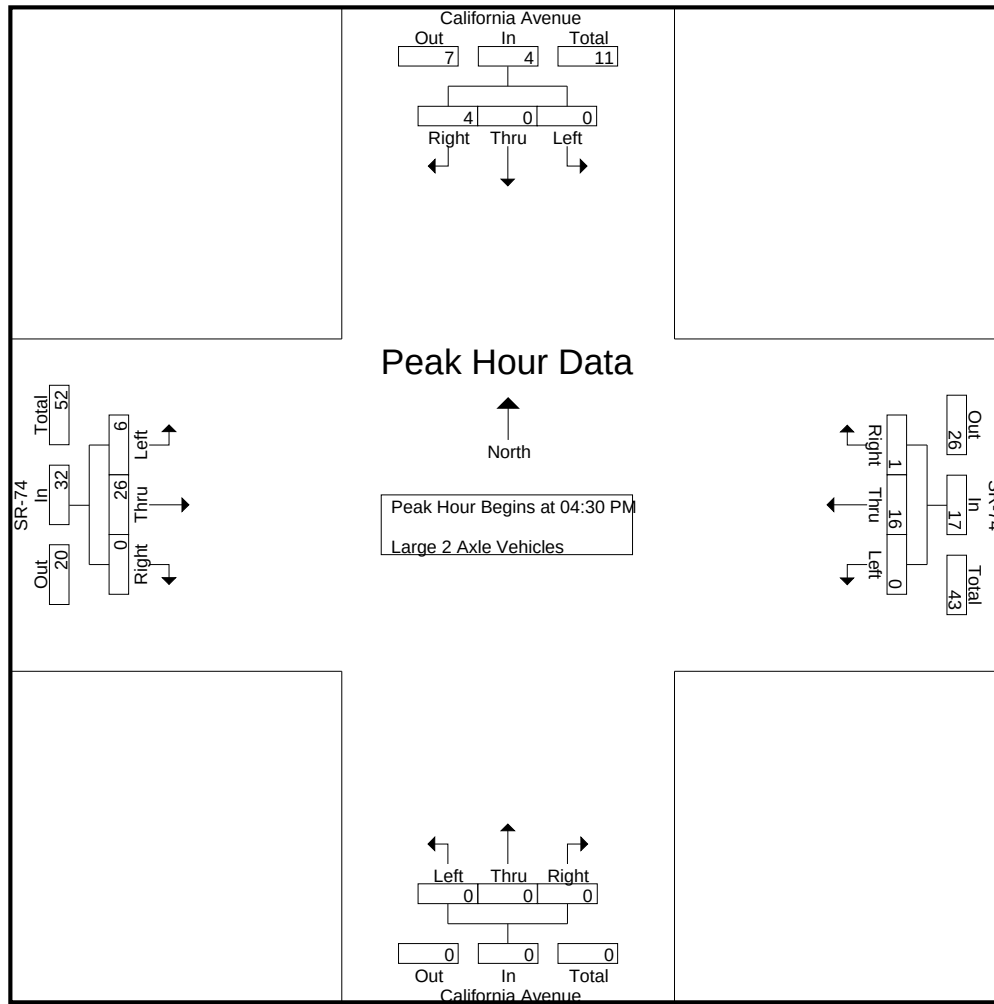
Groups Printed- Large 2 Axle Vehicles

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	3	3	0	11	0	11	0	0	0	0	0	12	0	12	26
04:15 PM	0	0	3	3	0	5	1	6	0	0	0	0	4	12	0	16	25
04:30 PM	0	0	1	1	0	5	1	6	0	0	0	0	1	9	0	10	17
04:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	1	5	0	6	11
Total	0	0	8	8	0	25	2	27	0	0	0	0	6	38	0	44	79
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	3	6	0	9	13
05:15 PM	0	0	2	2	0	3	0	3	0	0	0	0	1	6	0	7	12
05:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6	11
05:45 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	4	8
Total	0	0	4	4	0	14	0	14	0	0	0	0	4	22	0	26	44
Grand Total	0	0	12	12	0	39	2	41	0	0	0	0	10	60	0	70	123
Apprch %	0	0	100		0	95.1	4.9		0	0	0		14.3	85.7	0		
Total %	0	0	9.8	9.8	0	31.7	1.6	33.3	0	0	0	0	8.1	48.8	0	56.9	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	5	1	6	0	0	0	0	1	9	0	10	17
04:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	1	5	0	6	11
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	3	6	0	9	13
05:15 PM	0	0	2	2	0	3	0	3	0	0	0	0	1	6	0	7	12
Total Volume	0	0	4	4	0	16	1	17	0	0	0	0	6	26	0	32	53
% App. Total	0	0	100		0	94.1	5.9		0	0	0		18.8	81.2	0		
PHF	.000	.000	.500	.500	.000	.800	.250	.708	.000	.000	.000	.000	.500	.722	.000	.800	.779

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	1	1	0	5	1	6	0	0	0	0	1	9	0	10
+15 mins.	0	0	1	1	0	4	0	4	0	0	0	0	1	5	0	6
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	3	6	0	9
+45 mins.	0	0	2	2	0	3	0	3	0	0	0	0	1	6	0	7
Total Volume	0	0	4	4	0	16	1	17	0	0	0	0	6	26	0	32
% App. Total	0	0	100		0	94.1	5.9		0	0	0		18.8	81.2	0	
PHF	.000	.000	.500	.500	.000	.800	.250	.708	.000	.000	.000	.000	.500	.722	.000	.800

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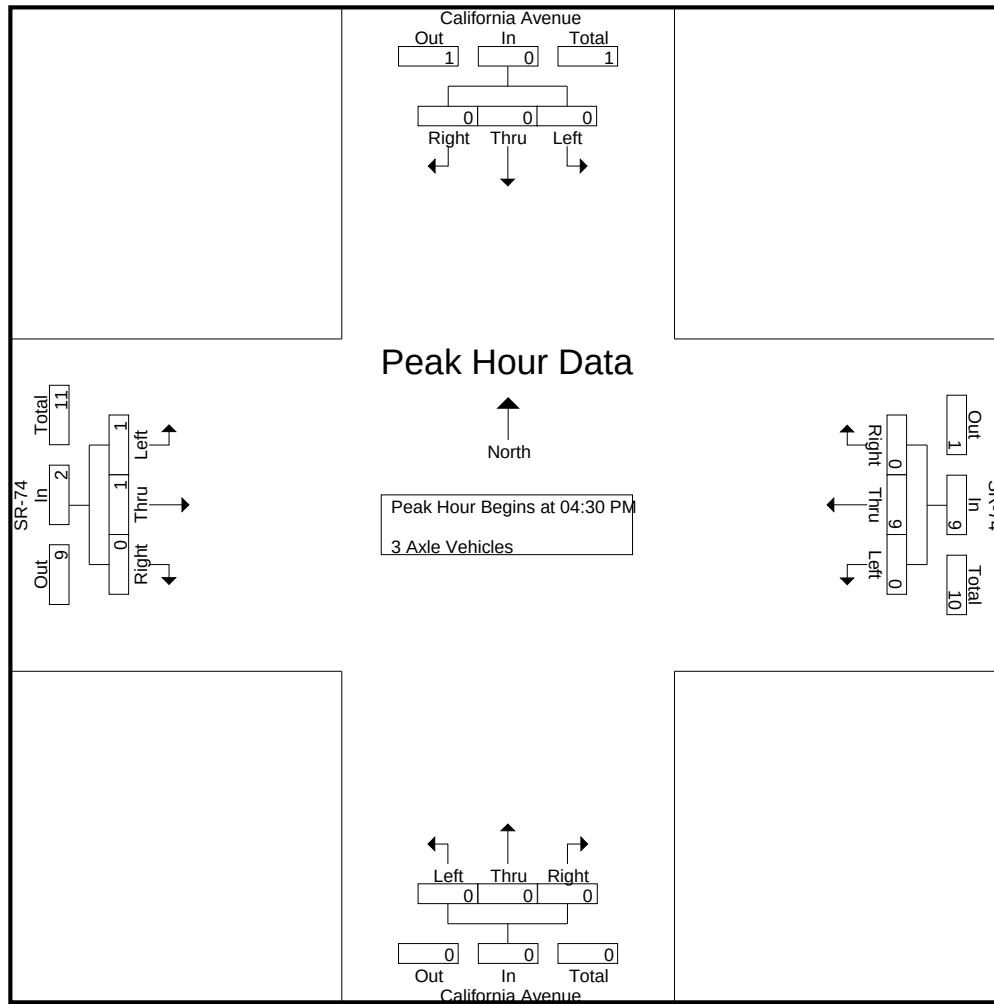
Groups Printed- 3 Axle Vehicles

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	9	0	9	0	0	0	0	1	1	0	2	11
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	6	0	6	0	0	0	0	0	1	0	1	8
Grand Total	0	0	1	1	0	15	0	15	0	0	0	0	1	2	0	3	19
Apprch %	0	0	100		0	100	0		0	0	0		33.3	66.7	0		
Total %	0	0	5.3	5.3	0	78.9	0	78.9	0	0	0	0	5.3	10.5	0	15.8	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	1	1	0	2	11
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.250	.250	.000	.500	.550

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1
+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	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	1	1	0	2
% App. Total	0	0	0	0	0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.250	.250	.000	.500

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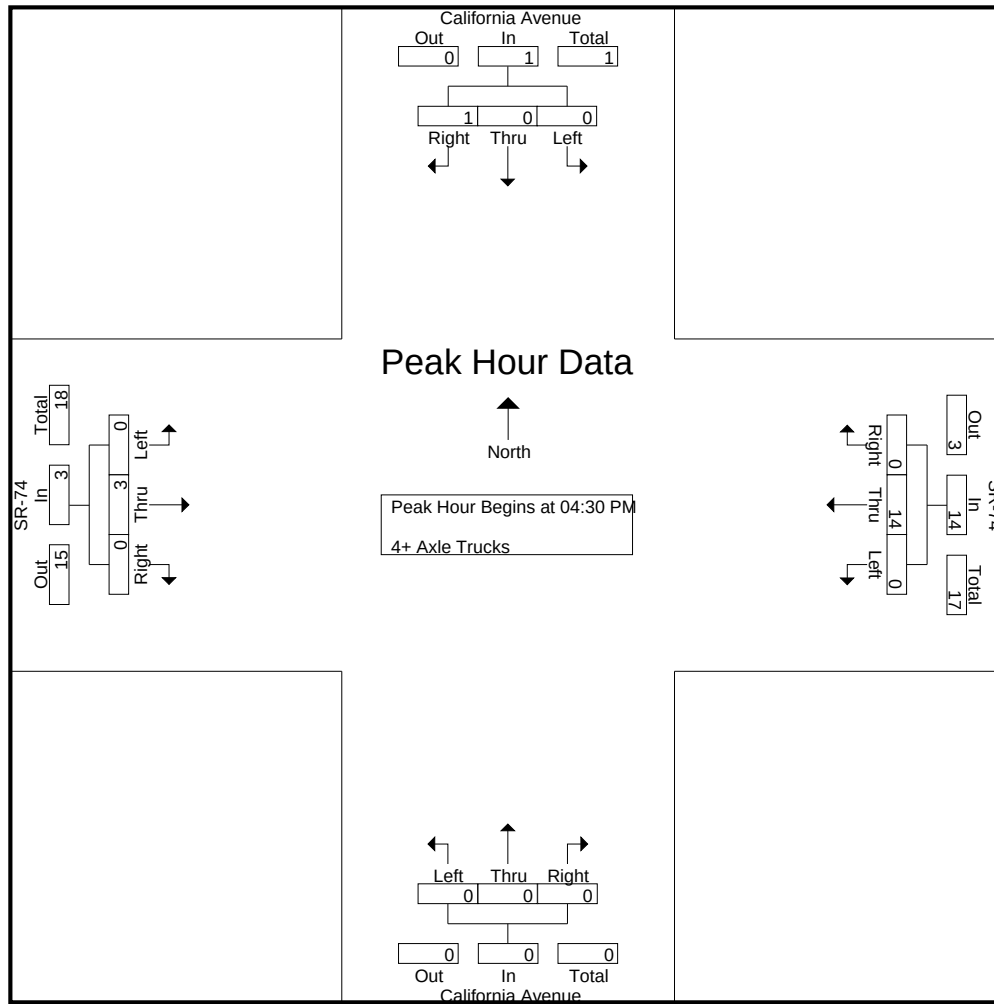
Groups Printed- 4+ Axle Trucks

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
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	3	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1	5
04:30 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total	0	0	2	2	0	16	1	17	0	0	0	0	0	4	0	4	23
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	6	0	6	0	0	0	0	0	1	0	1	8
Grand Total	0	0	3	3	0	22	1	23	0	0	0	0	0	5	0	5	31
Apprch %	0	0	100		0	95.7	4.3		0	0	0		0	100	0		
Total %	0	0	9.7	9.7	0	71	3.2	74.2	0	0	0	0	0	16.1	0	16.1	

	California Avenue Southbound				SR-74 Westbound				California Avenue Northbound				SR-74 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	14	0	14	0	0	0	0	0	3	0	3	18
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375	.563

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	14	0	14	0	0	0	0	0	3	0	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375

APPENDIX B: DETAILED VOLUME DEVELOPMENT WORKSHEETS

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
1 . Menifee Road/SR-74												
NBL	87	7	4	1	24	111	63	3	0	1	8	71
NBT	208	6	0	0	12	220	135	1	0	0	2	137
NBR	332	3	1	0	8	340	246	2	0	1	6	252
SBL	104	6	0	1	14	118	84	1	0	0	2	86
SBT	203	3	1	4	16	219	168	0	0	0	0	168
SBR	18	0	0	0	0	18	26	1	0	0	2	28
EBL	30	2	1	2	10	40	36	1	0	0	2	38
EBT	754	26	9	18	106	860	944	24	5	2	62	1,006
EBR	113	4	1	2	14	127	93	1	0	0	2	95
WBL	262	4	2	1	14	276	217	3	0	0	6	223
WBT	972	25	4	10	78	1,050	691	11	7	10	56	747
WBR	102	4	0	1	10	112	92	2	0	1	6	98
North Leg												
Approach	325	9	1	5	30	355	278	2	0	0	4	282
Departure	340	12	1	3	32	372	263	4	0	1	10	273
Total	665	21	2	8	62	727	541	6	0	1	14	555
South Leg												
Approach	627	16	5	1	44	671	444	6	0	2	16	460
Departure	578	11	4	7	44	622	478	4	0	0	8	486
Total	1,205	27	9	8	88	1,293	922	10	0	2	24	946
East Leg												
Approach	1,336	33	6	12	102	1,438	1,000	16	7	11	68	1,068
Departure	1,190	35	10	19	128	1,318	1,274	27	5	3	70	1,344
Total	2,526	68	16	31	230	2,756	2,274	43	12	14	138	2,412
West Leg												
Approach	897	32	11	22	130	1,027	1,073	26	5	2	66	1,139
Departure	1,077	32	8	11	102	1,179	780	15	7	11	66	846
Total	1,974	64	19	33	232	2,206	1,853	41	12	13	132	1,985
Total Approaches												
Approach	3,185	90	23	40	306	3,491	2,795	50	12	15	154	2,949
Departure	3,185	90	23	40	306	3,491	2,795	50	12	15	154	2,949
Total	6,370	180	46	80	612	6,982	5,590	100	24	30	308	5,898

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
2 . Briggs Road/SR-74												
NBL	335	9	1	0	20	355	97	1	0	0	2	99
NBT	172	0	0	0	0	172	75	0	0	0	0	75
NBR	163	6	0	0	12	175	71	1	0	0	2	73
SBL	139	0	0	1	2	141	99	1	0	0	2	101
SBT	159	0	0	0	0	159	52	1	0	0	2	54
SBR	84	0	0	0	0	84	65	1	0	0	2	67
EBL	53	0	0	0	0	53	94	0	0	0	0	94
EBT	647	25	8	16	98	745	1,080	19	2	2	46	1,126
EBR	496	8	3	1	24	520	107	3	0	0	6	113
WBL	249	1	1	0	4	253	65	0	0	0	0	65
WBT	932	26	5	11	84	1,016	868	16	8	10	68	936
WBR	105	1	0	0	2	107	66	1	0	0	2	68
North Leg												
Approach	382	0	0	1	2	384	216	3	0	0	6	222
Departure	330	1	0	0	2	332	235	1	0	0	2	237
Total	712	1	0	1	4	716	451	4	0	0	8	459
South Leg												
Approach	670	15	1	0	32	702	243	2	0	0	4	247
Departure	904	9	4	1	28	932	224	4	0	0	8	232
Total	1,574	24	5	1	60	1,634	467	6	0	0	12	479
East Leg												
Approach	1,286	28	6	11	90	1,376	999	17	8	10	70	1,069
Departure	949	31	8	17	112	1,061	1,250	21	2	2	50	1,300
Total	2,235	59	14	28	202	2,437	2,249	38	10	12	120	2,369
West Leg												
Approach	1,196	33	11	17	122	1,318	1,281	22	2	2	52	1,333
Departure	1,351	35	6	11	104	1,455	1,030	18	8	10	72	1,102
Total	2,547	68	17	28	226	2,773	2,311	40	10	12	124	2,435
Total Approaches												
Approach	3,534	76	18	29	246	3,780	2,739	44	10	12	132	2,871
Departure	3,534	76	18	29	246	3,780	2,739	44	10	12	132	2,871
Total	7,068	152	36	58	492	7,560	5,478	88	20	24	264	5,742

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
3 . SR-79/SR-74												
NBL	94	2	1	3	12	106	102	1	0	0	2	104
NBT	8	0	0	0	0	8	12	1	0	0	2	14
NBR	373	8	0	6	28	401	453	8	1	1	20	473
SBL	8	1	0	0	2	10	18	0	0	0	0	18
SBT	19	0	0	0	0	19	4	0	0	0	0	4
SBR	0	0	0	0	0	0	4	1	0	0	2	6
EBL	6	1	0	0	2	8	11	0	0	0	0	11
EBT	679	33	4	12	98	777	963	22	1	2	50	1,013
EBR	118	2	0	3	10	128	80	2	0	1	6	86
WBL	457	14	0	3	34	491	402	4	2	1	14	416
WBT	719	19	3	8	60	779	899	15	8	14	74	973
WBR	18	0	0	0	0	18	26	0	0	0	0	26
North Leg												
Approach	27	1	0	0	2	29	26	1	0	0	2	28
Departure	32	1	0	0	2	34	49	1	0	0	2	51
Total	59	2	0	0	4	63	75	2	0	0	4	79
South Leg												
Approach	475	10	1	9	40	515	567	10	1	1	24	591
Departure	594	16	0	6	44	638	486	6	2	2	20	506
Total	1,069	26	1	15	84	1,153	1,053	16	3	3	44	1,097
East Leg												
Approach	1,194	33	3	11	94	1,288	1,327	19	10	15	88	1,415
Departure	1,060	42	4	18	128	1,188	1,434	30	2	3	70	1,504
Total	2,254	75	7	29	222	2,476	2,761	49	12	18	158	2,919
West Leg												
Approach	803	36	4	15	110	913	1,054	24	1	3	56	1,110
Departure	813	21	4	11	72	885	1,005	17	8	14	78	1,083
Total	1,616	57	8	26	182	1,798	2,059	41	9	17	134	2,193
Total Approaches												
Approach	2,499	80	8	35	246	2,745	2,974	54	12	19	170	3,144
Departure	2,499	80	8	35	246	2,745	2,974	54	12	19	170	3,144
Total	4,998	160	16	70	492	5,490	5,948	108	24	38	340	6,288

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
4 . 4 Seasons Boulevard/SR-74												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	25	2	0	0	4	29	33	0	0	0	0	33
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	62	0	0	0	0	62	36	1	0	1	4	40
EBL	17	0	1	0	2	19	60	0	0	0	0	60
EBT	1,082	41	6	17	128	1,210	1,371	28	2	3	66	1,437
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,127	28	2	12	84	1,211	1,338	17	10	14	82	1,420
WBR	24	1	0	0	2	26	35	0	0	0	0	35
North Leg												
Approach	87	2	0	0	4	91	69	1	0	1	4	73
Departure	41	1	1	0	4	45	95	0	0	0	0	95
Total	128	3	1	0	8	136	164	1	0	1	4	168
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
East Leg												
Approach	1,151	29	2	12	86	1,237	1,373	17	10	14	82	1,455
Departure	1,107	43	6	17	132	1,239	1,404	28	2	3	66	1,470
Total	2,258	72	8	29	218	2,476	2,777	45	12	17	148	2,925
West Leg												
Approach	1,099	41	7	17	130	1,229	1,431	28	2	3	66	1,497
Departure	1,189	28	2	12	84	1,273	1,374	18	10	15	86	1,460
Total	2,288	69	9	29	214	2,502	2,805	46	12	18	152	2,957
Total Approaches												
Approach	2,337	72	9	29	220	2,557	2,873	46	12	18	152	3,025
Departure	2,337	72	9	29	220	2,557	2,873	46	12	18	152	3,025
Total	4,674	144	18	58	440	5,114	5,746	92	24	36	304	6,050

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
6 . Joel Drive/Donald Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	2	1	0	0	2	4	1	0	0	0	0	1
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	14	0	0	0	0	14
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
South Leg												
Approach	2	1	0	0	2	4	1	0	0	0	0	1
Departure	0	0	0	0	0	0	14	0	0	0	0	14
Total	2	1	0	0	2	4	15	0	0	0	0	15
East Leg												
Approach	0	0	0	0	0	0	14	0	0	0	0	14
Departure	2	1	0	0	2	4	1	0	0	0	0	1
Total	2	1	0	0	2	4	15	0	0	0	0	15
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
Total Approaches												
Approach	2	1	0	0	2	4	15	0	0	0	0	15
Departure	2	1	0	0	2	4	15	0	0	0	0	15
Total	4	2	0	0	4	8	30	0	0	0	0	30

Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
7 . California Avenue/SR-74												
NBL	5	0	0	0	0	5	7	0	0	0	0	7
NBT	6	0	0	0	0	6	5	0	0	0	0	5
NBR	7	0	0	0	0	7	4	0	0	0	0	4
SBL	35	0	0	0	0	35	40	0	0	0	0	40
SBT	2	0	0	0	0	2	3	0	0	0	0	3
SBR	457	5	0	0	10	467	370	4	0	1	10	380
EBL	271	10	2	1	26	297	331	6	1	0	14	345
EBT	823	35	4	16	110	933	1,073	26	1	3	60	1,133
EBR	3	0	0	0	0	3	6	0	0	0	0	6
WBL	1	0	0	0	0	1	14	0	0	0	0	14
WBT	694	23	2	13	76	770	977	16	9	14	78	1,055
WBR	18	0	0	0	0	18	48	1	0	0	2	50
North Leg												
Approach	494	5	0	0	10	504	413	4	0	1	10	423
Departure	295	10	2	1	26	321	384	7	1	0	16	400
Total	789	15	2	1	36	825	797	11	1	1	26	823
South Leg												
Approach	18	0	0	0	0	18	16	0	0	0	0	16
Departure	6	0	0	0	0	6	23	0	0	0	0	23
Total	24	0	0	0	0	24	39	0	0	0	0	39
East Leg												
Approach	713	23	2	13	76	789	1,039	17	9	14	80	1,119
Departure	865	35	4	16	110	975	1,117	26	1	3	60	1,177
Total	1,578	58	6	29	186	1,764	2,156	43	10	17	140	2,296
West Leg												
Approach	1,097	45	6	17	136	1,233	1,410	32	2	3	74	1,484
Departure	1,156	28	2	13	86	1,242	1,354	20	9	15	88	1,442
Total	2,253	73	8	30	222	2,475	2,764	52	11	18	162	2,926
Total Approaches												
Approach	2,322	73	8	30	222	2,544	2,878	53	11	18	164	3,042
Departure	2,322	73	8	30	222	2,544	2,878	53	11	18	164	3,042
Total	4,644	146	16	60	444	5,088	5,756	106	22	36	328	6,084

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Meniffee Road/SR-74								
NBL	87	12	99		63	4	67	
NBT	208	6	214		135	1	136	
NBR	332	4	336		246	3	249	
SBL	104	7	111		84	1	85	
SBT	203	8	211		168	0	168	
SBR	18	0	18		26	1	27	
EBL	30	5	35		36	1	37	
EBT	754	53	807		944	31	975	
EBR	113	7	120		93	1	94	
WBL	262	7	269		217	3	220	
WBT	972	39	1,011		691	28	719	
WBR	102	5	107		92	3	95	
North Leg								
Approach	325	15	340	4.4%	278	2	280	0.7%
Departure	340	16	356	4.5%	263	5	268	1.9%
Total	665	31	696	4.5%	541	7	548	1.3%
South Leg								
Approach	627	22	649	3.4%	444	8	452	1.8%
Departure	578	22	600	3.7%	478	4	482	0.8%
Total	1,205	44	1,249	3.5%	922	12	934	1.3%
East Leg								
Approach	1,336	51	1,387	3.7%	1,000	34	1,034	3.3%
Departure	1,190	64	1,254	5.1%	1,274	35	1,309	2.7%
Total	2,526	115	2,641	4.4%	2,274	69	2,343	2.9%
West Leg								
Approach	897	65	962	6.8%	1,073	33	1,106	3.0%
Departure	1,077	51	1,128	4.5%	780	33	813	4.1%
Total	1,974	116	2,090	5.6%	1,853	66	1,919	3.4%
Total Approaches								
Approach	3,185	153	3,338		2,795	77	2,872	
Departure	3,185	153	3,338		2,795	77	2,872	
Total	6,370	306	6,676	4.6%	5,590	154	5,744	2.7%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Briggs Road/SR-74								
NBL	335	10	345		97	1	98	
NBT	172	0	172		75	0	75	
NBR	163	6	169		71	1	72	
SBL	139	1	140		99	1	100	
SBT	159	0	159		52	1	53	
SBR	84	0	84		65	1	66	
EBL	53	0	53		94	0	94	
EBT	647	49	696		1,080	23	1,103	
EBR	496	12	508		107	3	110	
WBL	249	2	251		65	0	65	
WBT	932	42	974		868	34	902	
WBR	105	1	106		66	1	67	
North Leg								
Approach	382	1	383	0.3%	216	3	219	1.4%
Departure	330	1	331	0.3%	235	1	236	0.4%
Total	712	2	714	0.3%	451	4	455	0.9%
South Leg								
Approach	670	16	686	2.3%	243	2	245	0.8%
Departure	904	14	918	1.5%	224	4	228	1.8%
Total	1,574	30	1,604	1.9%	467	6	473	1.3%
East Leg								
Approach	1,286	45	1,331	3.4%	999	35	1,034	3.4%
Departure	949	56	1,005	5.6%	1,250	25	1,275	2.0%
Total	2,235	101	2,336	4.3%	2,249	60	2,309	2.6%
West Leg								
Approach	1,196	61	1,257	4.9%	1,281	26	1,307	2.0%
Departure	1,351	52	1,403	3.7%	1,030	36	1,066	3.4%
Total	2,547	113	2,660	4.2%	2,311	62	2,373	2.6%
Total Approaches								
Approach	3,534	123	3,657		2,739	66	2,805	
Departure	3,534	123	3,657		2,739	66	2,805	
Total	7,068	246	7,314	3.4%	5,478	132	5,610	2.4%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . SR-79/SR-74								
NBL	94	6	100		102	1	103	
NBT	8	0	8		12	1	13	
NBR	373	14	387		453	10	463	
SBL	8	1	9		18	0	18	
SBT	19	0	19		4	0	4	
SBR	0	0	0		4	1	5	
EBL	6	1	7		11	0	11	
EBT	679	49	728		963	25	988	
EBR	118	5	123		80	3	83	
WBL	457	17	474		402	7	409	
WBT	719	30	749		899	37	936	
WBR	18	0	18		26	0	26	
North Leg								
Approach	27	1	28	3.6%	26	1	27	3.7%
Departure	32	1	33	3.0%	49	1	50	2.0%
Total	59	2	61	3.3%	75	2	77	2.6%
South Leg								
Approach	475	20	495	4.0%	567	12	579	2.1%
Departure	594	22	616	3.6%	486	10	496	2.0%
Total	1,069	42	1,111	3.8%	1,053	22	1,075	2.0%
East Leg								
Approach	1,194	47	1,241	3.8%	1,327	44	1,371	3.2%
Departure	1,060	64	1,124	5.7%	1,434	35	1,469	2.4%
Total	2,254	111	2,365	4.7%	2,761	79	2,840	2.8%
West Leg								
Approach	803	55	858	6.4%	1,054	28	1,082	2.6%
Departure	813	36	849	4.2%	1,005	39	1,044	3.7%
Total	1,616	91	1,707	5.3%	2,059	67	2,126	3.2%
Total Approaches								
Approach	2,499	123	2,622		2,974	85	3,059	
Departure	2,499	123	2,622		2,974	85	3,059	
Total	4,998	246	5,244	4.7%	5,948	170	6,118	2.8%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . 4 Seasons Boulevard/SR-74								
NBL	0	0	0		0	0	0	
NBT	0	0	0		0	0	0	
NBR	0	0	0		0	0	0	
SBL	25	2	27		33	0	33	
SBT	0	0	0		0	0	0	
SBR	62	0	62		36	2	38	
EBL	17	1	18		60	0	60	
EBT	1,082	64	1,146		1,371	33	1,404	
EBR	0	0	0		0	0	0	
WBL	0	0	0		0	0	0	
WBT	1,127	42	1,169		1,338	41	1,379	
WBR	24	1	25		35	0	35	
North Leg								
Approach	87	2	89	2.2%	69	2	71	2.8%
Departure	41	2	43	4.7%	95	0	95	0.0%
Total	128	4	132	3.0%	164	2	166	1.2%
South 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%
East Leg								
Approach	1,151	43	1,194	3.6%	1,373	41	1,414	2.9%
Departure	1,107	66	1,173	5.6%	1,404	33	1,437	2.3%
Total	2,258	109	2,367	4.6%	2,777	74	2,851	2.6%
West Leg								
Approach	1,099	65	1,164	5.6%	1,431	33	1,464	2.3%
Departure	1,189	42	1,231	3.4%	1,374	43	1,417	3.0%
Total	2,288	107	2,395	4.5%	2,805	76	2,881	2.6%
Total Approaches								
Approach	2,337	110	2,447		2,873	76	2,949	
Departure	2,337	110	2,447		2,873	76	2,949	
Total	4,674	220	4,894	4.5%	5,746	152	5,898	2.6%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Joel Drive/Donald Street								
NBL	0	0	0		0	0	0	
NBT	0	0	0		0	0	0	
NBR	2	1	3		1	0	1	
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	0	0	0		0	0	0	
EBR	0	0	0		0	0	0	
WBL	0	0	0		14	0	14	
WBT	0	0	0		0	0	0	
WBR	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	2	1	3	33.3%	1	0	1	0.0%
Departure	0	0	0	0.0%	14	0	14	0.0%
Total	2	1	3	33.3%	15	0	15	0.0%
East Leg								
Approach	0	0	0	0.0%	14	0	14	0.0%
Departure	2	1	3	33.3%	1	0	1	0.0%
Total	2	1	3	33.3%	15	0	15	0.0%
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	2	1	3		15	0	15	
Departure	2	1	3		15	0	15	
Total	4	2	6	33.3%	30	0	30	0.0%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . California Avenue/SR-74								
NBL	5	0	5		7	0	7	
NBT	6	0	6		5	0	5	
NBR	7	0	7		4	0	4	
SBL	35	0	35		40	0	40	
SBT	2	0	2		3	0	3	
SBR	457	5	462		370	5	375	
EBL	271	13	284		331	7	338	
EBT	823	55	878		1,073	30	1,103	
EBR	3	0	3		6	0	6	
WBL	1	0	1		14	0	14	
WBT	694	38	732		977	39	1,016	
WBR	18	0	18		48	1	49	
North Leg								
Approach	494	5	499	1.0%	413	5	418	1.2%
Departure	295	13	308	4.2%	384	8	392	2.0%
Total	789	18	807	2.2%	797	13	810	1.6%
South Leg								
Approach	18	0	18	0.0%	16	0	16	0.0%
Departure	6	0	6	0.0%	23	0	23	0.0%
Total	24	0	24	0.0%	39	0	39	0.0%
East Leg								
Approach	713	38	751	5.1%	1,039	40	1,079	3.7%
Departure	865	55	920	6.0%	1,117	30	1,147	2.6%
Total	1,578	93	1,671	5.6%	2,156	70	2,226	3.1%
West Leg								
Approach	1,097	68	1,165	5.8%	1,410	37	1,447	2.6%
Departure	1,156	43	1,199	3.6%	1,354	44	1,398	3.1%
Total	2,253	111	2,364	4.7%	2,764	81	2,845	2.8%
Total Approaches								
Approach	2,322	111	2,433		2,878	82	2,960	
Departure	2,322	111	2,433		2,878	82	2,960	
Total	4,644	222	4,866	4.6%	5,756	164	5,920	2.8%

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
1 . Menifee Road/SR-74						
NBL	111	0	111	71	0	71
NBT	220	0	220	137	0	137
NBR	340	3	343	252	11	263
SBL	118	3	121	86	11	97
SBT	219	0	219	168	0	168
SBR	18	0	18	28	0	28
EBL	40	0	40	38	0	38
EBT	860	4	864	1,006	14	1,020
EBR	127	0	127	95	0	95
WBL	276	10	286	223	7	230
WBT	1,050	12	1,062	747	8	755
WBR	112	10	122	98	7	105
North Leg						
Approach	355	3	358	282	11	293
Departure	372	10	382	273	7	280
Total	727	13	740	555	18	573
South Leg						
Approach	671	3	674	460	11	471
Departure	622	10	632	486	7	493
Total	1,293	13	1,306	946	18	964
East Leg						
Approach	1,438	32	1,470	1,068	22	1,090
Departure	1,318	10	1,328	1,344	36	1,380
Total	2,756	42	2,798	2,412	58	2,470
West Leg						
Approach	1,027	4	1,031	1,139	14	1,153
Departure	1,179	12	1,191	846	8	854
Total	2,206	16	2,222	1,985	22	2,007
Total Approaches						
Approach	3,491	42	3,533	2,949	58	3,007
Departure	3,491	42	3,533	2,949	58	3,007
Total	6,982	84	7,066	5,898	116	6,014

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
2 Briggs Road/SR-74						
NBL	355	0	355	99	0	99
NBT	172	0	172	75	0	75
NBR	175	2	177	73	7	80
SBL	141	2	143	101	7	108
SBT	159	0	159	54	0	54
SBR	84	0	84	67	0	67
EBL	53	0	53	94	0	94
EBT	745	11	756	1,126	36	1,162
EBR	520	0	520	113	0	113
WBL	253	7	260	65	4	69
WBT	1,016	32	1,048	936	21	957
WBR	107	7	114	68	4	72
North Leg						
Approach	384	2	386	222	7	229
Departure	332	7	339	237	4	241
Total	716	9	725	459	11	470
South Leg						
Approach	702	2	704	247	7	254
Departure	932	7	939	232	4	236
Total	1,634	9	1,643	479	11	490
East Leg						
Approach	1,376	46	1,422	1,069	29	1,098
Departure	1,061	15	1,076	1,300	50	1,350
Total	2,437	61	2,498	2,369	79	2,448
West Leg						
Approach	1,318	11	1,329	1,333	36	1,369
Departure	1,455	32	1,487	1,102	21	1,123
Total	2,773	43	2,816	2,435	57	2,492
Total Approaches						
Approach	3,780	61	3,841	2,871	79	2,950
Departure	3,780	61	3,841	2,871	79	2,950
Total	7,560	122	7,682	5,742	158	5,900

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
3 SR-79/SR-74						
NBL	106	0	106	104	0	104
NBT	8	0	8	14	0	14
NBR	401	5	406	473	18	491
SBL	10	0	10	18	0	18
SBT	19	0	19	4	0	4
SBR	0	0	0	6	0	6
EBL	8	0	8	11	0	11
EBT	777	15	792	1,013	51	1,064
EBR	128	0	128	86	0	86
WBL	491	17	508	416	11	427
WBT	779	46	825	973	30	1,003
WBR	18	0	18	26	0	26
North Leg						
Approach	29	0	29	28	0	28
Departure	34	0	34	51	0	51
Total	63	0	63	79	0	79
South Leg						
Approach	515	5	520	591	18	609
Departure	638	17	655	506	11	517
Total	1,153	22	1,175	1,097	29	1,126
East Leg						
Approach	1,288	63	1,351	1,415	41	1,456
Departure	1,188	20	1,208	1,504	69	1,573
Total	2,476	83	2,559	2,919	110	3,029
West Leg						
Approach	913	15	928	1,110	51	1,161
Departure	885	46	931	1,083	30	1,113
Total	1,798	61	1,859	2,193	81	2,274
Total Approaches						
Approach	2,745	83	2,828	3,144	110	3,254
Departure	2,745	83	2,828	3,144	110	3,254
Total	5,490	166	5,656	6,288	220	6,508

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
4 4 Seasons Boulevard/SR-74						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	29	0	29	33	0	33
SBT	0	0	0	0	0	0
SBR	62	0	62	40	0	40
EBL	19	0	19	60	0	60
EBT	1,210	20	1,230	1,437	69	1,506
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,211	62	1,273	1,420	41	1,461
WBR	26	0	26	35	0	35
North Leg						
Approach	91	0	91	73	0	73
Departure	45	0	45	95	0	95
Total	136	0	136	168	0	168
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,237	62	1,299	1,455	41	1,496
Departure	1,239	20	1,259	1,470	69	1,539
Total	2,476	82	2,558	2,925	110	3,035
West Leg						
Approach	1,229	20	1,249	1,497	69	1,566
Departure	1,273	62	1,335	1,460	41	1,501
Total	2,502	82	2,584	2,957	110	3,067
Total Approaches						
Approach	2,557	82	2,639	3,025	110	3,135
Departure	2,557	82	2,639	3,025	110	3,135
Total	5,114	164	5,278	6,050	220	6,270

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
5 Perimeter Road/SR-74						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	17	17	0	11	11
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	1,233	0	1,233	1,484	0	1,484
EBR	0	20	20	0	69	69
WBL	0	0	0	0	0	0
WBT	1,242	62	1,304	1,442	41	1,483
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	17	17	0	11	11
Departure	0	20	20	0	69	69
Total	0	37	37	0	80	80
East Leg						
Approach	1,242	62	1,304	1,442	41	1,483
Departure	1,233	17	1,250	1,484	11	1,495
Total	2,475	79	2,554	2,926	52	2,978
West Leg						
Approach	1,233	20	1,253	1,484	69	1,553
Departure	1,242	62	1,304	1,442	41	1,483
Total	2,475	82	2,557	2,926	110	3,036
Total Approaches						
Approach	2,475	99	2,574	2,926	121	3,047
Departure	2,475	99	2,574	2,926	121	3,047
Total	4,950	198	5,148	5,852	242	6,094

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
6 Joel Drive/Donald Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	4	0	4	1	0	1
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	0	66	66	0	44	44
EBR	0	0	0	0	0	0
WBL	0	0	0	14	0	14
WBT	0	7	7	0	23	23
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	4	0	4	1	0	1
Departure	0	0	0	14	0	14
Total	4	0	4	15	0	15
East Leg						
Approach	0	7	7	14	23	37
Departure	4	66	70	1	44	45
Total	4	73	77	15	67	82
West Leg						
Approach	0	66	66	0	44	44
Departure	0	7	7	0	23	23
Total	0	73	73	0	67	67
Total Approaches						
Approach	4	73	77	15	67	82
Departure	4	73	77	15	67	82
Total	8	146	154	30	134	164

Table B-3 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
7 California Avenue/SR-74						
NBL	5	62	67	7	41	48
NBT	6	0	6	5	0	5
NBR	7	4	11	4	3	7
SBL	35	0	35	40	0	40
SBT	2	0	2	3	0	3
SBR	467	0	467	380	0	380
EBL	297	0	297	345	0	345
EBT	933	17	950	1,133	11	1,144
EBR	3	0	3	6	0	6
WBL	1	7	8	14	23	37
WBT	770	0	770	1,055	0	1,055
WBR	18	0	18	50	0	50
North Leg						
Approach	504	0	504	423	0	423
Departure	321	0	321	400	0	400
Total	825	0	825	823	0	823
South Leg						
Approach	18	66	84	16	44	60
Departure	6	7	13	23	23	46
Total	24	73	97	39	67	106
East Leg						
Approach	789	7	796	1,119	23	1,142
Departure	975	21	996	1,177	14	1,191
Total	1,764	28	1,792	2,296	37	2,333
West Leg						
Approach	1,233	17	1,250	1,484	11	1,495
Departure	1,242	62	1,304	1,442	41	1,483
Total	2,475	79	2,554	2,926	52	2,978
Total Approaches						
Approach	2,544	90	2,634	3,042	78	3,120
Departure	2,544	90	2,634	3,042	78	3,120
Total	5,088	180	5,268	6,084	156	6,240

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP
1 . Menifee Road/SR-74										
NBL	111	7	118	0	118	71	4	75	0	75
NBT	220	13	233	0	233	137	8	145	0	145
NBR	340	20	360	3	363	252	15	267	11	278
SBL	118	7	125	3	128	86	5	91	11	102
SBT	219	13	232	0	232	168	10	178	0	178
SBR	18	1	19	0	19	28	2	30	0	30
EBL	40	2	42	0	42	38	2	40	0	40
EBT	860	52	912	4	916	1,006	60	1066	14	1080
EBR	127	8	135	0	135	95	6	101	0	101
WBL	276	17	293	10	303	223	13	236	7	243
WBT	1,050	63	1113	12	1125	747	45	792	8	800
WBR	112	7	119	10	129	98	6	104	7	111
North Leg										
Approach	355	21	376	3	379	282	17	299	11	310
Departure	372	22	394	10	404	273	16	289	7	296
Total	727	43	770	13	783	555	33	588	18	606
South Leg										
Approach	671	40	711	3	714	460	27	487	11	498
Departure	622	38	660	10	670	486	29	515	7	522
Total	1,293	78	1,371	13	1,384	946	56	1,002	18	1,020
East Leg										
Approach	1,438	87	1,525	32	1,557	1,068	64	1,132	22	1,154
Departure	1,318	79	1,397	10	1,407	1,344	80	1,424	36	1,460
Total	2,756	166	2,922	42	2,964	2,412	144	2,556	58	2,614
West Leg										
Approach	1,027	62	1,089	4	1,093	1,139	68	1,207	14	1,221
Departure	1,179	71	1,250	12	1,262	846	51	897	8	905
Total	2,206	133	2,339	16	2,355	1,985	119	2,104	22	2,126
Total Approaches										
Approach	3,491	210	3,701	42	3,743	2,949	176	3,125	58	3,183
Departure	3,491	210	3,701	42	3,743	2,949	176	3,125	58	3,183
Total	6,982	420	7,402	84	7,486	5,898	352	6,250	116	6,366

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP
2 Briggs Road/SR-74										
NBL	355	21	376	0	376	99	6	105	0	105
NBT	172	10	182	0	182	75	5	80	0	80
NBR	175	11	186	2	188	73	4	77	7	84
SBL	141	8	149	2	151	101	6	107	7	114
SBT	159	10	169	0	169	54	3	57	0	57
SBR	84	5	89	0	89	67	4	71	0	71
EBL	53	3	56	0	56	94	6	100	0	100
EBT	745	45	790	11	801	1,126	68	1194	36	1230
EBR	520	31	551	0	551	113	7	120	0	120
WBL	253	15	268	7	275	65	4	69	4	73
WBT	1,016	61	1077	32	1109	936	56	992	21	1013
WBR	107	6	113	7	120	68	4	72	4	76
North Leg										
Approach	384	23	407	2	409	222	13	235	7	242
Departure	332	19	351	7	358	237	15	252	4	256
Total	716	42	758	9	767	459	28	487	11	498
South Leg										
Approach	702	42	744	2	746	247	15	262	7	269
Departure	932	56	988	7	995	232	14	246	4	250
Total	1,634	98	1,732	9	1,741	479	29	508	11	519
East Leg										
Approach	1,376	82	1,458	46	1,504	1,069	64	1,133	29	1,162
Departure	1,061	64	1,125	15	1,140	1,300	78	1,378	50	1,428
Total	2,437	146	2,583	61	2,644	2,369	142	2,511	79	2,590
West Leg										
Approach	1,318	79	1,397	11	1,408	1,333	81	1,414	36	1,450
Departure	1,455	87	1,542	32	1,574	1,102	66	1,168	21	1,189
Total	2,773	166	2,939	43	2,982	2,435	147	2,582	57	2,639
Total Approaches										
Approach	3,780	226	4,006	61	4,067	2,871	173	3,044	79	3,123
Departure	3,780	226	4,006	61	4,067	2,871	173	3,044	79	3,123
Total	7,560	452	8,012	122	8,134	5,742	346	6,088	158	6,246

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP
3 SR-79/SR-74										
NBL	106	6	112	0	112	104	6	110	0	110
NBT	8	0	8	0	8	14	1	15	0	15
NBR	401	24	425	5	430	473	28	501	18	519
SBL	10	1	11	0	11	18	1	19	0	19
SBT	19	1	20	0	20	4	0	4	0	4
SBR	0	0	0	0	0	6	0	6	0	6
EBL	8	0	8	0	8	11	1	12	0	12
EBT	777	47	824	15	839	1,013	61	1074	51	1125
EBR	128	8	136	0	136	86	5	91	0	91
WBL	491	29	520	17	537	416	25	441	11	452
WBT	779	47	826	46	872	973	58	1031	30	1061
WBR	18	1	19	0	19	26	2	28	0	28
North Leg										
Approach	29	2	31	0	31	28	1	29	0	29
Departure	34	1	35	0	35	51	4	55	0	55
Total	63	3	66	0	66	79	5	84	0	84
South Leg										
Approach	515	30	545	5	550	591	35	626	18	644
Departure	638	38	676	17	693	506	30	536	11	547
Total	1,153	68	1,221	22	1,243	1,097	65	1,162	29	1,191
East Leg										
Approach	1,288	77	1,365	63	1,428	1,415	85	1,500	41	1,541
Departure	1,188	72	1,260	20	1,280	1,504	90	1,594	69	1,663
Total	2,476	149	2,625	83	2,708	2,919	175	3,094	110	3,204
West Leg										
Approach	913	55	968	15	983	1,110	67	1,177	51	1,228
Departure	885	53	938	46	984	1,083	64	1,147	30	1,177
Total	1,798	108	1,906	61	1,967	2,193	131	2,324	81	2,405
Total Approaches										
Approach	2,745	164	2,909	83	2,992	3,144	188	3,332	110	3,442
Departure	2,745	164	2,909	83	2,992	3,144	188	3,332	110	3,442
Total	5,490	328	5,818	166	5,984	6,288	376	6,664	220	6,884

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP
4 4 Seasons Boulevard/SR-74										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	29	2	31	0	31	33	2	35	0	35
SBT	0	0	0	0	0	0	0	0	0	0
SBR	62	4	66	0	66	40	2	42	0	42
EBL	19	1	20	0	20	60	4	64	0	64
EBT	1,210	73	1283	20	1303	1,437	86	1523	69	1592
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,211	73	1284	62	1346	1,420	85	1505	41	1546
WBR	26	2	28	0	28	35	2	37	0	37
North Leg										
Approach	91	6	97	0	97	73	4	77	0	77
Departure	45	3	48	0	48	95	6	101	0	101
Total	136	9	145	0	145	168	10	178	0	178
South 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
East Leg										
Approach	1,237	75	1,312	62	1,374	1,455	87	1,542	41	1,583
Departure	1,239	75	1,314	20	1,334	1,470	88	1,558	69	1,627
Total	2,476	150	2,626	82	2,708	2,925	175	3,100	110	3,210
West Leg										
Approach	1,229	74	1,303	20	1,323	1,497	90	1,587	69	1,656
Departure	1,273	77	1,350	62	1,412	1,460	87	1,547	41	1,588
Total	2,502	151	2,653	82	2,735	2,957	177	3,134	110	3,244
Total Approaches										
Approach	2,557	155	2,712	82	2,794	3,025	181	3,206	110	3,316
Departure	2,557	155	2,712	82	2,794	3,025	181	3,206	110	3,316
Total	5,114	310	5,424	164	5,588	6,050	362	6,412	220	6,632

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP
5 Perimeter Road/SR-74										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	17	17	0	0	0	11	11
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	1,233	74	1307	0	1307	1,484	89	1573	0	1573
EBR	0	0	0	20	20	0	0	0	69	69
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,242	75	1317	62	1379	1,442	87	1529	41	1570
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	17	17	0	0	0	11	11
Departure	0	0	0	20	20	0	0	0	69	69
Total	0	0	0	37	37	0	0	0	80	80
East Leg										
Approach	1,242	75	1,317	62	1,379	1,442	87	1,529	41	1,570
Departure	1,233	74	1,307	17	1,324	1,484	89	1,573	11	1,584
Total	2,475	149	2,624	79	2,703	2,926	176	3,102	52	3,154
West Leg										
Approach	1,233	74	1,307	20	1,327	1,484	89	1,573	69	1,642
Departure	1,242	75	1,317	62	1,379	1,442	87	1,529	41	1,570
Total	2,475	149	2,624	82	2,706	2,926	176	3,102	110	3,212
Total Approaches										
Approach	2,475	149	2,624	99	2,723	2,926	176	3,102	121	3,223
Departure	2,475	149	2,624	99	2,723	2,926	176	3,102	121	3,223
Total	4,950	298	5,248	198	5,446	5,852	352	6,204	242	6,446

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp.		Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp.		Pr. Comp. 2,022 WP
			2,022 NP	Project Trips				2,022 NP	Project Trips	
6 Joel Drive/Donald Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	4	0	4	0	4	1	0	1	0	1
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	0	0	0	66	66	0	0	0	44	44
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	14	1	15	0	15
WBT	0	0	0	7	7	0	0	0	23	23
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	4	0	4	0	4	1	0	1	0	1
Departure	0	0	0	0	0	14	1	15	0	15
Total	4	0	4	0	4	15	1	16	0	16
East Leg										
Approach	0	0	0	7	7	14	1	15	23	38
Departure	4	0	4	66	70	1	0	1	44	45
Total	4	0	4	73	77	15	1	16	67	83
West Leg										
Approach	0	0	0	66	66	0	0	0	44	44
Departure	0	0	0	7	7	0	0	0	23	23
Total	0	0	0	73	73	0	0	0	67	67
Total Approaches										
Approach	4	0	4	73	77	15	1	16	67	83
Departure	4	0	4	73	77	15	1	16	67	83
Total	8	0	8	146	154	30	2	32	134	166

Table B-4 - Project Completion Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP	Exist Volumes	Growth	Pr. Comp. 2,022 NP	Project Trips	Pr. Comp. 2,022 WP
7 California Avenue/SR-74										
NBL	5	0	5	62	67	7	0	7	41	48
NBT	6	0	6	0	6	5	0	5	0	5
NBR	7	0	7	4	11	4	0	4	3	7
SBL	35	2	37	0	37	40	2	42	0	42
SBT	2	0	2	0	2	3	0	3	0	3
SBR	467	28	495	0	495	380	23	403	0	403
EBL	297	18	315	0	315	345	21	366	0	366
EBT	933	56	989	17	1006	1,133	68	1201	11	1212
EBR	3	0	3	0	3	6	0	6	0	6
WBL	1	0	1	7	8	14	1	15	23	38
WBT	770	46	816	0	816	1,055	63	1118	0	1118
WBR	18	1	19	0	19	50	3	53	0	53
North Leg										
Approach	504	30	534	0	534	423	25	448	0	448
Departure	321	19	340	0	340	400	24	424	0	424
Total	825	49	874	0	874	823	49	872	0	872
South Leg										
Approach	18	0	18	66	84	16	0	16	44	60
Departure	6	0	6	7	13	23	1	24	23	47
Total	24	0	24	73	97	39	1	40	67	107
East Leg										
Approach	789	47	836	7	843	1,119	67	1,186	23	1,209
Departure	975	58	1,033	21	1,054	1,177	70	1,247	14	1,261
Total	1,764	105	1,869	28	1,897	2,296	137	2,433	37	2,470
West Leg										
Approach	1,233	74	1,307	17	1,324	1,484	89	1,573	11	1,584
Departure	1,242	74	1,316	62	1,378	1,442	86	1,528	41	1,569
Total	2,475	148	2,623	79	2,702	2,926	175	3,101	52	3,153
Total Approaches										
Approach	2,544	151	2,695	90	2,785	3,042	181	3,223	78	3,301
Departure	2,544	151	2,695	90	2,785	3,042	181	3,223	78	3,301
Total	5,088	302	5,390	180	5,570	6,084	362	6,446	156	6,602

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
1 . Menifee Road/SR-74										
NBL	118	23	141	0	141	75	15	90	0	90
NBT	233	55	288	0	288	145	103	248	0	248
NBR	360	80	440	3	443	267	175	442	11	453
SBL	125	29	154	3	157	91	89	180	11	191
SBT	232	69	301	0	301	178	61	239	0	239
SBR	19	59	78	0	78	30	34	64	0	64
EBL	42	31	73	0	73	40	86	126	0	126
EBT	912	284	1196	4	1200	1066	799	1865	14	1879
EBR	135	8	143	0	143	101	26	127	0	127
WBL	293	123	416	10	426	236	94	330	7	337
WBT	1113	660	1773	12	1785	792	449	1241	8	1249
WBR	119	78	197	10	207	104	53	157	7	164
North Leg										
Approach	376	157	533	3	536	299	184	483	11	494
Departure	394	164	558	10	568	289	242	531	7	538
Total	770	321	1,091	13	1,104	588	426	1,014	18	1,032
South Leg										
Approach	711	158	869	3	872	487	293	780	11	791
Departure	660	200	860	10	870	515	181	696	7	703
Total	1,371	358	1,729	13	1,742	1,002	474	1,476	18	1,494
East Leg										
Approach	1,525	861	2,386	32	2,418	1,132	596	1,728	22	1,750
Departure	1,397	393	1,790	10	1,800	1,424	1,063	2,487	36	2,523
Total	2,922	1,254	4,176	42	4,218	2,556	1,659	4,215	58	4,273
West Leg										
Approach	1,089	323	1,412	4	1,416	1,207	911	2,118	14	2,132
Departure	1,250	742	1,992	12	2,004	897	498	1,395	8	1,403
Total	2,339	1,065	3,404	16	3,420	2,104	1,409	3,513	22	3,535
Total Approaches										
Approach	3,701	1,499	5,200	42	5,242	3,125	1,984	5,109	58	5,167
Departure	3,701	1,499	5,200	42	5,242	3,125	1,984	5,109	58	5,167
Total	7,402	2,998	10,400	84	10,484	6,250	3,968	10,218	116	10,334

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
2 Briggs Road/SR-74										
NBL	376	91	467	0	467	105	61	166	0	166
NBT	182	13	195	0	195	80	9	89	0	89
NBR	186	0	186	2	188	77	0	77	7	84
SBL	149	109	258	2	260	107	67	174	7	181
SBT	169	4	173	0	173	57	15	72	0	72
SBR	89	257	346	0	346	71	148	219	0	219
EBL	56	131	187	0	187	100	367	467	0	467
EBT	790	227	1017	11	1028	1194	585	1779	36	1815
EBR	551	30	581	0	581	120	102	222	0	222
WBL	268	0	268	7	275	69	0	69	4	73
WBT	1077	504	1581	32	1613	992	384	1376	21	1397
WBR	113	66	179	7	186	72	165	237	4	241
North Leg										
Approach	407	370	777	2	779	235	230	465	7	472
Departure	351	210	561	7	568	252	541	793	4	797
Total	758	580	1,338	9	1,347	487	771	1,258	11	1,269
South Leg										
Approach	744	104	848	2	850	262	70	332	7	339
Departure	988	34	1,022	7	1,029	246	117	363	4	367
Total	1,732	138	1,870	9	1,879	508	187	695	11	706
East Leg										
Approach	1,458	570	2,028	46	2,074	1,133	549	1,682	29	1,711
Departure	1,125	336	1,461	15	1,476	1,378	652	2,030	50	2,080
Total	2,583	906	3,489	61	3,550	2,511	1,201	3,712	79	3,791
West Leg										
Approach	1,397	388	1,785	11	1,796	1,414	1,054	2,468	36	2,504
Departure	1,542	852	2,394	32	2,426	1,168	593	1,761	21	1,782
Total	2,939	1,240	4,179	43	4,222	2,582	1,647	4,229	57	4,286
Total Approaches										
Approach	4,006	1,432	5,438	61	5,499	3,044	1,903	4,947	79	5,026
Departure	4,006	1,432	5,438	61	5,499	3,044	1,903	4,947	79	5,026
Total	8,012	2,864	10,876	122	10,998	6,088	3,806	9,894	158	10,052

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
3 SR-79/SR-74										
NBL	112	130	242	0	242	110	290	400	0	400
NBT	8	0	8	0	8	15	0	15	0	15
NBR	425	124	549	5	554	501	167	668	18	686
SBL	11	0	11	0	11	19	0	19	0	19
SBT	20	0	20	0	20	4	0	4	0	4
SBR	0	0	0	0	0	6	0	6	0	6
EBL	8	0	8	0	8	12	0	12	0	12
EBT	824	285	1109	15	1124	1074	321	1395	51	1446
EBR	136	239	375	0	375	91	196	287	0	287
WBL	520	126	646	17	663	441	162	603	11	614
WBT	826	253	1079	46	1125	1031	355	1386	30	1416
WBR	19	0	19	0	19	28	0	28	0	28
North Leg										
Approach	31	0	31	0	31	29	0	29	0	29
Departure	35	0	35	0	35	55	0	55	0	55
Total	66	0	66	0	66	84	0	84	0	84
South Leg										
Approach	545	254	799	5	804	626	457	1,083	18	1,101
Departure	676	365	1,041	17	1,058	536	358	894	11	905
Total	1,221	619	1,840	22	1,862	1,162	815	1,977	29	2,006
East Leg										
Approach	1,365	379	1,744	63	1,807	1,500	517	2,017	41	2,058
Departure	1,260	409	1,669	20	1,689	1,594	488	2,082	69	2,151
Total	2,625	788	3,413	83	3,496	3,094	1,005	4,099	110	4,209
West Leg										
Approach	968	524	1,492	15	1,507	1,177	517	1,694	51	1,745
Departure	938	383	1,321	46	1,367	1,147	645	1,792	30	1,822
Total	1,906	907	2,813	61	2,874	2,324	1,162	3,486	81	3,567
Total Approaches										
Approach	2,909	1,157	4,066	83	4,149	3,332	1,491	4,823	110	4,933
Departure	2,909	1,157	4,066	83	4,149	3,332	1,491	4,823	110	4,933
Total	5,818	2,314	8,132	166	8,298	6,664	2,982	9,646	220	9,866

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
4 4 Seasons Boulevard/SR-74										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	31	14	45	0	45	35	25	60	0	60
SBT	0	0	0	0	0	0	0	0	0	0
SBR	66	0	66	0	66	42	0	42	0	42
EBL	20	0	20	0	20	64	0	64	0	64
EBT	1283	429	1712	20	1732	1523	509	2032	69	2101
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1284	394	1678	62	1740	1505	538	2043	41	2084
WBR	28	19	47	0	47	37	19	56	0	56
North Leg										
Approach	97	14	111	0	111	77	25	102	0	102
Departure	48	19	67	0	67	101	19	120	0	120
Total	145	33	178	0	178	178	44	222	0	222
South 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
East Leg										
Approach	1,312	413	1,725	62	1,787	1,542	557	2,099	41	2,140
Departure	1,314	443	1,757	20	1,777	1,558	534	2,092	69	2,161
Total	2,626	856	3,482	82	3,564	3,100	1,091	4,191	110	4,301
West Leg										
Approach	1,303	429	1,732	20	1,752	1,587	509	2,096	69	2,165
Departure	1,350	394	1,744	62	1,806	1,547	538	2,085	41	2,126
Total	2,653	823	3,476	82	3,558	3,134	1,047	4,181	110	4,291
Total Approaches										
Approach	2,712	856	3,568	82	3,650	3,206	1,091	4,297	110	4,407
Departure	2,712	856	3,568	82	3,650	3,206	1,091	4,297	110	4,407
Total	5,424	1,712	7,136	164	7,300	6,412	2,182	8,594	220	8,814

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
5 Perimeter Road/SR-74										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	17	17	0	0	0	11	11
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	1307	425	1732	0	1732	1573	522	2095	0	2095
EBR	0	0	0	20	20	0	0	0	69	69
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1317	407	1724	62	1786	1529	538	2067	41	2108
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	17	17	0	0	0	11	11
Departure	0	0	0	20	20	0	0	0	69	69
Total	0	0	0	37	37	0	0	0	80	80
East Leg										
Approach	1,317	407	1,724	62	1,786	1,529	538	2,067	41	2,108
Departure	1,307	425	1,732	17	1,749	1,573	522	2,095	11	2,106
Total	2,624	832	3,456	79	3,535	3,102	1,060	4,162	52	4,214
West Leg										
Approach	1,307	425	1,732	20	1,752	1,573	522	2,095	69	2,164
Departure	1,317	407	1,724	62	1,786	1,529	538	2,067	41	2,108
Total	2,624	832	3,456	82	3,538	3,102	1,060	4,162	110	4,272
Total Approaches										
Approach	2,624	832	3,456	99	3,555	3,102	1,060	4,162	121	4,283
Departure	2,624	832	3,456	99	3,555	3,102	1,060	4,162	121	4,283
Total	5,248	1,664	6,912	198	7,110	6,204	2,120	8,324	242	8,566

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
6 Joel Drive/Donald Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	4	0	4	0	4	1	0	1	0	1
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	0	18	18	66	84	0	12	12	44	56
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	15	0	15	0	15
WBT	0	6	6	7	13	0	20	20	23	43
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	4	0	4	0	4	1	0	1	0	1
Departure	0	0	0	0	0	15	0	15	0	15
Total	4	0	4	0	4	16	0	16	0	16
East Leg										
Approach	0	6	6	7	13	15	20	35	23	58
Departure	4	18	22	66	88	1	12	13	44	57
Total	4	24	28	73	101	16	32	48	67	115
West Leg										
Approach	0	18	18	66	84	0	12	12	44	56
Departure	0	6	6	7	13	0	20	20	23	43
Total	0	24	24	73	97	0	32	32	67	99
Total Approaches										
Approach	4	24	28	73	101	16	32	48	67	115
Departure	4	24	28	73	101	16	32	48	67	115
Total	8	48	56	146	202	32	64	96	134	230

Table B-5 - Cumulative Peak Hour Volume Summary

	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP	Pr. Comp. 2,022 NP	Cumulative Project Trips	Cumul. NP	Project Trips	Cumul. WP
7 California Avenue/SR-74										
NBL	5	0	5	62	67	7	0	7	41	48
NBT	6	0	6	0	6	5	0	5	0	5
NBR	7	20	27	4	31	4	22	26	3	29
SBL	37	27	64	0	64	42	47	89	0	89
SBT	2	0	2	0	2	3	0	3	0	3
SBR	495	0	495	0	495	403	0	403	0	403
EBL	315	0	315	0	315	366	0	366	0	366
EBT	989	443	1432	17	1449	1201	534	1735	11	1746
EBR	3	0	3	0	3	6	0	6	0	6
WBL	1	17	18	7	25	15	20	35	23	58
WBT	816	413	1229	0	1229	1118	558	1676	0	1676
WBR	19	38	57	0	57	53	35	88	0	88
North Leg										
Approach	534	27	561	0	561	448	47	495	0	495
Departure	340	38	378	0	378	424	35	459	0	459
Total	874	65	939	0	939	872	82	954	0	954
South Leg										
Approach	18	20	38	66	104	16	22	38	44	82
Departure	6	17	23	7	30	24	20	44	23	67
Total	24	37	61	73	134	40	42	82	67	149
East Leg										
Approach	836	468	1,304	7	1,311	1,186	613	1,799	23	1,822
Departure	1,033	490	1,523	21	1,544	1,247	603	1,850	14	1,864
Total	1,869	958	2,827	28	2,855	2,433	1,216	3,649	37	3,686
West Leg										
Approach	1,307	443	1,750	17	1,767	1,573	534	2,107	11	2,118
Departure	1,316	413	1,729	62	1,791	1,528	558	2,086	41	2,127
Total	2,623	856	3,479	79	3,558	3,101	1,092	4,193	52	4,245
Total Approaches										
Approach	2,695	958	3,653	90	3,743	3,223	1,216	4,439	78	4,517
Departure	2,695	958	3,653	90	3,743	3,223	1,216	4,439	78	4,517
Total	5,390	1,916	7,306	180	7,486	6,446	2,432	8,878	156	9,034

APPENDIX C: LEVEL OF SERVICE WORKSHEETS

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	860	127	276	1050	112	111	220	340	118	219	18
Future Volume (veh/h)	40	860	127	276	1050	112	111	220	340	118	219	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	945	140	303	1154	123	122	242	374	130	241	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	946	140	287	1317	140	120	238	309	133	247	21
Arrive On Green	0.06	0.30	0.30	0.16	0.40	0.40	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1810	3154	467	1810	3292	350	626	1242	1610	616	1142	95
Grp Volume(v), veh/h	44	541	544	303	632	645	364	0	374	391	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1816	1810	1805	1837	1869	0	1610	1852	0	0
Q Serve(g_s), s	2.8	35.9	36.0	19.0	38.8	39.0	23.0	0.0	23.0	25.2	0.0	0.0
Cycle Q Clear(g_c), s	2.8	35.9	36.0	19.0	38.8	39.0	23.0	0.0	23.0	25.2	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.19	0.34		1.00	0.33		0.05
Lane Grp Cap(c), veh/h	106	542	545	287	722	735	358	0	309	401	0	0
V/C Ratio(X)	0.42	1.00	1.00	1.06	0.88	0.88	1.02	0.00	1.21	0.97	0.00	0.00
Avail Cap(c_a), veh/h	106	542	545	287	722	735	358	0	309	401	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.30	0.30	0.30	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.5	42.0	42.0	50.5	33.2	33.3	48.5	0.0	48.5	46.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	38.3	38.3	45.6	4.8	4.9	51.7	0.0	121.5	38.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	21.5	21.7	12.2	17.6	18.0	15.8	0.0	19.6	15.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	80.3	80.3	96.1	38.1	38.2	100.2	0.0	170.0	84.7	0.0	0.0
LnGrp LOS	E	F	F	F	D	D	F	A	F	F	A	A
Approach Vol, veh/h	1129			1580			738			391		
Approach Delay, s/veh	79.4			49.2			135.6			84.7		
Approach LOS	E			D			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	40.0		30.0	11.0	52.0		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	36.0		26.0	7.0	48.0		23.0				
Max Q Clear Time (g_c+I1), s	21.0	38.0		27.2	4.8	41.0		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	78.3											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	745	520	253	1016	107	355	172	175	141	159	84
Future Volume (veh/h)	53	745	520	253	1016	107	355	172	175	141	159	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	837	584	284	1142	120	399	193	197	158	179	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	1233	550	259	1209	127	377	180	183	314	204	107
Arrive On Green	0.12	0.34	0.34	0.14	0.37	0.37	0.21	0.21	0.21	0.17	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3297	346	1810	862	880	1810	1173	616
Grp Volume(v), veh/h	60	837	584	284	624	638	399	0	390	158	0	273
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1838	1810	0	1742	1810	0	1789
Q Serve(g_s), s	3.6	23.8	41.0	17.2	40.2	40.4	25.0	0.0	25.0	9.5	0.0	17.9
Cycle Q Clear(g_c), s	3.6	23.8	41.0	17.2	40.2	40.4	25.0	0.0	25.0	9.5	0.0	17.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.51	1.00		0.34
Lane Grp Cap(c), veh/h	214	1233	550	259	662	674	377	0	363	314	0	311
V/C Ratio(X)	0.28	0.68	1.06	1.10	0.94	0.95	1.06	0.00	1.07	0.50	0.00	0.88
Avail Cap(c_a), veh/h	214	1233	550	259	662	674	377	0	363	377	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	33.9	39.5	51.4	36.8	36.9	47.5	0.0	47.5	44.9	0.0	48.3
Incr Delay (d2), s/veh	0.2	0.9	39.2	84.5	23.6	23.7	62.6	0.0	68.6	1.2	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.5	21.9	13.8	21.7	22.2	17.7	0.0	17.7	4.4	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	34.7	78.7	135.9	60.4	60.6	110.1	0.0	116.1	46.1	0.0	66.6
LnGrp LOS	D	C	F	F	E	E	F	A	F	D	A	E
Approach Vol, veh/h	1481			1546			789			431		
Approach Delay, s/veh	52.6			74.3			113.1			59.1		
Approach LOS	D			E			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.2	45.0		24.8	18.2	48.0		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	41.0		25.0	10.0	44.0		25.0				
Max Q Clear Time (g_c+1.0), s	19.2	43.0		19.9	5.6	42.4		27.0				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	1.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.4
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

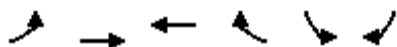


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	777	128	491	779	18	106	8	401	10	19	0
Future Volume (veh/h)	8	777	128	491	779	18	106	8	401	10	19	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	785	129	496	787	18	107	8	405	10	19	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1038	463	636	2256	52	133	7	330	35	293	0
Arrive On Green	0.01	0.29	0.29	0.35	0.63	0.63	0.07	0.21	0.21	0.02	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3608	83	1810	31	1584	1810	1900	0
Grp Volume(v), veh/h	8	785	129	496	394	411	107	0	413	10	19	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1885	1810	0	1615	1810	1900	0
Q Serve(g_s), s	0.5	23.8	7.4	29.4	12.5	12.5	7.0	0.0	25.0	0.7	1.0	0.0
Cycle Q Clear(g_c), s	0.5	23.8	7.4	29.4	12.5	12.5	7.0	0.0	25.0	0.7	1.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	25	1038	463	636	1129	1179	133	0	336	35	293	0
V/C Ratio(X)	0.32	0.76	0.28	0.78	0.35	0.35	0.80	0.00	1.23	0.29	0.06	0.00
Avail Cap(c_a), veh/h	113	1038	463	636	1129	1179	211	0	336	113	293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	38.9	33.1	34.8	10.8	10.8	54.7	0.0	47.5	58.0	43.4	0.0
Incr Delay (d2), s/veh	7.4	5.1	1.5	6.2	0.9	0.8	11.2	0.0	125.9	4.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.2	3.1	13.9	5.1	5.3	3.6	0.0	21.7	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	44.1	34.6	40.9	11.6	11.6	65.9	0.0	173.4	62.4	43.8	0.0
LnGrp LOS	E	D	C	D	B	B	E	A	F	E	D	A
Approach Vol, veh/h	922		1301				520		29			
Approach Delay, s/veh	42.9		22.8				151.3		50.2			
Approach LOS	D		C				F		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.2	38.5	12.8	22.5	5.6	79.0	6.3	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	37.0	34.5	14.0	18.5	7.5	64.0	7.5	25.0				
Max Q Clear Time (g_c+Q), s	11.4	25.8	9.0	3.0	2.5	14.5	2.7	27.0				
Green Ext Time (p_c), s	0.9	3.8	0.1	0.0	0.0	6.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			53.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	1210	1211	26	29	62
Future Volume (veh/h)	19	1210	1211	26	29	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1260	1261	27	30	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2016	1902	590	558	496
Arrive On Green	0.13	0.56	0.12	0.12	0.31	0.31
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	20	1260	1261	27	30	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	0.6	14.2	13.9	0.9	0.7	1.7
Cycle Q Clear(g_c), s	0.6	14.2	13.9	0.9	0.7	1.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	2016	1902	590	558	496
V/C Ratio(X)	0.09	0.63	0.66	0.05	0.05	0.13
Avail Cap(c_a), veh/h	226	2016	1902	590	558	496
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	9.0	22.8	17.1	14.6	15.0
Incr Delay (d2), s/veh	0.2	1.5	1.8	0.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.7	6.6	0.3	0.3	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	10.5	24.7	17.2	14.8	15.5
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		1280	1288		95	
Approach Delay, s/veh		10.7	24.5		15.3	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		22.5	11.5	26.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.5		18.5	7.5	22.0
Max Q Clear Time (g_c+I1), s		16.2		3.7	2.6	15.9
Green Ext Time (p_c), s		8.8		0.2	0.0	4.0
Intersection Summary						
HCM 6th Ctrl Delay			17.5			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh 5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	0	0	0	0	0	4
Future Vol, veh/h	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	38	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	6
Stage 1	-	-	3
Stage 2	-	-	3
Critical Hdwy	-	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	3.5
Pot Cap-1 Maneuver	-	0	1021
Stage 1	-	0	1025
Stage 2	-	0	1025
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1021
Mov Cap-2 Maneuver	-	-	1021
Stage 1	-	-	1025
Stage 2	-	-	1025

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1087	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	933	3	1	770	18	5	6	7	35	2	467
Future Volume (veh/h)	297	933	3	1	770	18	5	6	7	35	2	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	982	3	1	811	19	5	6	7	37	2	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	2451	7	3	1728	40	112	135	133	380	19	377
Arrive On Green	0.37	1.00	1.00	0.00	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3692	11	1810	3605	84	315	577	568	1373	82	1610
Grp Volume(v), veh/h	313	480	505	1	406	424	18	0	0	39	0	492
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1885	1460	0	0	1455	0	1610
Q Serve(g_s), s	19.9	0.0	0.0	0.1	18.1	18.1	0.0	0.0	0.0	1.4	0.0	28.1
Cycle Q Clear(g_c), s	19.9	0.0	0.0	0.1	18.1	18.1	0.9	0.0	0.0	2.3	0.0	28.1
Prop In Lane	1.00		0.01	1.00		0.04	0.28		0.39	0.95		1.00
Lane Grp Cap(c), veh/h	337	1198	1260	3	865	903	380	0	0	399	0	377
V/C Ratio(X)	0.93	0.40	0.40	0.29	0.47	0.47	0.05	0.00	0.00	0.10	0.00	1.30
Avail Cap(c_a), veh/h	415	1198	1260	115	865	903	380	0	0	399	0	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	59.8	21.0	21.0	35.6	0.0	0.0	36.0	0.0	45.9
Incr Delay (d2), s/veh	24.2	1.0	1.0	40.5	1.8	1.7	0.2	0.0	0.0	0.5	0.0	155.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.3	0.3	0.1	8.0	8.4	0.4	0.0	0.0	1.0	0.0	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	1.0	1.0	100.3	22.8	22.7	35.8	0.0	0.0	36.5	0.0	201.2
LnGrp LOS	E	A	A	F	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1298				831				18			
Approach Delay, s/veh	15.4				22.9				35.8			
Approach LOS	B				C				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	83.7		32.1	26.4	61.5		32.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	72.3		28.1	27.5	52.4		28.1				
Max Q Clear Time (g_c+I1), s	2.1	2.0		30.1	21.9	20.1		2.9				
Green Ext Time (p_c), s	0.0	8.1		0.0	0.5	6.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	52.3											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1006	95	223	747	98	71	137	252	86	168	28
Future Volume (veh/h)	38	1006	95	223	747	98	71	137	252	86	168	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1070	101	237	795	104	76	146	268	91	179	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1306	123	247	1391	182	101	195	255	101	198	33
Arrive On Green	0.09	0.39	0.39	0.14	0.43	0.43	0.16	0.16	0.16	0.18	0.18	0.18
Sat Flow, veh/h	1810	3334	314	1810	3210	420	640	1229	1610	558	1097	184
Grp Volume(v), veh/h	40	579	592	237	447	452	222	0	268	300	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1843	1810	1805	1824	1868	0	1610	1839	0	0
Q Serve(g_s), s	2.5	34.5	34.5	15.6	22.4	22.4	13.6	0.0	19.0	19.2	0.0	0.0
Cycle Q Clear(g_c), s	2.5	34.5	34.5	15.6	22.4	22.4	13.6	0.0	19.0	19.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.23	0.34		1.00	0.30		0.10
Lane Grp Cap(c), veh/h	171	707	722	247	782	791	296	0	255	332	0	0
V/C Ratio(X)	0.23	0.82	0.82	0.96	0.57	0.57	0.75	0.00	1.05	0.90	0.00	0.00
Avail Cap(c_a), veh/h	171	707	722	247	782	791	296	0	255	368	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.3	32.7	32.7	51.5	25.6	25.6	48.2	0.0	50.5	48.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	10.2	10.1	39.3	2.3	2.3	10.2	0.0	70.5	23.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	16.8	17.2	9.8	10.0	10.1	7.2	0.0	12.6	10.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	42.9	42.8	90.8	27.9	27.9	58.5	0.0	121.0	71.8	0.0	0.0
LnGrp LOS	D	D	D	F	C	C	E	A	F	E	A	A
Approach Vol, veh/h	1211			1136			490			300		
Approach Delay, s/veh	43.1			41.0			92.6			71.8		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	51.0		25.6	15.4	56.0		23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	47.0		24.0	9.0	52.0		19.0				
Max Q Clear Time (g_c+I1), s	17.6	36.5		21.2	4.5	24.4		21.0				
Green Ext Time (p_c), s	0.0	5.5		0.5	0.0	6.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	52.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1126	113	65	936	68	99	75	73	101	54	67
Future Volume (veh/h)	94	1126	113	65	936	68	99	75	73	101	54	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1185	119	68	985	72	104	79	77	106	57	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	2044	912	95	1873	137	279	136	133	170	72	90
Arrive On Green	0.07	0.57	0.57	0.05	0.55	0.55	0.15	0.15	0.15	0.09	0.09	0.09
Sat Flow, veh/h	1810	3610	1610	1810	3411	249	1810	884	861	1810	769	958
Grp Volume(v), veh/h	99	1185	119	68	521	536	104	0	156	106	0	128
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1855	1810	0	1745	1810	0	1728
Q Serve(g_s), s	6.5	25.4	4.2	4.4	22.0	22.0	6.2	0.0	10.0	6.8	0.0	8.7
Cycle Q Clear(g_c), s	6.5	25.4	4.2	4.4	22.0	22.0	6.2	0.0	10.0	6.8	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.49	1.00		0.55
Lane Grp Cap(c), veh/h	126	2044	912	95	991	1019	279	0	269	170	0	162
V/C Ratio(X)	0.79	0.58	0.13	0.72	0.53	0.53	0.37	0.00	0.58	0.62	0.00	0.79
Avail Cap(c_a), veh/h	347	2044	912	113	991	1019	279	0	269	279	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	16.8	12.2	56.0	17.2	17.2	45.5	0.0	47.1	52.3	0.0	53.2
Incr Delay (d2), s/veh	6.4	0.7	0.2	16.2	2.0	1.9	3.8	0.0	8.8	3.7	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	10.4	1.5	2.5	9.5	9.7	3.1	0.0	5.0	3.3	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	17.5	12.4	72.2	19.1	19.1	49.3	0.0	56.0	56.0	0.0	61.4
LnGrp LOS	E	B	B	E	B	B	D	A	E	E	A	E
Approach Vol, veh/h	1403			1125			260			234		
Approach Delay, s/veh	20.2			22.3			53.3			59.0		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	71.9		15.3	12.3	69.9		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	75	59.5		18.5	23.0	44.0		18.5				
Max Q Clear Time (g_c+I), s	10.4	27.4		10.7	8.5	24.0		12.0				
Green Ext Time (p_c), s	0.0	11.5		0.6	0.2	7.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	26.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1013	86	416	973	26	104	14	473	18	4	6
Future Volume (veh/h)	11	1013	86	416	973	26	104	14	473	18	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1089	92	447	1046	28	112	15	509	19	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	1158	517	486	1766	47	223	12	393	50	106	159
Arrive On Green	0.10	0.32	0.32	0.27	0.49	0.49	0.12	0.25	0.25	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3592	96	1810	46	1571	1810	686	1029
Grp Volume(v), veh/h	12	1089	92	447	526	548	112	0	524	19	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1883	1810	0	1617	1810	0	1715
Q Serve(g_s), s	0.7	35.2	4.9	28.8	25.1	25.1	6.9	0.0	30.0	1.2	0.0	0.6
Cycle Q Clear(g_c), s	0.7	35.2	4.9	28.8	25.1	25.1	6.9	0.0	30.0	1.2	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.97	1.00		0.60
Lane Grp Cap(c), veh/h	177	1158	517	486	887	926	223	0	404	50	0	264
V/C Ratio(X)	0.07	0.94	0.18	0.92	0.59	0.59	0.50	0.00	1.30	0.38	0.00	0.04
Avail Cap(c_a), veh/h	177	1158	517	486	887	926	287	0	404	113	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	39.6	29.4	42.6	21.9	21.9	49.2	0.0	45.0	57.4	0.0	43.2
Incr Delay (d2), s/veh	0.2	15.5	0.8	22.8	2.9	2.8	1.7	0.0	150.5	4.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.9	2.0	15.8	11.1	11.6	3.3	0.0	28.8	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	55.1	30.1	65.5	24.8	24.7	50.9	0.0	195.5	62.2	0.0	43.4
LnGrp LOS	D	E	C	E	C	C	D	A	F	E	A	D
Approach Vol, veh/h	1193					1521		636		29		
Approach Delay, s/veh	53.2					36.7		170.0		55.7		
Approach LOS	D					D		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.2	42.5	18.8	22.5	15.7	63.0	7.3	34.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	38.5	19.0	18.5	7.5	59.0	7.5	30.0				
Max Q Clear Time (g_c+Q), s	40.8	37.2	8.9	2.6	2.7	27.1	3.2	32.0				
Green Ext Time (p_c), s	0.0	0.9	0.2	0.0	0.0	8.5	0.0	0.0				

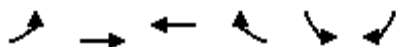
Intersection Summary

HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑↑	↰	↰	↰
Traffic Volume (veh/h)	60	1437	1420	35	33	40
Future Volume (veh/h)	60	1437	1420	35	33	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	1562	1543	38	36	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	2813	3432	1065	279	248
Arrive On Green	0.08	0.78	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	65	1562	1543	38	36	43
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	4.1	20.2	0.0	0.0	2.1	2.8
Cycle Q Clear(g_c), s	4.1	20.2	0.0	0.0	2.1	2.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	152	2813	3432	1065	279	248
V/C Ratio(X)	0.43	0.56	0.45	0.04	0.13	0.17
Avail Cap(c_a), veh/h	152	2813	3432	1065	279	248
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	5.2	0.0	0.0	43.8	44.1
Incr Delay (d2), s/veh	1.9	0.8	0.4	0.1	1.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.9	6.5	0.1	0.0	1.0	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.1	6.0	0.4	0.1	44.8	45.6
LnGrp LOS	D	A	A	A	D	D
Approach Vol, veh/h		1627	1581		79	
Approach Delay, s/veh		7.9	0.4		45.2	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	14.1	83.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.5		18.5	10.1	79.4
Max Q Clear Time (g_c+I1), s		22.2		4.8	6.1	2.0
Green Ext Time (p_c), s		21.2		0.1	0.0	19.6
Intersection Summary						
HCM 6th Ctrl Delay			5.2			
HCM 6th LOS			A			

Intersection

Int Delay, s/veh 6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	0	0	14	0	0	1
Future Vol, veh/h	0	0	14	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	19	0	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	1
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	0	1635
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1635
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1090	-	1635	-
HCM Lane V/C Ratio	0.001	-	0.011	-
HCM Control Delay (s)	8.3	-	7.2	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1133	6	14	1055	50	7	5	4	40	3	380
Future Volume (veh/h)	345	1133	6	14	1055	50	7	5	4	40	3	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	371	1218	6	15	1134	54	8	5	4	43	3	409
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2654	13	42	1818	87	126	77	49	276	17	252
Arrive On Green	0.45	1.00	1.00	0.02	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3684	18	1810	3508	167	521	492	312	1392	111	1610
Grp Volume(v), veh/h	371	597	627	15	583	605	17	0	0	46	0	409
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1870	1326	0	0	1503	0	1610
Q Serve(g_s), s	22.9	0.0	0.0	1.0	27.6	27.6	0.0	0.0	0.0	0.0	0.0	18.8
Cycle Q Clear(g_c), s	22.9	0.0	0.0	1.0	27.6	27.6	2.6	0.0	0.0	2.6	0.0	18.8
Prop In Lane	1.00		0.01	1.00		0.09	0.47		0.24	0.93		1.00
Lane Grp Cap(c), veh/h	407	1300	1366	42	936	969	252	0	0	294	0	252
V/C Ratio(X)	0.91	0.46	0.46	0.36	0.62	0.62	0.07	0.00	0.00	0.16	0.00	1.62
Avail Cap(c_a), veh/h	407	1300	1366	145	936	969	252	0	0	294	0	252
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	57.8	20.6	20.6	43.1	0.0	0.0	43.8	0.0	50.6
Incr Delay (d2), s/veh	24.3	1.2	1.1	5.2	3.1	3.0	0.5	0.0	0.0	1.1	0.0	297.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.4	0.4	0.5	12.2	12.6	0.5	0.0	0.0	1.3	0.0	28.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	1.2	1.1	63.0	23.7	23.6	43.6	0.0	0.0	44.9	0.0	347.7
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1595			1203			17			455		
Approach Delay, s/veh	13.9			24.1			43.6			317.1		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	90.4		22.8	31.0	66.2		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.6	79.6		18.8	27.0	62.2		18.8				
Max Q Clear Time (g_c+I1), s	3.0	2.0		20.8	24.9	29.6		4.6				
Green Ext Time (p_c), s	0.0	11.8		0.0	0.3	10.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	60.0											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	864	127	286	1062	122	111	220	343	121	219	18
Future Volume (veh/h)	40	864	127	286	1062	122	111	220	343	121	219	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	949	140	314	1167	134	122	242	377	133	241	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	947	140	287	1306	150	120	238	309	135	245	20
Arrive On Green	0.06	0.30	0.30	0.16	0.40	0.40	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1810	3156	465	1810	3264	374	626	1242	1610	625	1133	94
Grp Volume(v), veh/h	44	543	546	314	644	657	364	0	377	394	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1816	1810	1805	1833	1869	0	1610	1852	0	0
Q Serve(g_s), s	2.8	36.0	36.0	19.0	40.0	40.2	23.0	0.0	23.0	25.4	0.0	0.0
Cycle Q Clear(g_c), s	2.8	36.0	36.0	19.0	40.0	40.2	23.0	0.0	23.0	25.4	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.20	0.34		1.00	0.34		0.05
Lane Grp Cap(c), veh/h	106	542	545	287	722	733	358	0	309	401	0	0
V/C Ratio(X)	0.42	1.00	1.00	1.10	0.89	0.90	1.02	0.00	1.22	0.98	0.00	0.00
Avail Cap(c_a), veh/h	106	542	545	287	722	733	358	0	309	401	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.24	0.24	0.24	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.5	42.0	42.0	50.5	33.6	33.7	48.5	0.0	48.5	46.8	0.0	0.0
Incr Delay (d2), s/veh	2.6	39.2	39.2	56.4	4.5	4.6	51.7	0.0	125.3	40.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	21.7	21.8	13.0	18.0	18.5	15.8	0.0	19.9	16.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	81.2	81.2	106.9	38.1	38.3	100.2	0.0	173.8	86.8	0.0	0.0
LnGrp LOS	E	F	F	F	D	D	F	A	F	F	A	A
Approach Vol, veh/h	1133			1615			741			394		
Approach Delay, s/veh	80.3			51.6			137.7			86.8		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	40.0		30.0	11.0	52.0		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	36.0		26.0	7.0	48.0		23.0				
Max Q Clear Time (g_c+I1), s	21.0	38.0		27.4	4.8	42.2		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	79.9											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	756	520	260	1048	114	355	172	177	143	159	84
Future Volume (veh/h)	53	756	520	260	1048	114	355	172	177	143	159	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	849	584	292	1178	128	399	193	199	161	179	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	1233	550	259	1204	131	377	179	184	314	204	107
Arrive On Green	0.12	0.34	0.34	0.14	0.37	0.37	0.21	0.21	0.21	0.17	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3285	356	1810	857	884	1810	1173	616
Grp Volume(v), veh/h	60	849	584	292	646	660	399	0	392	161	0	273
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1836	1810	0	1741	1810	0	1789
Q Serve(g_s), s	3.6	24.3	41.0	17.2	42.4	42.6	25.0	0.0	25.0	9.7	0.0	17.9
Cycle Q Clear(g_c), s	3.6	24.3	41.0	17.2	42.4	42.6	25.0	0.0	25.0	9.7	0.0	17.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.51	1.00		0.34
Lane Grp Cap(c), veh/h	213	1233	550	259	662	673	377	0	363	314	0	311
V/C Ratio(X)	0.28	0.69	1.06	1.13	0.98	0.98	1.06	0.00	1.08	0.51	0.00	0.88
Avail Cap(c_a), veh/h	213	1233	550	259	662	673	377	0	363	377	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	34.0	39.5	51.4	37.5	37.6	47.5	0.0	47.5	45.0	0.0	48.3
Incr Delay (d2), s/veh	0.2	0.9	39.2	95.1	29.6	30.2	62.6	0.0	70.6	1.3	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.7	21.9	14.6	23.8	24.4	17.7	0.0	17.9	4.5	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	34.9	78.7	146.5	67.1	67.7	110.1	0.0	118.1	46.3	0.0	66.6
LnGrp LOS	D	C	F	F	E	E	F	A	F	D	A	E
Approach Vol, veh/h	1493			1598			791			434		
Approach Delay, s/veh	52.6			81.9			114.1			59.0		
Approach LOS	D			F			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.2	45.0		24.8	18.2	48.0		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	41.0		25.0	10.0	44.0		25.0				
Max Q Clear Time (g_c+1.0), s	19.2	43.0		19.9	5.6	44.6		27.0				
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	75.4
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	792	128	508	825	18	106	8	406	10	19	0
Future Volume (veh/h)	8	792	128	508	825	18	106	8	406	10	19	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	800	129	513	833	18	107	8	410	10	19	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1038	463	636	2259	49	133	6	330	35	293	0
Arrive On Green	0.01	0.29	0.29	0.35	0.63	0.63	0.07	0.21	0.21	0.02	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3613	78	1810	31	1584	1810	1900	0
Grp Volume(v), veh/h	8	800	129	513	416	435	107	0	418	10	19	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1886	1810	0	1615	1810	1900	0
Q Serve(g_s), s	0.5	24.3	7.4	30.8	13.5	13.5	7.0	0.0	25.0	0.7	1.0	0.0
Cycle Q Clear(g_c), s	0.5	24.3	7.4	30.8	13.5	13.5	7.0	0.0	25.0	0.7	1.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	25	1038	463	636	1129	1179	133	0	336	35	293	0
V/C Ratio(X)	0.32	0.77	0.28	0.81	0.37	0.37	0.80	0.00	1.24	0.29	0.06	0.00
Avail Cap(c_a), veh/h	113	1038	463	636	1129	1179	211	0	336	113	293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	39.1	33.1	35.2	10.9	10.9	54.7	0.0	47.5	58.0	43.4	0.0
Incr Delay (d2), s/veh	7.4	5.5	1.5	7.6	0.9	0.9	11.2	0.0	131.8	4.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.5	3.1	14.8	5.5	5.7	3.6	0.0	22.3	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	44.7	34.6	42.8	11.9	11.8	65.9	0.0	179.3	62.4	43.8	0.0
LnGrp LOS	E	D	C	D	B	B	E	A	F	E	D	A
Approach Vol, veh/h	937			1364			525			29		
Approach Delay, s/veh	43.5			23.5			156.2			50.2		
Approach LOS	D			C			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.2	38.5	12.8	22.5	5.6	79.0	6.3	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	37.0	34.5	14.0	18.5	7.5	64.0	7.5	25.0				
Max Q Clear Time (g_c+Q), s	12.8	26.3	9.0	3.0	2.5	15.5	2.7	27.0				
Green Ext Time (p_c), s	0.8	3.7	0.1	0.0	0.0	6.5	0.0	0.0				

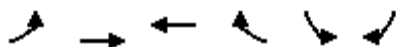
Intersection Summary

HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	19	1230	1273	26	29	62
Future Volume (veh/h)	19	1230	1273	26	29	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1281	1326	27	30	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2016	1902	590	558	496
Arrive On Green	0.13	0.56	0.12	0.12	0.31	0.31
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	20	1281	1326	27	30	65
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	0.6	14.6	14.7	0.9	0.7	1.7
Cycle Q Clear(g_c), s	0.6	14.6	14.7	0.9	0.7	1.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	2016	1902	590	558	496
V/C Ratio(X)	0.09	0.64	0.70	0.05	0.05	0.13
Avail Cap(c_a), veh/h	226	2016	1902	590	558	496
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	9.1	23.2	17.1	14.6	15.0
Incr Delay (d2), s/veh	0.2	1.5	2.1	0.1	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.2	4.9	7.0	0.3	0.3	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.4	10.6	25.3	17.2	14.8	15.5
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		1301	1353		95	
Approach Delay, s/veh		10.8	25.2		15.3	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		22.5	11.5	26.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.5		18.5	7.5	22.0
Max Q Clear Time (g_c+I1), s		16.6		3.7	2.6	16.7
Green Ext Time (p_c), s		8.8		0.2	0.0	3.7
Intersection Summary						
HCM 6th Ctrl Delay			18.0			
HCM 6th LOS			B			

HCM 6th TWSC
5: Perimeter Rd & SR-74

10/08/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑↑		↱
Traffic Vol, veh/h	1233	20	0	1304	0	17
Future Vol, veh/h	1233	20	0	1304	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1340	22	0	1417	0	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	681
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*602
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*602
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	602	-	-	-		
HCM Lane V/C Ratio	0.031	-	-	-		
HCM Control Delay (s)	11.2	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	66	0	0	7	0	4
Future Vol, veh/h	66	0	0	7	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	38	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	174	0	0	18	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	192
Stage 1	-	-	174
Stage 2	-	-	18
Critical Hdwy	-	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	3.5
Pot Cap-1 Maneuver	-	0	801
Stage 1	-	0	861
Stage 2	-	0	1010
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	801
Mov Cap-2 Maneuver	-	-	801
Stage 1	-	-	861
Stage 2	-	-	1010

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	875	-	-
HCM Lane V/C Ratio	0.012	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	950	3	8	770	18	67	6	11	35	2	467
Future Volume (veh/h)	297	950	3	8	770	18	67	6	11	35	2	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	1000	3	8	811	19	71	6	12	37	2	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	2408	7	25	1728	40	227	21	30	385	19	377
Arrive On Green	0.37	1.00	1.00	0.01	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3692	11	1810	3605	84	739	91	129	1395	83	1610
Grp Volume(v), veh/h	313	489	514	8	406	424	89	0	0	39	0	492
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1885	960	0	0	1478	0	1610
Q Serve(g_s), s	19.9	0.0	0.0	0.5	18.1	18.1	8.1	0.0	0.0	0.0	0.0	28.1
Cycle Q Clear(g_c), s	19.9	0.0	0.0	0.5	18.1	18.1	10.4	0.0	0.0	2.4	0.0	28.1
Prop In Lane	1.00		0.01	1.00		0.04	0.80		0.13	0.95		1.00
Lane Grp Cap(c), veh/h	337	1177	1238	25	865	903	279	0	0	405	0	377
V/C Ratio(X)	0.93	0.42	0.42	0.32	0.47	0.47	0.32	0.00	0.00	0.10	0.00	1.30
Avail Cap(c_a), veh/h	415	1177	1238	115	865	903	279	0	0	405	0	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	58.6	21.0	21.0	39.6	0.0	0.0	36.1	0.0	45.9
Incr Delay (d2), s/veh	24.2	1.1	1.0	7.4	1.8	1.7	3.0	0.0	0.0	0.5	0.0	155.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.4	0.4	0.3	8.0	8.4	2.5	0.0	0.0	1.0	0.0	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	1.1	1.0	66.0	22.8	22.7	42.6	0.0	0.0	36.6	0.0	201.2
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1316			838			89			531		
Approach Delay, s/veh	15.3			23.2			42.6			189.1		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	82.3		32.1	26.4	61.5		32.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	72.3		28.1	27.5	52.4		28.1				
Max Q Clear Time (g_c+I1), s	2.5	2.0		30.1	21.9	20.1		12.4				
Green Ext Time (p_c), s	0.0	8.4		0.0	0.5	6.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	51.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1020	95	230	755	105	71	137	263	97	168	28
Future Volume (veh/h)	38	1020	95	230	755	105	71	137	263	97	168	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1085	101	245	803	112	76	146	280	103	179	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	1280	119	238	1502	209	107	205	268	112	195	33
Arrive On Green	0.04	0.38	0.38	0.13	0.47	0.47	0.17	0.17	0.17	0.18	0.18	0.18
Sat Flow, veh/h	1810	3339	311	1810	3181	444	640	1229	1610	607	1054	177
Grp Volume(v), veh/h	40	586	600	245	456	459	222	0	280	312	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1810	1805	1820	1868	0	1610	1838	0	0
Q Serve(g_s), s	2.6	35.6	35.7	15.8	21.4	21.4	13.5	0.0	20.0	20.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	35.6	35.7	15.8	21.4	21.4	13.5	0.0	20.0	20.0	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.24	0.34		1.00	0.33		0.10
Lane Grp Cap(c), veh/h	78	692	707	238	852	859	311	0	268	340	0	0
V/C Ratio(X)	0.51	0.85	0.85	1.03	0.53	0.53	0.71	0.00	1.04	0.92	0.00	0.00
Avail Cap(c_a), veh/h	136	692	707	238	852	859	311	0	268	352	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	33.8	33.8	52.1	22.4	22.4	47.3	0.0	50.0	48.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	12.2	12.1	57.4	1.8	1.8	7.5	0.0	66.7	27.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	17.7	18.1	11.0	9.4	9.5	6.9	0.0	13.0	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	46.0	45.9	109.5	24.1	24.1	54.8	0.0	116.7	75.8	0.0	0.0
LnGrp LOS	E	D	D	F	C	C	D	A	F	E	A	A
Approach Vol, veh/h	1226				1160				502			
Approach Delay, s/veh	46.5				42.2				89.3			
Approach LOS	D				D				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	50.0		26.2	9.2	60.7		24.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	15.0	46.0		23.0	9.0	52.0		20.0				
Max Q Clear Time (g_c+I1), s	17.8	37.7		22.0	4.6	23.4		22.0				
Green Ext Time (p_c), s	0.0	4.8		0.2	0.0	6.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	54.5											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1162	113	69	957	72	99	75	80	108	54	67
Future Volume (veh/h)	94	1162	113	69	957	72	99	75	80	108	54	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1223	119	73	1007	76	104	79	84	114	57	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	2040	910	96	1868	141	279	130	138	170	72	90
Arrive On Green	0.07	0.57	0.57	0.05	0.55	0.55	0.15	0.15	0.15	0.09	0.09	0.09
Sat Flow, veh/h	1810	3610	1610	1810	3402	257	1810	843	896	1810	769	958
Grp Volume(v), veh/h	99	1223	119	73	534	549	104	0	163	114	0	128
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1854	1810	0	1739	1810	0	1728
Q Serve(g_s), s	6.5	26.7	4.2	4.8	22.8	22.8	6.2	0.0	10.5	7.3	0.0	8.7
Cycle Q Clear(g_c), s	6.5	26.7	4.2	4.8	22.8	22.8	6.2	0.0	10.5	7.3	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.52	1.00		0.55
Lane Grp Cap(c), veh/h	126	2040	910	96	991	1018	279	0	268	170	0	163
V/C Ratio(X)	0.79	0.60	0.13	0.76	0.54	0.54	0.37	0.00	0.61	0.67	0.00	0.79
Avail Cap(c_a), veh/h	347	2040	910	113	991	1018	279	0	268	279	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	17.2	12.3	56.0	17.3	17.3	45.5	0.0	47.4	52.5	0.0	53.2
Incr Delay (d2), s/veh	6.0	0.7	0.2	21.7	2.1	2.1	3.8	0.0	9.9	4.5	0.0	8.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	8.2	10.9	1.5	2.8	9.8	10.1	3.1	0.0	5.3	3.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.9	17.9	12.4	77.7	19.4	19.4	49.3	0.0	57.2	57.0	0.0	61.3
LnGrp LOS	E	B	B	E	B	B	D	A	E	E	A	E
Approach Vol, veh/h	1441			1156			267			242		
Approach Delay, s/veh	20.4			23.1			54.2			59.3		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	71.8		15.3	12.3	69.9		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	75	59.5		18.5	23.0	44.0		18.5				
Max Q Clear Time (g_c+I), s	10.8	28.7		10.7	8.5	24.8		12.5				
Green Ext Time (p_c), s	0.0	11.8		0.6	0.2	7.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	27.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1064	86	427	1003	26	104	14	491	18	4	6
Future Volume (veh/h)	11	1064	86	427	1003	26	104	14	491	18	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1144	92	459	1078	28	112	15	528	19	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	1158	517	486	1767	46	223	11	393	50	106	159
Arrive On Green	0.10	0.32	0.32	0.27	0.49	0.49	0.12	0.25	0.25	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3595	93	1810	45	1572	1810	686	1029
Grp Volume(v), veh/h	12	1144	92	459	541	565	112	0	543	19	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1883	1810	0	1617	1810	0	1715
Q Serve(g_s), s	0.7	37.8	4.9	29.8	26.1	26.1	6.9	0.0	30.0	1.2	0.0	0.6
Cycle Q Clear(g_c), s	0.7	37.8	4.9	29.8	26.1	26.1	6.9	0.0	30.0	1.2	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.97	1.00		0.60
Lane Grp Cap(c), veh/h	177	1158	517	486	887	926	223	0	404	50	0	264
V/C Ratio(X)	0.07	0.99	0.18	0.94	0.61	0.61	0.50	0.00	1.34	0.38	0.00	0.04
Avail Cap(c_a), veh/h	177	1158	517	486	887	926	287	0	404	113	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	40.5	29.4	43.0	22.1	22.1	49.2	0.0	45.0	57.4	0.0	43.2
Incr Delay (d2), s/veh	0.2	23.7	0.8	27.5	3.1	3.0	1.7	0.0	170.3	4.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	20.3	2.0	16.9	11.6	12.1	3.3	0.0	31.0	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	64.2	30.1	70.5	25.3	25.1	50.9	0.0	215.3	62.2	0.0	43.4
LnGrp LOS	D	E	C	E	C	C	D	A	F	E	A	D
Approach Vol, veh/h	1248			1565			655			29		
Approach Delay, s/veh	61.5			38.5			187.2			55.7		
Approach LOS	E			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.2	42.5	18.8	22.5	15.7	63.0	7.3	34.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	38.5	19.0	18.5	7.5	59.0	7.5	30.0				
Max Q Clear Time (g_c+Q), s	41.8	39.8	8.9	2.6	2.7	28.1	3.2	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	8.8	0.0	0.0				

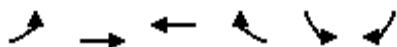
Intersection Summary

HCM 6th Ctrl Delay	74.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑↑	↱	↰	↱
Traffic Volume (veh/h)	60	1506	1461	35	33	40
Future Volume (veh/h)	60	1506	1461	35	33	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	1637	1588	38	36	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	2813	3432	1065	279	248
Arrive On Green	0.08	0.78	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	65	1637	1588	38	36	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	4.1	22.0	0.0	0.0	2.1	2.8
Cycle Q Clear(g_c), s	4.1	22.0	0.0	0.0	2.1	2.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	152	2813	3432	1065	279	248
V/C Ratio(X)	0.43	0.58	0.46	0.04	0.13	0.17
Avail Cap(c_a), veh/h	152	2813	3432	1065	279	248
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	5.4	0.0	0.0	43.8	44.1
Incr Delay (d2), s/veh	1.9	0.9	0.5	0.1	1.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.0	0.1	0.0	1.0	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.1	6.2	0.5	0.1	44.8	45.6
LnGrp LOS	D	A	A	A	D	D
Approach Vol, veh/h		1702	1626		79	
Approach Delay, s/veh		8.1	0.4		45.2	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	14.1	83.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.5		18.5	10.1	79.4
Max Q Clear Time (g_c+I1), s		24.0		4.8	6.1	2.0
Green Ext Time (p_c), s		23.2		0.1	0.0	20.7
Intersection Summary						
HCM 6th Ctrl Delay			5.3			
HCM 6th LOS			A			

HCM 6th TWSC
5: Perimeter Rd & SR-74

10/08/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1484	69	0	1483	0	11
Future Vol, veh/h	1484	69	0	1483	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1613	75	0	1612	0	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 844
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	- 0	- 0 311
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 311
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	311	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-
HCM Control Delay (s)	17	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	44	0	14	23	0	1
Future Vol, veh/h	44	0	14	23	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	0	19	31	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 59	0 128 59
Stage 1	-	-	- 59 -
Stage 2	-	-	- 69 -
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	-	0 1558	- 871 1012
Stage 1	-	0	- 969 -
Stage 2	-	0	- 959 -
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	- 1558	- 861 1012
Mov Cap-2 Maneuver	-	-	- 861 -
Stage 1	-	-	- 969 -
Stage 2	-	-	- 947 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1012	-	1558	-
HCM Lane V/C Ratio	0.001	-	0.012	-
HCM Control Delay (s)	8.6	-	7.3	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1144	6	37	1055	50	48	5	7	40	3	380
Future Volume (veh/h)	345	1144	6	37	1055	50	48	5	7	40	3	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	371	1230	6	40	1134	54	52	5	8	43	3	409
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2580	13	78	1818	87	168	18	18	277	17	252
Arrive On Green	0.45	1.00	1.00	0.04	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3684	18	1810	3508	167	725	113	118	1396	111	1610
Grp Volume(v), veh/h	371	603	633	40	583	605	65	0	0	46	0	409
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1870	956	0	0	1507	0	1610
Q Serve(g_s), s	22.9	0.0	0.0	2.6	27.6	27.6	5.8	0.0	0.0	0.0	0.0	18.8
Cycle Q Clear(g_c), s	22.9	0.0	0.0	2.6	27.6	27.6	8.8	0.0	0.0	3.0	0.0	18.8
Prop In Lane	1.00		0.01	1.00		0.09	0.80		0.12	0.93		1.00
Lane Grp Cap(c), veh/h	407	1264	1328	78	936	969	204	0	0	294	0	252
V/C Ratio(X)	0.91	0.48	0.48	0.51	0.62	0.62	0.32	0.00	0.00	0.16	0.00	1.62
Avail Cap(c_a), veh/h	407	1264	1328	145	936	969	204	0	0	294	0	252
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	56.2	20.6	20.6	47.1	0.0	0.0	43.9	0.0	50.6
Incr Delay (d2), s/veh	24.3	1.3	1.2	5.2	3.1	3.0	4.1	0.0	0.0	1.1	0.0	297.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.5	0.5	1.3	12.2	12.6	2.0	0.0	0.0	1.3	0.0	28.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	1.3	1.2	61.4	23.7	23.6	51.2	0.0	0.0	45.1	0.0	347.7
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1607				1228				65			
Approach Delay, s/veh	13.9				24.9				51.2			
Approach LOS	B				C				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	88.0		22.8	31.0	66.2		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.6	79.6		18.8	27.0	62.2		18.8				
Max Q Clear Time (g_c+I1), s	4.6	2.0		20.8	24.9	29.6		10.8				
Green Ext Time (p_c), s	0.0	12.0		0.0	0.3	10.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	59.8											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	912	135	293	1113	119	118	233	360	125	232	19
Future Volume (veh/h)	42	912	135	293	1113	119	118	233	360	125	232	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1002	148	322	1223	131	130	256	396	137	255	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	947	140	287	1316	141	121	238	309	133	248	20
Arrive On Green	0.06	0.30	0.30	0.16	0.40	0.40	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1810	3155	466	1810	3290	351	629	1239	1610	614	1144	94
Grp Volume(v), veh/h	46	573	577	322	669	685	386	0	396	413	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1816	1810	1805	1837	1869	0	1610	1852	0	0
Q Serve(g_s), s	2.9	36.0	36.0	19.0	42.4	42.8	23.0	0.0	23.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	36.0	36.0	19.0	42.4	42.8	23.0	0.0	23.0	26.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.19	0.34		1.00	0.33		0.05
Lane Grp Cap(c), veh/h	106	542	545	287	722	735	358	0	309	401	0	0
V/C Ratio(X)	0.44	1.06	1.06	1.12	0.93	0.93	1.08	0.00	1.28	1.03	0.00	0.00
Avail Cap(c_a), veh/h	106	542	545	287	722	735	358	0	309	401	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.16	0.16	0.16	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.6	42.0	42.0	50.5	34.3	34.4	48.5	0.0	48.5	47.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	54.9	55.2	63.7	4.5	4.7	69.9	0.0	149.9	52.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	24.1	24.3	13.6	19.1	19.6	17.6	0.0	22.0	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	96.9	97.2	114.2	38.8	39.1	118.4	0.0	198.4	99.6	0.0	0.0
LnGrp LOS	E	F	F	F	D	D	F	A	F	F	A	A
Approach Vol, veh/h	1196			1676			782			413		
Approach Delay, s/veh	95.5			53.4			158.9			99.6		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	40.0		30.0	11.0	52.0		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	36.0		26.0	7.0	48.0		23.0				
Max Q Clear Time (g_c+I1), s	21.0	38.0		28.0	4.9	44.8		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	90.8											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	790	551	268	1077	113	376	182	186	149	169	89
Future Volume (veh/h)	56	790	551	268	1077	113	376	182	186	149	169	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	888	619	301	1210	127	422	204	209	167	190	100
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1233	550	243	1209	127	377	179	184	330	214	112
Arrive On Green	0.11	0.34	0.34	0.13	0.37	0.37	0.21	0.21	0.21	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3298	345	1810	860	881	1810	1172	617
Grp Volume(v), veh/h	63	888	619	301	661	676	422	0	413	167	0	290
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1838	1810	0	1741	1810	0	1789
Q Serve(g_s), s	3.9	25.8	41.0	16.1	43.9	44.0	25.0	0.0	25.0	10.0	0.0	19.0
Cycle Q Clear(g_c), s	3.9	25.8	41.0	16.1	43.9	44.0	25.0	0.0	25.0	10.0	0.0	19.0
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.51	1.00		0.34
Lane Grp Cap(c), veh/h	198	1233	550	243	662	674	377	0	363	330	0	326
V/C Ratio(X)	0.32	0.72	1.13	1.24	1.00	1.00	1.12	0.00	1.14	0.51	0.00	0.89
Avail Cap(c_a), veh/h	198	1233	550	243	662	674	377	0	363	377	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.18	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	34.5	39.5	51.9	38.0	38.0	47.5	0.0	47.5	44.2	0.0	47.9
Incr Delay (d2), s/veh	0.2	0.7	61.2	136.6	34.7	35.5	82.8	0.0	90.4	1.2	0.0	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.3	25.3	16.5	25.4	26.0	19.9	0.0	19.9	4.6	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	35.2	100.7	188.6	72.6	73.5	130.3	0.0	137.9	45.4	0.0	68.5
LnGrp LOS	D	D	F	F	E	F	F	A	F	D	A	E
Approach Vol, veh/h	1570			1638			835			457		
Approach Delay, s/veh	61.6			94.3			134.1			60.0		
Approach LOS	E			F			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.1	45.0		25.9	17.1	48.0		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	41.0		25.0	10.0	44.0		25.0				
Max Q Clear Time (g_c+1.0), s	19.1	43.0		21.0	5.9	46.0		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 86.8

HCM 6th LOS F

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	824	136	520	826	19	112	8	425	11	20	0
Future Volume (veh/h)	8	824	136	520	826	19	112	8	425	11	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	832	137	525	834	19	113	8	429	11	20	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1038	463	630	2243	51	140	6	330	42	293	0
Arrive On Green	0.01	0.29	0.29	0.35	0.62	0.62	0.08	0.21	0.21	0.02	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3608	82	1810	30	1585	1810	1900	0
Grp Volume(v), veh/h	8	832	137	525	417	436	113	0	437	11	20	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1885	1810	0	1615	1810	1900	0
Q Serve(g_s), s	0.5	25.6	8.0	32.0	13.6	13.6	7.4	0.0	25.0	0.7	1.1	0.0
Cycle Q Clear(g_c), s	0.5	25.6	8.0	32.0	13.6	13.6	7.4	0.0	25.0	0.7	1.1	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	25	1038	463	630	1122	1172	140	0	336	42	293	0
V/C Ratio(X)	0.32	0.80	0.30	0.83	0.37	0.37	0.81	0.00	1.30	0.27	0.07	0.00
Avail Cap(c_a), veh/h	113	1038	463	630	1122	1172	211	0	336	113	293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	39.6	33.3	35.9	11.2	11.2	54.5	0.0	47.5	57.6	43.4	0.0
Incr Delay (d2), s/veh	7.4	6.5	1.6	9.4	0.9	0.9	13.0	0.0	154.8	3.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.2	3.3	15.6	5.6	5.8	3.9	0.0	24.4	0.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	46.1	34.9	45.4	12.1	12.1	67.5	0.0	202.3	61.0	43.8	0.0
LnGrp LOS	E	D	C	D	B	B	E	A	F	E	D	A
Approach Vol, veh/h	977			1378			550			31		
Approach Delay, s/veh	44.7			24.8			174.6			49.9		
Approach LOS	D			C			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.7	38.5	13.3	22.5	5.6	78.6	6.8	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	27.0	34.5	14.0	18.5	7.5	64.0	7.5	25.0				
Max Q Clear Time (g_c+Q_c), s	24.0	27.6	9.4	3.1	2.5	15.6	2.7	27.0				
Green Ext Time (p_c), s	0.6	3.4	0.1	0.0	0.0	6.5	0.0	0.0				

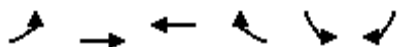
Intersection Summary

HCM 6th Ctrl Delay	59.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1283	1284	28	31	66
Future Volume (veh/h)	20	1283	1284	28	31	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1336	1338	29	32	69
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2016	1902	590	558	496
Arrive On Green	0.13	0.56	0.12	0.12	0.31	0.31
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	21	1336	1338	29	32	69
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	0.6	15.6	14.9	1.0	0.7	1.9
Cycle Q Clear(g_c), s	0.6	15.6	14.9	1.0	0.7	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	2016	1902	590	558	496
V/C Ratio(X)	0.09	0.66	0.70	0.05	0.06	0.14
Avail Cap(c_a), veh/h	226	2016	1902	590	558	496
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	9.3	23.2	17.1	14.6	15.0
Incr Delay (d2), s/veh	0.2	1.7	2.2	0.2	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.2	7.1	0.3	0.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	11.0	25.4	17.3	14.8	15.6
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		1357	1367		101	
Approach Delay, s/veh		11.2	25.3		15.3	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		22.5	11.5	26.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.5		18.5	7.5	22.0
Max Q Clear Time (g_c+I1), s		17.6		3.9	2.6	16.9
Green Ext Time (p_c), s		8.9		0.2	0.0	3.6
Intersection Summary						
HCM 6th Ctrl Delay			18.2			
HCM 6th LOS			B			

Intersection

Int Delay, s/veh 5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	0	0	0	0	0	4
Future Vol, veh/h	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	38	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	6
Stage 1	-	-	3
Stage 2	-	-	3
Critical Hdwy	-	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	3.5
Pot Cap-1 Maneuver	-	0	1021
Stage 1	-	0	1025
Stage 2	-	0	1025
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1021
Mov Cap-2 Maneuver	-	-	1021
Stage 1	-	-	1025
Stage 2	-	-	1025

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1087	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	989	3	1	816	19	5	6	7	37	2	495
Future Volume (veh/h)	315	989	3	1	816	19	5	6	7	37	2	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	1041	3	1	859	20	5	6	7	39	2	521
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	2451	7	3	1693	39	111	134	132	381	18	377
Arrive On Green	0.39	1.00	1.00	0.00	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3692	11	1810	3606	84	312	573	563	1376	78	1610
Grp Volume(v), veh/h	332	509	535	1	430	449	18	0	0	41	0	521
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1885	1447	0	0	1454	0	1610
Q Serve(g_s), s	21.1	0.0	0.0	0.1	19.9	19.9	0.0	0.0	0.0	1.5	0.0	28.1
Cycle Q Clear(g_c), s	21.1	0.0	0.0	0.1	19.9	19.9	0.9	0.0	0.0	2.4	0.0	28.1
Prop In Lane	1.00		0.01	1.00		0.04	0.28		0.39	0.95		1.00
Lane Grp Cap(c), veh/h	355	1198	1260	3	847	885	377	0	0	399	0	377
V/C Ratio(X)	0.93	0.42	0.42	0.29	0.51	0.51	0.05	0.00	0.00	0.10	0.00	1.38
Avail Cap(c_a), veh/h	415	1198	1260	115	847	885	377	0	0	399	0	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	59.8	22.2	22.2	35.6	0.0	0.0	36.1	0.0	45.9
Incr Delay (d2), s/veh	26.3	1.1	1.0	40.5	2.2	2.1	0.2	0.0	0.0	0.5	0.0	187.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.4	0.4	0.1	8.9	9.2	0.4	0.0	0.0	1.0	0.0	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	1.1	1.0	100.3	24.3	24.2	35.8	0.0	0.0	36.6	0.0	233.6
LnGrp LOS	E	A	A	F	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1376			880			18			562		
Approach Delay, s/veh	15.8			24.4			35.8			219.2		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	83.7		32.1	27.6	60.3		32.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	72.3		28.1	27.5	52.4		28.1				
Max Q Clear Time (g_c+I1), s	2.1	2.0		30.1	23.1	21.9		2.9				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.4	6.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	58.9											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1066	101	236	792	104	75	145	267	91	178	30
Future Volume (veh/h)	40	1066	101	236	792	104	75	145	267	91	178	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1134	107	251	843	111	80	154	284	97	189	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	1306	123	231	1390	183	101	195	255	106	206	35
Arrive On Green	0.09	0.39	0.39	0.13	0.43	0.43	0.16	0.16	0.16	0.19	0.19	0.19
Sat Flow, veh/h	1810	3334	314	1810	3207	422	639	1229	1610	561	1093	185
Grp Volume(v), veh/h	43	613	628	251	474	480	234	0	284	318	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1843	1810	1805	1824	1868	0	1610	1839	0	0
Q Serve(g_s), s	2.7	37.6	37.7	15.3	24.3	24.3	14.5	0.0	19.0	20.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	37.6	37.7	15.3	24.3	24.3	14.5	0.0	19.0	20.4	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.23	0.34		1.00	0.31		0.10
Lane Grp Cap(c), veh/h	156	707	722	231	782	790	296	0	255	347	0	0
V/C Ratio(X)	0.28	0.87	0.87	1.09	0.61	0.61	0.79	0.00	1.11	0.92	0.00	0.00
Avail Cap(c_a), veh/h	156	707	722	231	782	790	296	0	255	368	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.3	33.6	33.7	52.3	26.1	26.1	48.6	0.0	50.5	47.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	13.6	13.5	74.5	2.5	2.5	13.5	0.0	90.4	26.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	18.8	19.3	11.7	10.8	10.9	7.8	0.0	14.0	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	47.2	47.2	126.9	28.6	28.6	62.1	0.0	140.9	74.0	0.0	0.0
LnGrp LOS	D	D	D	F	C	C	E	A	F	E	A	A
Approach Vol, veh/h	1284			1205			518			318		
Approach Delay, s/veh	47.4			49.1			105.3			74.0		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	51.0		26.7	14.3	56.0		23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	47.0		24.0	9.0	52.0		19.0				
Max Q Clear Time (g_c+I1), s	17.3	39.7		22.4	4.7	26.3		21.0				
Green Ext Time (p_c), s	0.0	4.5		0.3	0.0	6.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	59.6											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1194	120	69	992	72	105	80	77	107	57	71
Future Volume (veh/h)	100	1194	120	69	992	72	105	80	77	107	57	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1257	126	73	1044	76	111	84	81	113	60	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	2026	904	96	1847	134	279	137	132	178	75	94
Arrive On Green	0.07	0.56	0.56	0.05	0.54	0.54	0.15	0.15	0.15	0.10	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3412	248	1810	889	857	1810	768	960
Grp Volume(v), veh/h	105	1257	126	73	552	568	111	0	165	113	0	135
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1855	1810	0	1746	1810	0	1727
Q Serve(g_s), s	6.9	28.1	4.5	4.8	24.3	24.3	6.6	0.0	10.6	7.2	0.0	9.2
Cycle Q Clear(g_c), s	6.9	28.1	4.5	4.8	24.3	24.3	6.6	0.0	10.6	7.2	0.0	9.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.49	1.00		0.56
Lane Grp Cap(c), veh/h	132	2026	904	96	977	1004	279	0	269	178	0	170
V/C Ratio(X)	0.79	0.62	0.14	0.76	0.57	0.57	0.40	0.00	0.61	0.64	0.00	0.80
Avail Cap(c_a), veh/h	347	2026	904	113	977	1004	279	0	269	279	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	17.7	12.5	56.0	18.2	18.2	45.7	0.0	47.4	52.1	0.0	52.9
Incr Delay (d2), s/veh	5.4	0.7	0.2	21.7	2.4	2.3	4.2	0.0	10.0	3.7	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	11.5	1.6	2.8	10.5	10.8	3.3	0.0	5.4	3.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	18.5	12.7	77.7	20.6	20.5	49.9	0.0	57.4	55.8	0.0	61.6
LnGrp LOS	E	B	B	E	C	C	D	A	E	E	A	E
Approach Vol, veh/h	1488			1193			276			248		
Approach Delay, s/veh	20.9			24.0			54.4			58.9		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	71.3		15.8	12.8	69.0		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	75	59.5		18.5	23.0	44.0		18.5				
Max Q Clear Time (g_c+I), s	10.8	30.1		11.2	8.9	26.3		12.6				
Green Ext Time (p_c), s	0.0	12.1		0.6	0.2	7.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	27.9											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1074	91	441	1031	28	110	15	501	19	4	6
Future Volume (veh/h)	12	1074	91	441	1031	28	110	15	501	19	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1155	98	474	1109	30	118	16	539	20	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	1158	517	484	1765	48	225	12	393	51	106	159
Arrive On Green	0.10	0.32	0.32	0.27	0.49	0.49	0.12	0.25	0.25	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3590	97	1810	47	1571	1810	686	1029
Grp Volume(v), veh/h	13	1155	98	474	557	582	118	0	555	20	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1883	1810	0	1617	1810	0	1715
Q Serve(g_s), s	0.8	38.3	5.3	31.2	27.3	27.3	7.3	0.0	30.0	1.3	0.0	0.6
Cycle Q Clear(g_c), s	0.8	38.3	5.3	31.2	27.3	27.3	7.3	0.0	30.0	1.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.97	1.00		0.60
Lane Grp Cap(c), veh/h	175	1158	517	484	887	926	225	0	404	51	0	264
V/C Ratio(X)	0.07	1.00	0.19	0.98	0.63	0.63	0.52	0.00	1.37	0.39	0.00	0.04
Avail Cap(c_a), veh/h	175	1158	517	484	887	926	287	0	404	113	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	40.7	29.5	43.6	22.4	22.4	49.2	0.0	45.0	57.3	0.0	43.2
Incr Delay (d2), s/veh	0.2	25.8	0.8	35.5	3.4	3.2	1.9	0.0	182.8	4.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	20.9	2.2	18.6	12.2	12.7	3.4	0.0	32.4	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	66.5	30.3	79.1	25.8	25.7	51.1	0.0	227.8	62.0	0.0	43.4
LnGrp LOS	D	E	C	E	C	C	D	A	F	E	A	D
Approach Vol, veh/h	1266					1613		673		30		
Approach Delay, s/veh	63.5					41.4		196.8		55.8		
Approach LOS	E					D		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.1	42.5	18.9	22.5	15.6	63.0	7.4	34.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	38.5	19.0	18.5	7.5	59.0	7.5	30.0				
Max Q Clear Time (g_c+Q_c), s	43.2	40.3	9.3	2.6	2.8	29.3	3.3	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	9.1	0.0	0.0				

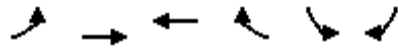
Intersection Summary

HCM 6th Ctrl Delay	78.5
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1523	1505	37	35	42
Future Volume (veh/h)	64	1523	1505	37	35	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	1655	1636	40	38	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	2813	3432	1065	279	248
Arrive On Green	0.08	0.78	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	70	1655	1636	40	38	46
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	4.4	22.4	0.0	0.0	2.2	3.0
Cycle Q Clear(g_c), s	4.4	22.4	0.0	0.0	2.2	3.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	152	2813	3432	1065	279	248
V/C Ratio(X)	0.46	0.59	0.48	0.04	0.14	0.19
Avail Cap(c_a), veh/h	152	2813	3432	1065	279	248
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	5.4	0.0	0.0	43.8	44.2
Incr Delay (d2), s/veh	2.2	0.9	0.5	0.1	1.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.1	7.2	0.2	0.0	1.1	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.5	6.3	0.5	0.1	44.9	45.8
LnGrp LOS	D	A	A	A	D	D
Approach Vol, veh/h		1725	1676		84	
Approach Delay, s/veh		8.3	0.5		45.4	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	14.1	83.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.5		18.5	10.1	79.4
Max Q Clear Time (g_c+I1), s		24.4		5.0	6.4	2.0
Green Ext Time (p_c), s		23.6		0.1	0.0	21.9
Intersection Summary						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			

Intersection

Int Delay, s/veh 6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	0	0	15	0	0	1
Future Vol, veh/h	0	0	15	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	20	0	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	1
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	0	1635
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1635
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1090	-	1635	-
HCM Lane V/C Ratio	0.001	-	0.012	-
HCM Control Delay (s)	8.3	-	7.2	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1201	6	15	1118	53	7	5	4	42	3	403
Future Volume (veh/h)	366	1201	6	15	1118	53	7	5	4	42	3	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1291	6	16	1202	57	8	5	4	45	3	433
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2650	12	44	1819	86	124	76	48	277	17	252
Arrive On Green	0.45	1.00	1.00	0.02	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3685	17	1810	3509	166	511	486	306	1398	107	1610
Grp Volume(v), veh/h	394	632	665	16	618	641	17	0	0	48	0	433
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1870	1303	0	0	1505	0	1610
Q Serve(g_s), s	25.5	0.0	0.0	1.0	30.1	30.1	0.0	0.0	0.0	0.0	0.0	18.8
Cycle Q Clear(g_c), s	25.5	0.0	0.0	1.0	30.1	30.1	2.7	0.0	0.0	2.7	0.0	18.8
Prop In Lane	1.00		0.01	1.00		0.09	0.47		0.24	0.94		1.00
Lane Grp Cap(c), veh/h	407	1298	1364	44	936	969	248	0	0	294	0	252
V/C Ratio(X)	0.97	0.49	0.49	0.37	0.66	0.66	0.07	0.00	0.00	0.16	0.00	1.72
Avail Cap(c_a), veh/h	407	1298	1364	145	936	969	248	0	0	294	0	252
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	57.7	21.2	21.2	43.1	0.0	0.0	43.8	0.0	50.6
Incr Delay (d2), s/veh	36.1	1.3	1.2	5.1	3.7	3.5	0.5	0.0	0.0	1.2	0.0	338.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	0.5	0.5	0.5	13.3	13.8	0.5	0.0	0.0	1.3	0.0	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	1.3	1.2	62.7	24.8	24.7	43.6	0.0	0.0	45.0	0.0	389.3
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1691				1275				17		481	
Approach Delay, s/veh	17.0				25.2				43.6		354.9	
Approach LOS	B				C				D		F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	90.3		22.8	31.0	66.2		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.6	79.6		18.8	27.0	62.2		18.8				
Max Q Clear Time (g_c+I1), s	3.0	2.0		20.8	27.5	32.1		4.7				
Green Ext Time (p_c), s	0.0	13.1		0.0	0.0	10.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	67.1											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	916	135	303	1125	129	118	233	363	128	232	19
Future Volume (veh/h)	42	916	135	303	1125	129	118	233	363	128	232	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1007	148	333	1236	142	130	256	399	141	255	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	947	139	287	1306	149	121	238	309	136	245	20
Arrive On Green	0.06	0.30	0.30	0.16	0.40	0.40	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1810	3158	464	1810	3264	374	629	1239	1610	626	1132	93
Grp Volume(v), veh/h	46	575	580	333	682	696	386	0	399	417	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1817	1810	1805	1833	1869	0	1610	1852	0	0
Q Serve(g_s), s	2.9	36.0	36.0	19.0	43.7	44.1	23.0	0.0	23.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	36.0	36.0	19.0	43.7	44.1	23.0	0.0	23.0	26.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.20	0.34		1.00	0.34		0.05
Lane Grp Cap(c), veh/h	106	542	545	287	722	733	358	0	309	401	0	0
V/C Ratio(X)	0.44	1.06	1.06	1.16	0.94	0.95	1.08	0.00	1.29	1.04	0.00	0.00
Avail Cap(c_a), veh/h	106	542	545	287	722	733	358	0	309	401	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.11	0.11	0.11	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.6	42.0	42.0	50.5	34.7	34.8	48.5	0.0	48.5	47.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	56.3	56.7	77.7	4.0	4.3	69.9	0.0	153.8	55.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	24.3	24.5	14.7	19.5	20.1	17.6	0.0	22.4	18.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	98.3	98.7	128.2	38.7	39.1	118.4	0.0	202.3	102.5	0.0	0.0
LnGrp LOS	E	F	F	F	D	D	F	A	F	F	A	A
Approach Vol, veh/h	1201				1711				785			
Approach Delay, s/veh	96.9				56.3				161.1			
Approach LOS	F				E				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	40.0		30.0	11.0	52.0		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	36.0		26.0	7.0	48.0		23.0				
Max Q Clear Time (g_c+I1), s	21.0	38.0		28.0	4.9	46.1		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	92.8											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	801	551	275	1109	120	376	182	188	151	169	89
Future Volume (veh/h)	56	801	551	275	1109	120	376	182	188	151	169	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	900	619	309	1246	135	422	204	211	170	190	100
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1233	550	243	1205	130	377	178	184	330	214	112
Arrive On Green	0.11	0.34	0.34	0.13	0.37	0.37	0.21	0.21	0.21	0.18	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3286	355	1810	856	885	1810	1172	617
Grp Volume(v), veh/h	63	900	619	309	683	698	422	0	415	170	0	290
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1836	1810	0	1741	1810	0	1789
Q Serve(g_s), s	3.9	26.2	41.0	16.1	44.0	44.0	25.0	0.0	25.0	10.2	0.0	19.0
Cycle Q Clear(g_c), s	3.9	26.2	41.0	16.1	44.0	44.0	25.0	0.0	25.0	10.2	0.0	19.0
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.51	1.00		0.34
Lane Grp Cap(c), veh/h	198	1233	550	243	662	673	377	0	363	330	0	326
V/C Ratio(X)	0.32	0.73	1.13	1.27	1.03	1.04	1.12	0.00	1.14	0.52	0.00	0.89
Avail Cap(c_a), veh/h	198	1233	550	243	662	673	377	0	363	377	0	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	34.6	39.5	51.9	38.0	38.0	47.5	0.0	47.5	44.3	0.0	47.9
Incr Delay (d2), s/veh	0.2	0.7	60.9	149.7	43.3	44.7	82.8	0.0	92.6	1.2	0.0	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.5	25.2	17.4	27.0	27.7	19.9	0.0	20.1	4.7	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	35.3	100.4	201.6	81.3	82.7	130.3	0.0	140.1	45.5	0.0	68.4
LnGrp LOS	D	D	F	F	F	F	F	A	F	D	A	E
Approach Vol, veh/h	1582			1690			837			460		
Approach Delay, s/veh	61.4			103.9			135.1			60.0		
Approach LOS	E			F			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.1	45.0		25.9	17.1	48.0		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	41.0			25.0	10.0	44.0		25.0				
Max Q Clear Time (g_c+1.0), s	43.0			21.0	5.9	46.0		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	90.5
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

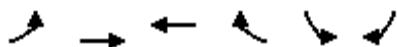


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	839	136	537	872	19	112	8	430	11	20	0
Future Volume (veh/h)	8	839	136	537	872	19	112	8	430	11	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	847	137	542	881	19	113	8	434	11	20	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1038	463	630	2246	48	140	6	330	42	293	0
Arrive On Green	0.01	0.29	0.29	0.35	0.62	0.62	0.08	0.21	0.21	0.02	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3613	78	1810	29	1585	1810	1900	0
Grp Volume(v), veh/h	8	847	137	542	440	460	113	0	442	11	20	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1886	1810	0	1615	1810	1900	0
Q Serve(g_s), s	0.5	26.2	8.0	33.5	14.6	14.6	7.4	0.0	25.0	0.7	1.1	0.0
Cycle Q Clear(g_c), s	0.5	26.2	8.0	33.5	14.6	14.6	7.4	0.0	25.0	0.7	1.1	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	25	1038	463	630	1122	1173	140	0	336	42	293	0
V/C Ratio(X)	0.32	0.82	0.30	0.86	0.39	0.39	0.81	0.00	1.31	0.27	0.07	0.00
Avail Cap(c_a), veh/h	113	1038	463	630	1122	1173	211	0	336	113	293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	39.8	33.3	36.4	11.4	11.4	54.5	0.0	47.5	57.6	43.4	0.0
Incr Delay (d2), s/veh	7.4	7.1	1.6	11.7	1.0	1.0	13.0	0.0	161.0	3.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.6	3.3	16.6	6.0	6.2	3.9	0.0	25.0	0.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	46.9	34.9	48.1	12.4	12.3	67.5	0.0	208.5	61.0	43.8	0.0
LnGrp LOS	E	D	C	D	B	B	E	A	F	E	D	A
Approach Vol, veh/h	992					1442		555		31		
Approach Delay, s/veh	45.4					25.8		179.7		49.9		
Approach LOS	D					C		F		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.7	38.5	13.3	22.5	5.6	78.6	6.8	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	27.0	34.5	14.0	18.5	7.5	64.0	7.5	25.0				
Max Q Clear Time (g_c+Q), s	25.5	28.2	9.4	3.1	2.5	16.6	2.7	27.0				
Green Ext Time (p_c), s	0.4	3.2	0.1	0.0	0.0	7.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			60.8									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1303	1346	28	31	66
Future Volume (veh/h)	20	1303	1346	28	31	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1357	1402	29	32	69
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2016	1902	590	558	496
Arrive On Green	0.13	0.56	0.12	0.12	0.31	0.31
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	21	1357	1402	29	32	69
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	0.6	16.0	15.7	1.0	0.7	1.9
Cycle Q Clear(g_c), s	0.6	16.0	15.7	1.0	0.7	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	2016	1902	590	558	496
V/C Ratio(X)	0.09	0.67	0.74	0.05	0.06	0.14
Avail Cap(c_a), veh/h	226	2016	1902	590	558	496
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	9.4	23.6	17.1	14.6	15.0
Incr Delay (d2), s/veh	0.2	1.8	2.6	0.2	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.4	7.5	0.3	0.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	11.2	26.2	17.3	14.8	15.6
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		1378	1431		101	
Approach Delay, s/veh		11.4	26.0		15.3	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		22.5	11.5	26.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.5		18.5	7.5	22.0
Max Q Clear Time (g_c+I1), s		18.0		3.9	2.6	17.7
Green Ext Time (p_c), s		8.9		0.2	0.0	3.2
Intersection Summary						
HCM 6th Ctrl Delay			18.7			
HCM 6th LOS			B			

HCM 6th TWSC
5: Perimeter Rd & SR-74

10/08/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑↑		↱
Traffic Vol, veh/h	1307	20	0	1379	0	17
Future Vol, veh/h	1307	20	0	1379	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1421	22	0	1499	0	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	722
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*550
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*550
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11.8	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	550	-	-	-		
HCM Lane V/C Ratio	0.034	-	-	-		
HCM Control Delay (s)	11.8	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	66	0	0	7	0	4
Future Vol, veh/h	66	0	0	7	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	38	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	174	0	0	18	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	192 174
Stage 1	-	-	-	-	174 -
Stage 2	-	-	-	-	18 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	-	0	0	-	801 875
Stage 1	-	0	0	-	861 -
Stage 2	-	0	0	-	1010 -
Platoon blocked, %	-			-	
Mov Cap-1 Maneuver	-	-	-	-	801 875
Mov Cap-2 Maneuver	-	-	-	-	801 -
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	1010 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	875	-	-
HCM Lane V/C Ratio	0.012	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1006	3	8	816	19	67	6	11	37	2	495
Future Volume (veh/h)	315	1006	3	8	816	19	67	6	11	37	2	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	1059	3	8	859	20	71	6	12	39	2	521
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	2408	7	25	1693	39	222	21	29	386	18	377
Arrive On Green	0.39	1.00	1.00	0.01	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3693	10	1810	3606	84	718	90	126	1399	79	1610
Grp Volume(v), veh/h	332	518	544	8	430	449	89	0	0	41	0	521
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1885	934	0	0	1478	0	1610
Q Serve(g_s), s	21.1	0.0	0.0	0.5	19.9	19.9	8.3	0.0	0.0	0.0	0.0	28.1
Cycle Q Clear(g_c), s	21.1	0.0	0.0	0.5	19.9	19.9	10.8	0.0	0.0	2.5	0.0	28.1
Prop In Lane	1.00		0.01	1.00		0.04	0.80		0.13	0.95		1.00
Lane Grp Cap(c), veh/h	355	1177	1238	25	847	885	273	0	0	405	0	377
V/C Ratio(X)	0.93	0.44	0.44	0.32	0.51	0.51	0.33	0.00	0.00	0.10	0.00	1.38
Avail Cap(c_a), veh/h	415	1177	1238	115	847	885	273	0	0	405	0	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	58.6	22.2	22.2	39.8	0.0	0.0	36.1	0.0	45.9
Incr Delay (d2), s/veh	26.3	1.2	1.1	7.4	2.2	2.1	3.2	0.0	0.0	0.5	0.0	187.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.4	0.4	0.3	8.9	9.2	2.5	0.0	0.0	1.0	0.0	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	1.2	1.1	66.0	24.3	24.2	43.0	0.0	0.0	36.6	0.0	233.6
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1394			887			89			562		
Approach Delay, s/veh	15.7			24.7			43.0			219.2		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	82.3		32.1	27.6	60.3		32.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	72.3		28.1	27.5	52.4		28.1				
Max Q Clear Time (g_c+I1), s	2.5	2.0		30.1	23.1	21.9		12.8				
Green Ext Time (p_c), s	0.0	9.2		0.0	0.4	6.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	58.2											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1080	101	243	800	111	75	145	278	102	178	30
Future Volume (veh/h)	40	1080	101	243	800	111	75	145	278	102	178	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1149	107	259	851	118	80	154	296	109	189	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1308	122	221	1380	191	101	195	255	118	205	35
Arrive On Green	0.08	0.39	0.39	0.12	0.43	0.43	0.16	0.16	0.16	0.19	0.19	0.19
Sat Flow, veh/h	1810	3339	310	1810	3184	441	639	1229	1610	607	1052	178
Grp Volume(v), veh/h	43	620	636	259	482	487	234	0	296	330	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1810	1805	1821	1868	0	1610	1838	0	0
Q Serve(g_s), s	2.7	38.2	38.4	14.7	24.8	24.8	14.5	0.0	19.0	21.2	0.0	0.0
Cycle Q Clear(g_c), s	2.7	38.2	38.4	14.7	24.8	24.8	14.5	0.0	19.0	21.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.24	0.34		1.00	0.33		0.10
Lane Grp Cap(c), veh/h	146	707	722	221	782	789	296	0	255	357	0	0
V/C Ratio(X)	0.29	0.88	0.88	1.17	0.62	0.62	0.79	0.00	1.16	0.92	0.00	0.00
Avail Cap(c_a), veh/h	146	707	722	221	782	789	296	0	255	368	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.0	33.8	33.9	52.7	26.3	26.3	48.6	0.0	50.5	47.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	14.5	14.4	105.1	2.5	2.5	13.5	0.0	107.0	28.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	19.3	19.8	13.1	11.1	11.2	7.8	0.0	15.2	12.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	48.3	48.3	157.7	28.8	28.8	62.1	0.0	157.5	75.6	0.0	0.0
LnGrp LOS	D	D	D	F	C	C	E	A	F	E	A	A
Approach Vol, veh/h	1299			1228			530			330		
Approach Delay, s/veh	48.5			56.0			115.4			75.6		
Approach LOS	D			E			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	51.0		27.3	13.7	56.0		23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	47.0		24.0	9.0	52.0		19.0				
Max Q Clear Time (g_c+I1), s	16.7	40.4		23.2	4.7	26.8		21.0				
Green Ext Time (p_c), s	0.0	4.2		0.2	0.0	7.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	64.3											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1230	120	73	1013	76	105	80	84	114	57	71
Future Volume (veh/h)	100	1230	120	73	1013	76	105	80	84	114	57	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1295	126	77	1066	80	111	84	88	120	60	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	2022	902	98	1842	138	279	131	137	178	75	94
Arrive On Green	0.07	0.56	0.56	0.05	0.54	0.54	0.15	0.15	0.15	0.10	0.10	0.10
Sat Flow, veh/h	1810	3610	1610	1810	3404	255	1810	850	890	1810	768	960
Grp Volume(v), veh/h	105	1295	126	77	565	581	111	0	172	120	0	135
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1854	1810	0	1740	1810	0	1727
Q Serve(g_s), s	6.9	29.5	4.5	5.0	25.1	25.1	6.6	0.0	11.1	7.7	0.0	9.2
Cycle Q Clear(g_c), s	6.9	29.5	4.5	5.0	25.1	25.1	6.6	0.0	11.1	7.7	0.0	9.2
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.51	1.00		0.56
Lane Grp Cap(c), veh/h	132	2022	902	98	977	1003	279	0	268	178	0	170
V/C Ratio(X)	0.79	0.64	0.14	0.78	0.58	0.58	0.40	0.00	0.64	0.67	0.00	0.80
Avail Cap(c_a), veh/h	347	2022	902	113	977	1003	279	0	268	279	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	18.1	12.6	56.1	18.4	18.4	45.7	0.0	47.6	52.3	0.0	52.9
Incr Delay (d2), s/veh	5.1	0.8	0.2	26.3	2.5	2.4	4.2	0.0	11.2	4.4	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	12.1	1.7	3.0	10.9	11.2	3.3	0.0	5.7	3.7	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	18.9	12.8	82.3	20.9	20.8	49.9	0.0	58.9	56.7	0.0	61.5
LnGrp LOS	E	B	B	F	C	C	D	A	E	E	A	E
Approach Vol, veh/h	1526			1223			283			255		
Approach Delay, s/veh	21.2			24.7			55.4			59.2		
Approach LOS	C			C			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	71.2		15.8	12.8	68.9		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	75	59.5		18.5	23.0	44.0		18.5				
Max Q Clear Time (g_c+I), s	17.0	31.5		11.2	8.9	27.1		13.1				
Green Ext Time (p_c), s	0.0	12.3		0.6	0.2	7.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	28.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1125	91	452	1061	28	110	15	519	19	4	6
Future Volume (veh/h)	12	1125	91	452	1061	28	110	15	519	19	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1210	98	486	1141	30	118	16	558	20	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	1158	517	484	1767	46	225	11	393	51	106	159
Arrive On Green	0.10	0.32	0.32	0.27	0.49	0.49	0.12	0.25	0.25	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3594	94	1810	45	1572	1810	686	1029
Grp Volume(v), veh/h	13	1210	98	486	573	598	118	0	574	20	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1883	1810	0	1617	1810	0	1715
Q Serve(g_s), s	0.8	38.5	5.3	32.1	28.4	28.4	7.3	0.0	30.0	1.3	0.0	0.6
Cycle Q Clear(g_c), s	0.8	38.5	5.3	32.1	28.4	28.4	7.3	0.0	30.0	1.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.97	1.00		0.60
Lane Grp Cap(c), veh/h	175	1158	517	484	887	926	225	0	404	51	0	264
V/C Ratio(X)	0.07	1.04	0.19	1.00	0.65	0.65	0.52	0.00	1.42	0.39	0.00	0.04
Avail Cap(c_a), veh/h	175	1158	517	484	887	926	287	0	404	113	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	40.7	29.5	44.0	22.7	22.7	49.2	0.0	45.0	57.3	0.0	43.2
Incr Delay (d2), s/veh	0.2	38.9	0.8	42.0	3.6	3.5	1.9	0.0	203.0	4.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	23.1	2.2	19.9	12.7	13.2	3.4	0.0	34.7	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	79.7	30.3	85.9	26.3	26.2	51.1	0.0	248.0	62.0	0.0	43.4
LnGrp LOS	D	F	C	F	C	C	D	A	F	E	A	D
Approach Vol, veh/h	1321					1657		692		30		
Approach Delay, s/veh	75.7					43.8		214.4		55.8		
Approach LOS	E					D		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.1	42.5	18.9	22.5	15.6	63.0	7.4	34.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	38.5	19.0	18.5	7.5	59.0	7.5	30.0				
Max Q Clear Time (g_c+Q), s	24.1	40.5	9.3	2.6	2.8	30.4	3.3	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	9.4	0.0	0.0				

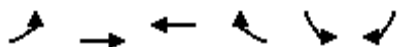
Intersection Summary

HCM 6th Ctrl Delay	87.2
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1592	1546	37	35	42
Future Volume (veh/h)	64	1592	1546	37	35	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	1730	1680	40	38	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	2813	3432	1065	279	248
Arrive On Green	0.08	0.78	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	70	1730	1680	40	38	46
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	4.4	24.4	0.0	0.0	2.2	3.0
Cycle Q Clear(g_c), s	4.4	24.4	0.0	0.0	2.2	3.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	152	2813	3432	1065	279	248
V/C Ratio(X)	0.46	0.62	0.49	0.04	0.14	0.19
Avail Cap(c_a), veh/h	152	2813	3432	1065	279	248
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	5.6	0.0	0.0	43.8	44.2
Incr Delay (d2), s/veh	2.2	1.0	0.5	0.1	1.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.1	7.8	0.2	0.0	1.1	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.5	6.6	0.5	0.1	44.9	45.8
LnGrp LOS	D	A	A	A	D	D
Approach Vol, veh/h		1800	1720		84	
Approach Delay, s/veh		8.5	0.5		45.4	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	14.1	83.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.5		18.5	10.1	79.4
Max Q Clear Time (g_c+I1), s		26.4		5.0	6.4	2.0
Green Ext Time (p_c), s		25.7		0.1	0.0	23.1
Intersection Summary						
HCM 6th Ctrl Delay			5.5			
HCM 6th LOS			A			

HCM 6th TWSC
5: Perimeter Rd & SR-74

10/08/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1573	69	0	1570	0	11
Future Vol, veh/h	1573	69	0	1570	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1710	75	0	1707	0	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 893
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	-	0 - 0 289
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 289
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	289	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-
HCM Control Delay (s)	18	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	44	0	15	23	0	1
Future Vol, veh/h	44	0	15	23	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	0	20	31	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	59
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	0	1558
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1558
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1012	-	1558	-
HCM Lane V/C Ratio	0.001	-	0.013	-
HCM Control Delay (s)	8.6	-	7.3	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1212	6	38	1118	53	48	5	7	42	3	403
Future Volume (veh/h)	366	1212	6	38	1118	53	48	5	7	42	3	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1303	6	41	1202	57	52	5	8	45	3	433
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2579	12	79	1819	86	164	17	18	277	17	252
Arrive On Green	0.45	1.00	1.00	0.04	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3685	17	1810	3509	166	705	111	115	1400	107	1610
Grp Volume(v), veh/h	394	638	671	41	618	641	65	0	0	48	0	433
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1870	931	0	0	1506	0	1610
Q Serve(g_s), s	25.5	0.0	0.0	2.7	30.1	30.1	5.9	0.0	0.0	0.0	0.0	18.8
Cycle Q Clear(g_c), s	25.5	0.0	0.0	2.7	30.1	30.1	9.1	0.0	0.0	3.2	0.0	18.8
Prop In Lane	1.00		0.01	1.00		0.09	0.80		0.12	0.94		1.00
Lane Grp Cap(c), veh/h	407	1263	1328	79	936	969	200	0	0	294	0	252
V/C Ratio(X)	0.97	0.51	0.51	0.52	0.66	0.66	0.33	0.00	0.00	0.16	0.00	1.72
Avail Cap(c_a), veh/h	407	1263	1328	145	936	969	200	0	0	294	0	252
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	56.2	21.2	21.2	47.2	0.0	0.0	44.0	0.0	50.6
Incr Delay (d2), s/veh	36.1	1.4	1.4	5.3	3.7	3.5	4.3	0.0	0.0	1.2	0.0	338.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	0.5	0.5	1.3	13.3	13.8	2.0	0.0	0.0	1.3	0.0	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	1.4	1.4	61.4	24.8	24.7	51.5	0.0	0.0	45.2	0.0	389.3
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1703				1300				65			
Approach Delay, s/veh	17.0				25.9				51.5			
Approach LOS	B				C				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	88.0		22.8	31.0	66.2		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.6	79.6		18.8	27.0	62.2		18.8				
Max Q Clear Time (g_c+I1), s	4.7	2.0		20.8	27.5	32.1		11.1				
Green Ext Time (p_c), s	0.0	13.4		0.0	0.0	10.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	66.7											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1196	143	416	1773	197	141	288	440	154	301	78
Future Volume (veh/h)	73	1196	143	416	1773	197	141	288	440	154	301	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	1314	157	457	1948	216	155	316	484	169	331	86
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	975	116	287	1313	143	118	240	309	114	223	58
Arrive On Green	0.06	0.30	0.30	0.16	0.40	0.40	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1810	3249	386	1810	3283	357	615	1254	1610	526	1031	268
Grp Volume(v), veh/h	80	727	744	457	1054	1110	471	0	484	586	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1830	1810	1805	1836	1869	0	1610	1825	0	0
Q Serve(g_s), s	5.2	36.0	36.0	19.0	48.0	48.0	23.0	0.0	23.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	36.0	36.0	19.0	48.0	48.0	23.0	0.0	23.0	26.0	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.19	0.33		1.00	0.29		0.15
Lane Grp Cap(c), veh/h	106	542	549	287	722	734	358	0	309	396	0	0
V/C Ratio(X)	0.76	1.34	1.36	1.60	1.46	1.51	1.31	0.00	1.57	1.48	0.00	0.00
Avail Cap(c_a), veh/h	106	542	549	287	722	734	358	0	309	396	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.7	42.0	42.0	50.5	36.0	36.0	48.5	0.0	48.5	47.0	0.0	0.0
Incr Delay (d2), s/veh	26.6	166.1	171.5	269.3	207.8	230.8	160.1	0.0	270.9	229.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	40.8	42.2	30.0	62.3	68.0	26.6	0.0	32.4	37.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	208.1	213.5	319.8	243.8	266.8	208.6	0.0	319.4	276.9	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h	1551				2621				955			
Approach Delay, s/veh	204.2				266.8				264.8			
Approach LOS	F				F				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	40.0		30.0	11.0	52.0		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	36.0		26.0	7.0	48.0		23.0				
Max Q Clear Time (g_c+I1), s	21.0	38.0		28.0	7.2	50.0		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	250.5											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1017	581	268	1581	179	467	195	186	258	173	346
Future Volume (veh/h)	187	1017	581	268	1581	179	467	195	186	258	173	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	1143	653	301	1776	201	525	219	209	290	194	389
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1233	550	196	1201	133	377	186	178	377	118	236
Arrive On Green	0.08	0.34	0.34	0.11	0.37	0.37	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3276	364	1810	894	853	1810	564	1132
Grp Volume(v), veh/h	210	1143	653	301	963	1014	525	0	428	290	0	583
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1835	1810	0	1746	1810	0	1696
Q Serve(g_s), s	10.0	36.6	41.0	13.0	44.0	44.0	25.0	0.0	25.0	18.1	0.0	25.0
Cycle Q Clear(g_c), s	10.0	36.6	41.0	13.0	44.0	44.0	25.0	0.0	25.0	18.1	0.0	25.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	151	1233	550	196	662	673	377	0	364	377	0	353
V/C Ratio(X)	1.39	0.93	1.19	1.54	1.46	1.51	1.39	0.00	1.18	0.77	0.00	1.65
Avail Cap(c_a), veh/h	151	1233	550	196	662	673	377	0	364	377	0	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	38.1	39.5	53.5	38.0	38.0	47.5	0.0	47.5	44.8	0.0	47.5
Incr Delay (d2), s/veh	180.4	1.6	86.0	264.9	213.2	235.9	192.2	0.0	104.4	9.3	0.0	304.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	16.2	29.1	20.3	58.2	63.4	31.3	0.0	21.3	9.1	0.0	40.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.4	39.6	125.5	318.4	251.2	273.9	239.7	0.0	151.9	54.1	0.0	352.3
LnGrp LOS	F	D	F	F	F	F	F	A	F	D	A	F
Approach Vol, veh/h	2006			2278			953			873		
Approach Delay, s/veh	88.1			270.2			200.3			253.2		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.0	45.0		29.0	14.0	48.0		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	41.0	41.0		25.0	10.0	44.0		25.0				
Max Q Clear Time (g_c+1.5), s	43.0	43.0		27.0	12.0	46.0		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 197.1

HCM 6th LOS F

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1109	375	646	1079	19	242	8	549	11	20	0
Future Volume (veh/h)	8	1109	375	646	1079	19	242	8	549	11	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	1120	379	653	1090	19	244	8	555	11	20	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1038	463	558	2114	37	211	5	331	113	293	0
Arrive On Green	0.01	0.29	0.29	0.31	0.58	0.58	0.12	0.21	0.21	0.06	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3630	63	1810	23	1591	1810	1900	0
Grp Volume(v), veh/h	8	1120	379	653	542	567	244	0	563	11	20	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1889	1810	0	1614	1810	1900	0
Q Serve(g_s), s	0.5	34.5	26.3	37.0	21.5	21.5	14.0	0.0	25.0	0.7	1.1	0.0
Cycle Q Clear(g_c), s	0.5	34.5	26.3	37.0	21.5	21.5	14.0	0.0	25.0	0.7	1.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	25	1038	463	558	1051	1100	211	0	336	113	293	0
V/C Ratio(X)	0.32	1.08	0.82	1.17	0.52	0.52	1.16	0.00	1.67	0.10	0.07	0.00
Avail Cap(c_a), veh/h	113	1038	463	558	1051	1100	211	0	336	113	293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	42.8	39.8	41.5	15.0	15.0	53.0	0.0	47.5	53.1	43.4	0.0
Incr Delay (d2), s/veh	7.4	51.9	14.9	94.6	1.8	1.7	110.3	0.0	316.4	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	22.7	12.2	30.9	9.1	9.5	12.8	0.0	39.5	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	94.6	54.7	136.1	16.8	16.7	163.3	0.0	363.9	53.4	43.8	0.0
LnGrp LOS	E	F	D	F	B	B	F	A	F	D	D	A
Approach Vol, veh/h	1507					1762		807		31		
Approach Delay, s/veh	84.4					61.0		303.2		47.2		
Approach LOS	F					E		F		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	38.5	18.0	22.5	5.6	73.9	11.5	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	27.0	34.5	14.0	18.5	7.5	64.0	7.5	25.0				
Max Q Clear Time (g_c+Q), s	29.0	36.5	16.0	3.1	2.5	23.5	2.7	27.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0				

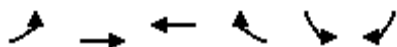
Intersection Summary

HCM 6th Ctrl Delay 117.1
 HCM 6th LOS F

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1712	1678	47	45	66
Future Volume (veh/h)	20	1712	1678	47	45	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1783	1748	49	47	69
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2016	1902	590	558	496
Arrive On Green	0.13	0.56	0.25	0.25	0.31	0.31
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	21	1783	1748	49	47	69
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	0.6	25.9	19.7	1.4	1.1	1.9
Cycle Q Clear(g_c), s	0.6	25.9	19.7	1.4	1.1	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	2016	1902	590	558	496
V/C Ratio(X)	0.09	0.88	0.92	0.08	0.08	0.14
Avail Cap(c_a), veh/h	226	2016	1902	590	558	496
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	11.6	21.8	14.9	14.7	15.0
Incr Delay (d2), s/veh	0.2	6.1	8.7	0.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.6	9.5	0.5	0.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	17.7	30.4	15.1	15.0	15.6
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		1804	1797		116	
Approach Delay, s/veh		17.8	30.0		15.4	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		22.5	11.5	26.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.5		18.5	7.5	22.0
Max Q Clear Time (g_c+l1), s		27.9		3.9	2.6	21.7
Green Ext Time (p_c), s		4.8		0.2	0.0	0.3
Intersection Summary						
HCM 6th Ctrl Delay			23.6			
HCM 6th LOS			C			

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	18	0	0	6	0	4
Future Vol, veh/h	18	0	0	6	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	38	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	0	0	16	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	63
Stage 1	-	-	47
Stage 2	-	-	16
Critical Hdwy	-	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	-	3.5
Pot Cap-1 Maneuver	-	0	948
Stage 1	-	0	981
Stage 2	-	0	1012
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	948
Mov Cap-2 Maneuver	-	-	948
Stage 1	-	-	981
Stage 2	-	-	1012

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1028	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1432	3	18	1229	57	5	6	27	64	2	495
Future Volume (veh/h)	315	1432	3	18	1229	57	5	6	27	64	2	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	1507	3	19	1294	60	5	6	28	67	2	521
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	2360	5	50	1649	76	60	77	264	385	11	377
Arrive On Green	0.39	1.00	1.00	0.03	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3696	7	1810	3513	163	112	331	1128	1393	46	1610
Grp Volume(v), veh/h	332	736	774	19	664	690	39	0	0	69	0	521
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1871	1571	0	0	1439	0	1610
Q Serve(g_s), s	21.1	0.0	0.0	1.2	37.1	37.2	0.0	0.0	0.0	1.9	0.0	28.1
Cycle Q Clear(g_c), s	21.1	0.0	0.0	1.2	37.1	37.2	2.2	0.0	0.0	4.1	0.0	28.1
Prop In Lane	1.00		0.00	1.00		0.09	0.13		0.72	0.97		1.00
Lane Grp Cap(c), veh/h	355	1152	1212	50	847	878	402	0	0	396	0	377
V/C Ratio(X)	0.93	0.64	0.64	0.38	0.78	0.79	0.10	0.00	0.00	0.17	0.00	1.38
Avail Cap(c_a), veh/h	415	1152	1212	115	847	878	402	0	0	396	0	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	57.4	26.7	26.7	36.0	0.0	0.0	36.6	0.0	45.9
Incr Delay (d2), s/veh	26.3	2.7	2.6	4.8	7.2	7.0	0.5	0.0	0.0	1.0	0.0	187.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.9	0.9	0.6	17.2	17.9	1.0	0.0	0.0	1.7	0.0	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	2.7	2.6	62.2	33.9	33.7	36.5	0.0	0.0	37.6	0.0	233.6
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1842				1373				39			
Approach Delay, s/veh	13.3				34.2				36.5			
Approach LOS	B				C				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	80.6		32.1	27.6	60.3		32.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	72.3		28.1	27.5	52.4		28.1				
Max Q Clear Time (g_c+I1), s	3.2	2.0		30.1	23.1	39.2		4.2				
Green Ext Time (p_c), s	0.0	17.8		0.0	0.4	7.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	51.3											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1865	127	330	1241	157	90	248	442	180	239	64
Future Volume (veh/h)	126	1865	127	330	1241	157	90	248	442	180	239	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1984	135	351	1320	167	96	264	470	191	254	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1344	90	211	1398	176	79	218	255	136	180	48
Arrive On Green	0.08	0.39	0.39	0.12	0.43	0.43	0.16	0.16	0.16	0.20	0.20	0.20
Sat Flow, veh/h	1810	3433	231	1810	3226	406	500	1375	1610	679	902	242
Grp Volume(v), veh/h	134	1032	1087	351	735	752	360	0	470	513	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1858	1810	1805	1827	1875	0	1610	1823	0	0
Q Serve(g_s), s	8.9	47.0	47.0	14.0	46.7	47.6	19.0	0.0	19.0	24.0	0.0	0.0
Cycle Q Clear(g_c), s	8.9	47.0	47.0	14.0	46.7	47.6	19.0	0.0	19.0	24.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.22	0.27		1.00	0.37		0.13
Lane Grp Cap(c), veh/h	136	707	728	211	782	792	297	0	255	365	0	0
V/C Ratio(X)	0.99	1.46	1.49	1.66	0.94	0.95	1.21	0.00	1.84	1.41	0.00	0.00
Avail Cap(c_a), veh/h	136	707	728	211	782	792	297	0	255	365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.4	36.5	36.5	53.0	32.5	32.7	50.5	0.0	50.5	48.0	0.0	0.0
Incr Delay (d2), s/veh	73.2	214.9	229.1	300.1	2.9	3.4	122.7	0.0	394.4	199.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	62.4	67.1	23.9	20.5	21.2	19.0	0.0	35.6	31.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.7	251.4	265.6	353.1	35.4	36.1	173.2	0.0	444.9	247.0	0.0	0.0
LnGrp LOS	F	F	F	F	D	D	F	A	F	F	A	A
Approach Vol, veh/h	2253				1838				830			
Approach Delay, s/veh	250.9				96.4				327.1			
Approach LOS	F				F				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	51.0		28.0	13.0	56.0		23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	47.0		24.0	9.0	52.0		19.0				
Max Q Clear Time (g_c+I1), s	16.0	49.0		26.0	10.9	49.6		21.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	209.9											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	467	1779	222	69	1376	237	166	89	77	174	72	219
Future Volume (veh/h)	467	1779	222	69	1376	237	166	89	77	174	72	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	492	1873	234	73	1448	249	175	94	81	183	76	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	1823	813	96	1132	192	279	145	125	279	64	194
Arrive On Green	0.19	0.51	0.51	0.05	0.37	0.37	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3088	523	1810	942	812	1810	414	1259
Grp Volume(v), veh/h	492	1873	234	73	836	861	175	0	175	183	0	307
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1806	1810	0	1754	1810	0	1673
Q Serve(g_s), s	23.0	60.6	10.1	4.8	44.0	44.0	10.9	0.0	11.3	11.4	0.0	18.5
Cycle Q Clear(g_c), s	23.0	60.6	10.1	4.8	44.0	44.0	10.9	0.0	11.3	11.4	0.0	18.5
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.46	1.00		0.75
Lane Grp Cap(c), veh/h	347	1823	813	96	662	662	279	0	270	279	0	258
V/C Ratio(X)	1.42	1.03	0.29	0.76	1.26	1.30	0.63	0.00	0.65	0.66	0.00	1.19
Avail Cap(c_a), veh/h	347	1823	813	113	662	662	279	0	270	279	0	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	29.7	17.2	56.0	38.0	38.0	47.5	0.0	47.7	47.8	0.0	50.8
Incr Delay (d2), s/veh	189.9	15.0	0.1	21.7	130.6	145.7	10.2	0.0	11.4	5.5	0.0	117.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.6	28.9	3.7	2.8	43.0	45.8	5.7	0.0	5.8	5.6	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	238.4	44.7	17.3	77.7	168.6	183.7	57.8	0.0	59.1	53.2	0.0	168.1
LnGrp LOS	F	F	B	E	F	F	E	A	E	D	A	F
Approach Vol, veh/h	2599			1770			350			490		
Approach Delay, s/veh	78.9			172.2			58.4			125.2		
Approach LOS	E			F			E			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	64.6		22.5	27.0	48.0		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	75	59.5		18.5	23.0	44.0		18.5				
Max Q Clear Time (g_c+I), s	10.8	62.6		20.5	25.0	46.0		13.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.7				

Intersection Summary

HCM 6th Ctrl Delay 113.6

HCM 6th LOS F

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1395	287	603	1386	28	400	15	668	19	4	6
Future Volume (veh/h)	12	1395	287	603	1386	28	400	15	668	19	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1500	309	648	1490	30	430	16	718	20	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1158	517	422	1779	36	287	10	449	51	106	159
Arrive On Green	0.06	0.32	0.32	0.23	0.49	0.49	0.16	0.28	0.28	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3619	73	1810	35	1580	1810	686	1029
Grp Volume(v), veh/h	13	1500	309	648	742	778	430	0	734	20	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1887	1810	0	1616	1810	0	1715
Q Serve(g_s), s	0.8	38.5	19.4	28.0	42.6	42.8	19.0	0.0	34.1	1.3	0.0	0.6
Cycle Q Clear(g_c), s	0.8	38.5	19.4	28.0	42.6	42.8	19.0	0.0	34.1	1.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.98	1.00		0.60
Lane Grp Cap(c), veh/h	113	1158	517	422	887	928	287	0	459	51	0	264
V/C Ratio(X)	0.11	1.30	0.60	1.53	0.84	0.84	1.50	0.00	1.60	0.39	0.00	0.04
Avail Cap(c_a), veh/h	113	1158	517	422	887	928	287	0	459	113	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.1	40.7	34.2	46.0	26.3	26.4	50.5	0.0	43.0	57.3	0.0	43.2
Incr Delay (d2), s/veh	0.4	139.3	5.0	252.3	9.2	9.0	242.8	0.0	279.7	4.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	39.2	8.3	42.1	20.0	20.9	27.9	0.0	49.1	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	180.0	39.3	298.3	35.6	35.3	293.3	0.0	322.6	62.0	0.0	43.4
LnGrp LOS	D	F	D	F	D	D	F	A	F	E	A	D
Approach Vol, veh/h	1822			2168			1164			30		
Approach Delay, s/veh	155.3			114.0			311.8			55.8		
Approach LOS	F			F			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	42.5	23.0	22.5	11.5	63.0	7.4	38.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	38.5	19.0	18.5	7.5	59.0	7.5	30.0				
Max Q Clear Time (g_c+Rc), s	40.5	40.5	21.0	2.6	2.8	44.8	3.3	36.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0				

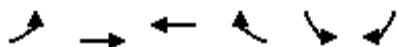
Intersection Summary

HCM 6th Ctrl Delay	172.6
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	2032	2043	56	60	42
Future Volume (veh/h)	64	2032	2043	56	60	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	2209	2221	61	65	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	2813	3432	1065	279	248
Arrive On Green	0.08	0.78	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	70	2209	2221	61	65	46
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	4.4	41.8	0.0	0.0	3.8	3.0
Cycle Q Clear(g_c), s	4.4	41.8	0.0	0.0	3.8	3.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	152	2813	3432	1065	279	248
V/C Ratio(X)	0.46	0.79	0.65	0.06	0.23	0.19
Avail Cap(c_a), veh/h	152	2813	3432	1065	279	248
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	7.5	0.0	0.0	44.5	44.2
Incr Delay (d2), s/veh	2.2	2.3	1.0	0.1	1.9	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.1	13.6	0.3	0.0	1.9	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.5	9.8	1.0	0.1	46.5	45.8
LnGrp LOS	D	A	A	A	D	D
Approach Vol, veh/h		2279	2282		111	
Approach Delay, s/veh		11.2	0.9		46.2	
Approach LOS		B	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	14.1	83.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.5		18.5	10.1	79.4
Max Q Clear Time (g_c+I1), s		43.8		5.8	6.4	2.0
Green Ext Time (p_c), s		34.1		0.2	0.0	40.7
Intersection Summary						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	12	0	15	20	0	1
Future Vol, veh/h	12	0	15	20	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	0	20	27	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 16	0 83 16
Stage 1	-	-	- 16 -
Stage 2	-	-	- 67 -
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	-	0 1615	- 924 1069
Stage 1	-	0	- 1012 -
Stage 2	-	0	- 961 -
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	- 1615	- 912 1069
Mov Cap-2 Maneuver	-	-	- 912 -
Stage 1	-	-	- 1012 -
Stage 2	-	-	- 949 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1069	-	1615	-
HCM Lane V/C Ratio	0.001	-	0.012	-
HCM Control Delay (s)	8.4	-	7.3	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1735	6	35	1676	88	7	5	26	89	3	403
Future Volume (veh/h)	366	1735	6	35	1676	88	7	5	26	89	3	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1866	6	38	1802	95	8	5	28	96	3	433
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2589	8	76	1809	95	36	32	70	145	4	252
Arrive On Green	0.45	1.00	1.00	0.04	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3691	12	1810	3490	182	1	206	445	551	24	1610
Grp Volume(v), veh/h	394	912	960	38	925	972	41	0	0	99	0	433
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1867	652	0	0	575	0	1610
Q Serve(g_s), s	25.5	0.0	0.0	2.5	60.8	62.2	0.1	0.0	0.0	0.2	0.0	18.8
Cycle Q Clear(g_c), s	25.5	0.0	0.0	2.5	60.8	62.2	18.8	0.0	0.0	18.8	0.0	18.8
Prop In Lane	1.00		0.01	1.00		0.10	0.20		0.68	0.97		1.00
Lane Grp Cap(c), veh/h	407	1266	1331	76	936	968	138	0	0	149	0	252
V/C Ratio(X)	0.97	0.72	0.72	0.50	0.99	1.00	0.30	0.00	0.00	0.66	0.00	1.72
Avail Cap(c_a), veh/h	407	1266	1331	145	936	968	138	0	0	149	0	252
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	56.3	28.6	28.9	44.3	0.0	0.0	51.5	0.0	50.6
Incr Delay (d2), s/veh	36.1	3.6	3.4	5.0	26.8	30.0	5.4	0.0	0.0	20.9	0.0	338.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	1.3	1.3	1.2	32.0	34.6	1.3	0.0	0.0	3.9	0.0	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	3.6	3.4	61.3	55.4	58.9	49.7	0.0	0.0	72.4	0.0	389.3
LnGrp LOS	E	A	A	E	E	F	D	A	A	E	A	F
Approach Vol, veh/h	2266				1935				41			
Approach Delay, s/veh	14.8				57.3				49.7			
Approach LOS	B				E				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	88.2		22.8	31.0	66.2		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.6	79.6		18.8	27.0	62.2		18.8				
Max Q Clear Time (g_c+I1), s	4.5	2.0		20.8	27.5	64.2		20.8				
Green Ext Time (p_c), s	0.0	30.1		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	67.5											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1200	143	426	1785	207	141	288	443	157	301	78
Future Volume (veh/h)	73	1200	143	426	1785	207	141	288	443	157	301	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	1319	157	468	1962	227	155	316	487	173	331	86
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	975	115	287	1307	148	118	240	309	116	222	58
Arrive On Green	0.06	0.30	0.30	0.16	0.40	0.40	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1810	3251	385	1810	3268	371	615	1254	1610	535	1024	266
Grp Volume(v), veh/h	80	729	747	468	1066	1123	471	0	487	590	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1831	1810	1805	1833	1869	0	1610	1825	0	0
Q Serve(g_s), s	5.2	36.0	36.0	19.0	48.0	48.0	23.0	0.0	23.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	36.0	36.0	19.0	48.0	48.0	23.0	0.0	23.0	26.0	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.20	0.33		1.00	0.29		0.15
Lane Grp Cap(c), veh/h	106	542	549	287	722	733	358	0	309	395	0	0
V/C Ratio(X)	0.76	1.35	1.36	1.63	1.48	1.53	1.31	0.00	1.58	1.49	0.00	0.00
Avail Cap(c_a), veh/h	106	542	549	287	722	733	358	0	309	395	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.7	42.0	42.0	50.5	36.0	36.0	48.5	0.0	48.5	47.0	0.0	0.0
Incr Delay (d2), s/veh	26.6	167.9	173.5	286.5	215.4	239.5	160.1	0.0	275.2	234.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	41.1	42.5	31.4	63.8	69.7	26.6	0.0	32.8	37.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	209.9	215.5	337.0	251.4	275.5	208.6	0.0	323.7	281.4	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	F	F	A	A
Approach Vol, veh/h	1556			2657			958			590		
Approach Delay, s/veh	206.0			276.7			267.1			281.4		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	40.0		30.0	11.0	52.0		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	36.0		26.0	7.0	48.0		23.0				
Max Q Clear Time (g_c+I1), s	21.0	38.0		28.0	7.2	50.0		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	256.5											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1028	581	275	1613	186	467	195	188	260	173	346
Future Volume (veh/h)	187	1028	581	275	1613	186	467	195	188	260	173	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	1155	653	309	1812	209	525	219	211	292	194	389
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1233	550	196	1199	136	377	185	178	377	118	236
Arrive On Green	0.08	0.34	0.34	0.11	0.37	0.37	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3269	370	1810	889	857	1810	564	1132
Grp Volume(v), veh/h	210	1155	653	309	985	1036	525	0	430	292	0	583
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1833	1810	0	1746	1810	0	1696
Q Serve(g_s), s	10.0	37.2	41.0	13.0	44.0	44.0	25.0	0.0	25.0	18.3	0.0	25.0
Cycle Q Clear(g_c), s	10.0	37.2	41.0	13.0	44.0	44.0	25.0	0.0	25.0	18.3	0.0	25.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	151	1233	550	196	662	672	377	0	364	377	0	353
V/C Ratio(X)	1.39	0.94	1.19	1.58	1.49	1.54	1.39	0.00	1.18	0.77	0.00	1.65
Avail Cap(c_a), veh/h	151	1233	550	196	662	672	377	0	364	377	0	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	38.2	39.5	53.5	38.0	38.0	47.5	0.0	47.5	44.8	0.0	47.5
Incr Delay (d2), s/veh	180.4	1.8	86.0	282.4	227.5	251.1	192.2	0.0	106.7	9.7	0.0	304.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	16.5	29.1	21.3	60.8	66.2	31.3	0.0	21.6	9.2	0.0	40.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	235.4	40.1	125.5	335.9	265.5	289.1	239.7	0.0	154.2	54.5	0.0	352.3
LnGrp LOS	F	D	F	F	F	F	F	A	F	D	A	F
Approach Vol, veh/h	2018			2330			955			875		
Approach Delay, s/veh	88.0			285.3			201.2			252.9		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	45.0		29.0	14.0	48.0		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	41.0		25.0	10.0	44.0		25.0				
Max Q Clear Time (g_c+1.0), s	13.0	43.0		27.0	12.0	46.0		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 203.3

HCM 6th LOS F

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

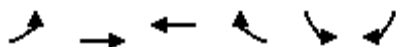


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1124	375	663	1125	19	242	8	554	11	20	0
Future Volume (veh/h)	8	1124	375	663	1125	19	242	8	554	11	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	1135	379	670	1136	19	244	8	560	11	20	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1038	463	558	2115	35	211	5	331	113	293	0
Arrive On Green	0.01	0.29	0.29	0.31	0.58	0.58	0.12	0.21	0.21	0.06	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3633	61	1810	23	1591	1810	1900	0
Grp Volume(v), veh/h	8	1135	379	670	564	591	244	0	568	11	20	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1889	1810	0	1614	1810	1900	0
Q Serve(g_s), s	0.5	34.5	26.3	37.0	22.8	22.8	14.0	0.0	25.0	0.7	1.1	0.0
Cycle Q Clear(g_c), s	0.5	34.5	26.3	37.0	22.8	22.8	14.0	0.0	25.0	0.7	1.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	25	1038	463	558	1051	1100	211	0	336	113	293	0
V/C Ratio(X)	0.32	1.09	0.82	1.20	0.54	0.54	1.16	0.00	1.69	0.10	0.07	0.00
Avail Cap(c_a), veh/h	113	1038	463	558	1051	1100	211	0	336	113	293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	42.8	39.8	41.5	15.2	15.2	53.0	0.0	47.5	53.1	43.4	0.0
Incr Delay (d2), s/veh	7.4	57.1	14.9	106.7	2.0	1.9	110.3	0.0	322.9	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	23.4	12.2	32.8	9.7	10.1	12.8	0.0	40.1	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	99.8	54.7	148.2	17.2	17.1	163.3	0.0	370.4	53.4	43.8	0.0
LnGrp LOS	E	F	D	F	B	B	F	A	F	D	D	A
Approach Vol, veh/h	1522					1825		812		31		
Approach Delay, s/veh	88.4					65.3		308.2		47.2		
Approach LOS	F					E		F		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	38.5	18.0	22.5	5.6	73.9	11.5	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	27.0	34.5	14.0	18.5	7.5	64.0	7.5	25.0				
Max Q Clear Time (g_c+Q), s	29.0	36.5	16.0	3.1	2.5	24.8	2.7	27.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			120.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1732	1740	47	45	66
Future Volume (veh/h)	20	1732	1740	47	45	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1804	1812	49	47	69
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2016	1902	590	558	496
Arrive On Green	0.13	0.56	0.25	0.25	0.31	0.31
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	21	1804	1812	49	47	69
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	0.6	26.5	20.6	1.4	1.1	1.9
Cycle Q Clear(g_c), s	0.6	26.5	20.6	1.4	1.1	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	2016	1902	590	558	496
V/C Ratio(X)	0.09	0.90	0.95	0.08	0.08	0.14
Avail Cap(c_a), veh/h	226	2016	1902	590	558	496
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	11.7	22.1	14.9	14.7	15.0
Incr Delay (d2), s/veh	0.2	6.7	12.1	0.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.9	10.5	0.5	0.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	18.4	34.3	15.1	15.0	15.6
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		1825	1861		116	
Approach Delay, s/veh		18.4	33.8		15.4	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		22.5	11.5	26.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.5		18.5	7.5	22.0
Max Q Clear Time (g_c+I1), s		28.5		3.9	2.6	22.6
Green Ext Time (p_c), s		4.3		0.2	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			25.8			
HCM 6th LOS			C			

HCM 6th TWSC
5: Perimeter Rd & SR-74

10/08/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑↑		↱
Traffic Vol, veh/h	1732	20	0	1786	0	17
Future Vol, veh/h	1732	20	0	1786	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1883	22	0	1941	0	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	953
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*393
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*393
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	393	-	-	-		
HCM Lane V/C Ratio	0.047	-	-	-		
HCM Control Delay (s)	14.6	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	84	0	0	13	0	4
Future Vol, veh/h	84	0	0	13	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	38	38	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	0	0	34	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	255	221
Stage 1	-	-	-	221	-
Stage 2	-	-	-	34	-
Critical Hdwy	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	738	824
Stage 1	-	0	0	821	-
Stage 2	-	0	0	994	-
Platoon blocked, %	-		-		
Mov Cap-1 Maneuver	-	-	-	738	824
Mov Cap-2 Maneuver	-	-	-	738	-
Stage 1	-	-	-	821	-
Stage 2	-	-	-	994	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	824	-	-
HCM Lane V/C Ratio	0.013	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1449	3	25	1229	57	67	6	31	64	2	495
Future Volume (veh/h)	315	1449	3	25	1229	57	67	6	31	64	2	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	1525	3	26	1294	60	71	6	33	67	2	521
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	2336	5	61	1649	76	180	23	66	361	10	377
Arrive On Green	0.39	1.00	1.00	0.03	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3696	7	1810	3513	163	559	97	281	1287	42	1610
Grp Volume(v), veh/h	332	745	783	26	664	690	110	0	0	69	0	521
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1871	936	0	0	1330	0	1610
Q Serve(g_s), s	21.1	0.0	0.0	1.7	37.1	37.2	9.1	0.0	0.0	0.0	0.0	28.1
Cycle Q Clear(g_c), s	21.1	0.0	0.0	1.7	37.1	37.2	14.4	0.0	0.0	5.3	0.0	28.1
Prop In Lane	1.00		0.00	1.00		0.09	0.65		0.30	0.97		1.00
Lane Grp Cap(c), veh/h	355	1141	1200	61	847	878	269	0	0	370	0	377
V/C Ratio(X)	0.93	0.65	0.65	0.42	0.78	0.79	0.41	0.00	0.00	0.19	0.00	1.38
Avail Cap(c_a), veh/h	415	1141	1200	115	847	878	269	0	0	370	0	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	56.8	26.7	26.7	41.7	0.0	0.0	37.2	0.0	45.9
Incr Delay (d2), s/veh	26.3	2.9	2.8	4.6	7.2	7.0	4.6	0.0	0.0	1.1	0.0	187.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.9	0.9	0.9	17.2	17.9	3.2	0.0	0.0	1.8	0.0	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	2.9	2.8	61.4	33.9	33.7	46.2	0.0	0.0	38.3	0.0	233.6
LnGrp LOS	E	A	A	E	C	C	D	A	A	D	A	F
Approach Vol, veh/h	1860			1380			110			590		
Approach Delay, s/veh	13.4			34.3			46.2			210.7		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	79.8		32.1	27.6	60.3		32.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	72.3		28.1	27.5	52.4		28.1				
Max Q Clear Time (g_c+I1), s	3.7	2.0		30.1	23.1	39.2		16.4				
Green Ext Time (p_c), s	0.0	18.3		0.0	0.4	7.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	51.2											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1879	127	337	1249	164	90	248	453	191	239	64
Future Volume (veh/h)	126	1879	127	337	1249	164	90	248	453	191	239	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1999	135	359	1329	174	96	264	482	203	254	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1345	90	211	1392	181	79	218	255	141	176	47
Arrive On Green	0.08	0.39	0.39	0.12	0.43	0.43	0.16	0.16	0.16	0.20	0.20	0.20
Sat Flow, veh/h	1810	3434	229	1810	3212	418	500	1375	1610	705	882	236
Grp Volume(v), veh/h	134	1040	1094	359	743	760	360	0	482	525	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1859	1810	1805	1825	1875	0	1610	1822	0	0
Q Serve(g_s), s	8.9	47.0	47.0	14.0	47.6	48.5	19.0	0.0	19.0	24.0	0.0	0.0
Cycle Q Clear(g_c), s	8.9	47.0	47.0	14.0	47.6	48.5	19.0	0.0	19.0	24.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.23	0.27		1.00	0.39		0.13
Lane Grp Cap(c), veh/h	136	707	728	211	782	791	297	0	255	364	0	0
V/C Ratio(X)	0.99	1.47	1.50	1.70	0.95	0.96	1.21	0.00	1.89	1.44	0.00	0.00
Avail Cap(c_a), veh/h	136	707	728	211	782	791	297	0	255	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.4	36.5	36.5	53.0	32.7	33.0	50.5	0.0	50.5	48.0	0.0	0.0
Incr Delay (d2), s/veh	73.2	219.4	233.6	317.1	3.4	4.1	122.7	0.0	415.2	213.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	63.3	68.1	24.9	20.9	21.7	19.0	0.0	37.0	32.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.7	255.9	270.1	370.1	36.2	37.1	173.2	0.0	465.7	261.2	0.0	0.0
LnGrp LOS	F	F	F	F	D	D	F	A	F	F	A	A
Approach Vol, veh/h	2268			1862			842			525		
Approach Delay, s/veh	255.3			100.9			340.6			261.2		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	51.0		28.0	13.0	56.0		23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	47.0		24.0	9.0	52.0		19.0				
Max Q Clear Time (g_c+I1), s	16.0	49.0		26.0	10.9	50.5		21.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	216.6											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	467	1815	222	73	1397	241	166	89	84	181	72	219
Future Volume (veh/h)	467	1815	222	73	1397	241	166	89	84	181	72	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	492	1911	234	77	1471	254	175	94	88	191	76	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	1820	812	98	1132	192	279	139	130	279	64	194
Arrive On Green	0.19	0.50	0.50	0.05	0.37	0.37	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3087	524	1810	903	845	1810	414	1259
Grp Volume(v), veh/h	492	1911	234	77	849	876	175	0	182	191	0	307
Grp Sat Flow(s), veh/h/ln	1810	1805	1610	1810	1805	1806	1810	0	1748	1810	0	1673
Q Serve(g_s), s	23.0	60.5	10.1	5.0	44.0	44.0	10.9	0.0	11.8	12.0	0.0	18.5
Cycle Q Clear(g_c), s	23.0	60.5	10.1	5.0	44.0	44.0	10.9	0.0	11.8	12.0	0.0	18.5
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.48	1.00		0.75
Lane Grp Cap(c), veh/h	347	1820	812	98	662	662	279	0	269	279	0	258
V/C Ratio(X)	1.42	1.05	0.29	0.78	1.28	1.32	0.63	0.00	0.68	0.68	0.00	1.19
Avail Cap(c_a), veh/h	347	1820	812	113	662	662	279	0	269	279	0	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	29.8	17.3	56.1	38.0	38.0	47.5	0.0	47.9	48.0	0.0	50.8
Incr Delay (d2), s/veh	189.9	24.3	0.1	26.3	138.8	155.5	10.2	0.0	12.8	6.8	0.0	117.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.6	31.2	3.8	3.0	44.5	47.6	5.7	0.0	6.1	5.9	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	238.4	54.0	17.3	82.3	176.8	193.5	57.8	0.0	60.7	54.8	0.0	168.1
LnGrp LOS	F	F	B	F	F	F	E	A	E	D	A	F
Approach Vol, veh/h	2637			1802			357			498		
Approach Delay, s/veh	85.2			180.9			59.3			124.6		
Approach LOS	F			F			E			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.5	64.5		22.5	27.0	48.0		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	75	59.5		18.5	23.0	44.0		18.5				
Max Q Clear Time (g_c+I1), s	17.0	62.5		20.5	25.0	46.0		13.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay	119.7											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1446	287	614	1416	28	400	15	686	19	4	6
Future Volume (veh/h)	12	1446	287	614	1416	28	400	15	686	19	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1555	309	660	1523	30	430	16	738	20	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1158	517	422	1780	35	287	10	449	51	106	159
Arrive On Green	0.06	0.32	0.32	0.23	0.49	0.49	0.16	0.28	0.28	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3621	71	1810	34	1581	1810	686	1029
Grp Volume(v), veh/h	13	1555	309	660	758	795	430	0	754	20	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1887	1810	0	1615	1810	0	1715
Q Serve(g_s), s	0.8	38.5	19.4	28.0	44.2	44.4	19.0	0.0	34.1	1.3	0.0	0.6
Cycle Q Clear(g_c), s	0.8	38.5	19.4	28.0	44.2	44.4	19.0	0.0	34.1	1.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.98	1.00		0.60
Lane Grp Cap(c), veh/h	113	1158	517	422	887	928	287	0	459	51	0	264
V/C Ratio(X)	0.11	1.34	0.60	1.56	0.85	0.86	1.50	0.00	1.64	0.39	0.00	0.04
Avail Cap(c_a), veh/h	113	1158	517	422	887	928	287	0	459	113	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.1	40.7	34.2	46.0	26.7	26.8	50.5	0.0	43.0	57.3	0.0	43.2
Incr Delay (d2), s/veh	0.4	160.0	5.0	264.7	10.3	10.0	242.8	0.0	299.0	4.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	42.6	8.3	43.5	20.9	21.9	27.9	0.0	51.6	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	200.8	39.3	310.7	37.0	36.8	293.3	0.0	341.9	62.0	0.0	43.4
LnGrp LOS	D	F	D	F	D	D	F	A	F	E	A	D
Approach Vol, veh/h	1877			2213			1184			30		
Approach Delay, s/veh	173.2			118.6			324.3			55.8		
Approach LOS	F			F			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	42.5	23.0	22.5	11.5	63.0	7.4	38.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	38.5	19.0	18.5	7.5	59.0	7.5	30.0				
Max Q Clear Time (g_c+Q), s	40.5	40.5	21.0	2.6	2.8	46.4	3.3	36.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	8.4	0.0	0.0				

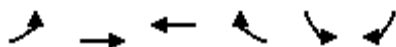
Intersection Summary

HCM 6th Ctrl Delay	183.5
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary

4: SR-74 & 4 Seasons Blvd

10/08/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	2101	2084	56	60	42
Future Volume (veh/h)	64	2101	2084	56	60	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	2284	2265	61	65	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	2813	3432	1065	279	248
Arrive On Green	0.08	0.78	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	1810	1610
Grp Volume(v), veh/h	70	2284	2265	61	65	46
Grp Sat Flow(s), veh/h/ln	1810	1805	1729	1610	1810	1610
Q Serve(g_s), s	4.4	45.6	0.0	0.0	3.8	3.0
Cycle Q Clear(g_c), s	4.4	45.6	0.0	0.0	3.8	3.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	152	2813	3432	1065	279	248
V/C Ratio(X)	0.46	0.81	0.66	0.06	0.23	0.19
Avail Cap(c_a), veh/h	152	2813	3432	1065	279	248
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	8.0	0.0	0.0	44.5	44.2
Incr Delay (d2), s/veh	2.2	2.7	1.0	0.1	1.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.9	0.3	0.0	1.9	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.5	10.6	1.0	0.1	46.5	45.8
LnGrp LOS	D	B	A	A	D	D
Approach Vol, veh/h		2354	2326		111	
Approach Delay, s/veh		11.9	1.0		46.2	
Approach LOS		B	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	14.1	83.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.5		18.5	10.1	79.4
Max Q Clear Time (g_c+I1), s		47.6		5.8	6.4	2.0
Green Ext Time (p_c), s		33.6		0.2	0.0	42.2
Intersection Summary						
HCM 6th Ctrl Delay			7.4			
HCM 6th LOS			A			

HCM 6th TWSC
5: Perimeter Rd & SR-74

10/08/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	2095	69	0	2108	0	11
Future Vol, veh/h	2095	69	0	2108	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2277	75	0	2291	0	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1176
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	-	0 - 0 187
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 187
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	187	-	-	-
HCM Lane V/C Ratio	0.064	-	-	-
HCM Control Delay (s)	25.6	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	56	0	15	43	0	1
Future Vol, veh/h	56	0	15	43	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	0	20	57	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 75	0 172 75
Stage 1	-	-	- 75 -
Stage 2	-	-	- 97 -
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	-	0 1537	- 823 992
Stage 1	-	0	- 953 -
Stage 2	-	0	- 932 -
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	- 1537	- 812 992
Mov Cap-2 Maneuver	-	-	- 812 -
Stage 1	-	-	- 953 -
Stage 2	-	-	- 920 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	992	-	1537	-
HCM Lane V/C Ratio	0.001	-	0.013	-
HCM Control Delay (s)	8.6	-	7.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0	-

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1746	6	58	1676	88	48	5	29	89	3	403
Future Volume (veh/h)	366	1746	6	58	1676	88	48	5	29	89	3	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1877	6	62	1802	95	52	5	31	96	3	433
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2556	8	92	1809	95	101	19	39	240	7	252
Arrive On Green	0.45	1.00	1.00	0.05	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3691	12	1810	3490	182	343	118	251	1152	42	1610
Grp Volume(v), veh/h	394	917	966	62	925	972	88	0	0	99	0	433
Grp Sat Flow(s),veh/h/ln	1810	1805	1898	1810	1805	1867	712	0	0	1195	0	1610
Q Serve(g_s), s	25.5	0.0	0.0	4.0	60.8	62.2	6.7	0.0	0.0	0.0	0.0	18.8
Cycle Q Clear(g_c), s	25.5	0.0	0.0	4.0	60.8	62.2	16.2	0.0	0.0	9.4	0.0	18.8
Prop In Lane	1.00		0.01	1.00		0.10	0.59		0.35	0.97		1.00
Lane Grp Cap(c), veh/h	407	1250	1314	92	936	968	159	0	0	246	0	252
V/C Ratio(X)	0.97	0.73	0.73	0.67	0.99	1.00	0.55	0.00	0.00	0.40	0.00	1.72
Avail Cap(c_a), veh/h	407	1250	1314	145	936	968	159	0	0	246	0	252
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	56.0	28.6	28.9	51.3	0.0	0.0	46.6	0.0	50.6
Incr Delay (d2), s/veh	36.1	3.9	3.7	8.2	26.8	30.0	13.1	0.0	0.0	4.8	0.0	338.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	1.3	1.3	2.1	32.0	34.6	3.2	0.0	0.0	3.1	0.0	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	3.9	3.7	64.2	55.4	58.9	64.4	0.0	0.0	51.5	0.0	389.3
LnGrp LOS	E	A	A	E	E	F	E	A	A	D	A	F
Approach Vol, veh/h	2277				1959				88			
Approach Delay, s/veh	15.0				57.4				64.4			
Approach LOS	B				E				E			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	87.1		22.8	31.0	66.2		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.6	79.6		18.8	27.0	62.2		18.8				
Max Q Clear Time (g_c+I1), s	6.0	2.0		20.8	27.5	64.2		18.2				
Green Ext Time (p_c), s	0.0	30.6		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	67.1											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

1: Meniffee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	40	864	127	286	1062	122	111	220	343	121	219	18
Future Volume (veh/h)	40	864	127	286	1062	122	111	220	343	121	219	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	949	140	314	1167	134	122	242	377	133	241	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1761	259	345	2508	288	153	380	322	164	357	30
Arrive On Green	0.04	0.39	0.39	0.19	0.53	0.53	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	1810	4566	671	1810	4719	542	1810	1900	1610	1810	1731	144
Grp Volume(v), veh/h	44	718	371	314	855	446	122	242	377	133	0	261
Grp Sat Flow(s),veh/h/ln	1810	1729	1779	1810	1729	1803	1810	1900	1610	1810	0	1874
Q Serve(g_s), s	2.9	19.3	19.4	20.4	18.5	18.5	7.9	14.0	24.0	8.7	0.0	15.4
Cycle Q Clear(g_c), s	2.9	19.3	19.4	20.4	18.5	18.5	7.9	14.0	24.0	8.7	0.0	15.4
Prop In Lane	1.00		0.38	1.00		0.30	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	81	1334	686	345	1838	958	153	380	322	164	0	386
V/C Ratio(X)	0.54	0.54	0.54	0.91	0.47	0.47	0.80	0.64	1.17	0.81	0.00	0.68
Avail Cap(c_a), veh/h	106	1334	686	422	1838	958	280	380	322	280	0	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	28.6	28.6	47.6	17.5	17.5	53.9	44.0	48.0	53.6	0.0	43.9
Incr Delay (d2), s/veh	5.5	1.6	3.0	14.7	0.5	1.0	9.2	3.5	104.9	9.3	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.3	8.8	10.6	7.4	7.8	4.0	7.0	19.0	4.4	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	30.1	31.7	62.2	18.0	18.5	63.2	47.5	152.9	62.9	0.0	48.6
LnGrp LOS	E	C	C	E	B	B	E	D	F	E	A	D
Approach Vol, veh/h		1133			1615			741			394	
Approach Delay, s/veh		31.9			26.8			103.7			53.4	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.9	50.3	14.1	28.7	9.4	67.8	14.8	28.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	33.4	18.6	24.0	7.0	54.4	18.6	24.0				
Max Q Clear Time (g_c+I1), s	22.4	21.4	9.9	17.4	4.9	20.5	10.7	26.0				
Green Ext Time (p_c), s	0.5	5.7	0.2	0.8	0.0	11.5	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	756	520	260	1048	114	355	172	177	143	159	84
Future Volume (veh/h)	53	756	520	260	1048	114	355	172	177	143	159	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	849	584	292	1178	128	399	193	199	161	179	94
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	1081	765	401	1678	182	483	229	236	308	199	105
Arrive On Green	0.08	0.21	0.21	0.22	0.35	0.35	0.27	0.27	0.27	0.17	0.17	0.17
Sat Flow, veh/h	1810	5187	1610	1810	4749	516	1810	857	884	1810	1173	616
Grp Volume(v), veh/h	60	849	584	292	858	448	399	0	392	161	0	273
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1807	1810	0	1741	1810	0	1789
Q Serve(g_s), s	3.8	18.6	25.0	18.0	25.6	25.6	24.9	0.0	25.6	9.7	0.0	17.9
Cycle Q Clear(g_c), s	3.8	18.6	25.0	18.0	25.6	25.6	24.9	0.0	25.6	9.7	0.0	17.9
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.51	1.00		0.34
Lane Grp Cap(c), veh/h	139	1081	765	401	1222	639	483	0	464	308	0	304
V/C Ratio(X)	0.43	0.79	0.76	0.73	0.70	0.70	0.83	0.00	0.84	0.52	0.00	0.90
Avail Cap(c_a), veh/h	139	1081	765	401	1222	639	483	0	464	332	0	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	45.0	23.1	43.3	33.4	33.4	41.4	0.0	41.6	45.4	0.0	48.8
Incr Delay (d2), s/veh	1.6	4.5	5.6	6.5	3.4	6.3	14.9	0.0	16.9	1.4	0.0	24.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.4	19.0	8.8	11.2	12.2	13.0	0.0	13.1	4.5	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	49.5	28.7	49.9	36.7	39.7	56.3	0.0	58.6	46.8	0.0	73.6
LnGrp LOS	D	D	C	D	D	D	E	A	E	D	A	E
Approach Vol, veh/h	1493			1598			791			434		
Approach Delay, s/veh	41.5			40.0			57.5			63.7		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.6	29.0		24.4	13.2	46.4		36.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	25.0	25.0		22.0	7.6	42.4		32.0				
Max Q Clear Time (g_c+2.0), s	20.0	27.0		19.9	5.8	27.6		27.6				
Green Ext Time (p_c), s	0.4	0.0		0.5	0.0	7.8		1.6				

Intersection Summary

HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↳			↰ ↱ ↳		
Traffic Volume (veh/h)	8	792	128	508	825	18	106	8	406	10	19	0
Future Volume (veh/h)	8	792	128	508	825	18	106	8	406	10	19	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	800	129	513	833	18	107	8	410	10	19	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1277	204	1024	2934	63	151	8	436	30	396	0
Arrive On Green	0.01	0.28	0.28	0.29	0.56	0.56	0.08	0.28	0.28	0.02	0.21	0.00
Sat Flow, veh/h	1810	4506	722	3510	5225	113	1810	31	1584	1810	1900	0
Grp Volume(v), veh/h	8	613	316	513	551	300	107	0	418	10	19	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1770	1755	1729	1880	1810	0	1615	1810	1900	0
Q Serve(g_s), s	0.5	18.5	18.7	14.5	10.0	10.0	6.9	0.0	30.4	0.7	1.0	0.0
Cycle Q Clear(g_c), s	0.5	18.5	18.7	14.5	10.0	10.0	6.9	0.0	30.4	0.7	1.0	0.0
Prop In Lane	1.00		0.41	1.00		0.06	1.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	25	980	502	1024	1942	1055	151	0	444	30	396	0
V/C Ratio(X)	0.32	0.63	0.63	0.50	0.28	0.28	0.71	0.00	0.94	0.33	0.05	0.00
Avail Cap(c_a), veh/h	121	980	502	1024	1942	1055	241	0	444	121	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	37.5	37.5	35.2	13.7	13.7	53.6	0.0	42.6	58.4	38.0	0.0
Incr Delay (d2), s/veh	7.4	3.0	5.9	0.4	0.4	0.7	6.1	0.0	30.3	6.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.2	8.9	6.3	3.9	4.4	3.4	0.0	15.7	0.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	40.5	43.4	35.6	14.1	14.4	59.7	0.0	72.8	64.7	38.2	0.0
LnGrp LOS	E	D	D	D	B	B	E	A	E	E	D	A
Approach Vol, veh/h	937		1364			525			29			
Approach Delay, s/veh	41.7		22.3			70.1			47.4			
Approach LOS	D		C			E			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	38.0	14.0	29.0	5.6	71.4	6.0	37.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	34.0	16.0	25.0	8.0	55.0	8.0	33.0				
Max Q Clear Time (g_c+1.0), s	10.5	20.7	8.9	3.0	2.5	12.0	2.7	32.4				
Green Ext Time (p_c), s	1.6	5.1	0.1	0.0	0.0	6.7	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	 
Traffic Volume (veh/h)	297	950	3	8	770	18	67	6	11	35	2	467
Future Volume (veh/h)	297	950	3	8	770	18	67	6	11	35	2	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	1000	3	8	811	19	71	6	12	37	2	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	2953	9	25	1973	46	309	28	44	520	27	537
Arrive On Green	0.38	1.00	1.00	0.01	0.38	0.38	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	5339	16	1810	5214	122	766	85	133	1385	80	1610
Grp Volume(v), veh/h	313	648	355	8	537	293	89	0	0	39	0	492
Grp Sat Flow(s),veh/h/ln	1810	1729	1897	1810	1729	1878	984	0	0	1465	0	1610
Q Serve(g_s), s	19.8	0.0	0.0	0.5	13.7	13.8	6.9	0.0	0.0	0.0	0.0	35.2
Cycle Q Clear(g_c), s	19.8	0.0	0.0	0.5	13.7	13.8	8.9	0.0	0.0	2.0	0.0	35.2
Prop In Lane	1.00		0.01	1.00		0.06	0.80		0.13	0.95		1.00
Lane Grp Cap(c), veh/h	341	1912	1049	25	1309	711	382	0	0	547	0	537
V/C Ratio(X)	0.92	0.34	0.34	0.32	0.41	0.41	0.23	0.00	0.00	0.07	0.00	0.92
Avail Cap(c_a), veh/h	543	1912	1049	121	1309	711	382	0	0	547	0	537
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	0.0	58.6	27.4	27.5	29.9	0.0	0.0	27.3	0.0	38.4
Incr Delay (d2), s/veh	14.4	0.5	0.9	7.4	1.0	1.8	1.4	0.0	0.0	0.3	0.0	22.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.1	0.3	0.3	5.8	6.5	2.1	0.0	0.0	0.8	0.0	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.5	0.9	66.0	28.4	29.2	31.4	0.0	0.0	27.6	0.0	61.3
LnGrp LOS	D	A	A	E	C	C	C	A	A	C	A	E
Approach Vol, veh/h		1316			838			89			531	
Approach Delay, s/veh		12.6			29.0			31.4			58.8	
Approach LOS		B			C			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	70.4		44.0	26.6	49.4		44.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	60.0		40.0	36.0	32.0		40.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		37.2	21.8	15.8		10.9				
Green Ext Time (p_c), s	0.0	8.5		0.6	0.8	5.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				27.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	38	1020	95	230	755	105	71	137	263	97	168	28
Future Volume (veh/h)	38	1020	95	230	755	105	71	137	263	97	168	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1085	101	245	803	112	76	146	280	103	179	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	1529	142	650	2915	404	106	222	188	133	209	35
Arrive On Green	0.04	0.32	0.32	0.36	0.63	0.63	0.06	0.12	0.12	0.07	0.13	0.13
Sat Flow, veh/h	1810	4828	449	1810	4605	638	1810	1900	1610	1810	1586	266
Grp Volume(v), veh/h	40	777	409	245	602	313	76	146	280	103	0	209
Grp Sat Flow(s),veh/h/ln	1810	1729	1819	1810	1729	1785	1810	1900	1610	1810	0	1852
Q Serve(g_s), s	2.6	23.8	23.8	12.0	9.3	9.4	5.0	8.8	7.3	6.7	0.0	13.3
Cycle Q Clear(g_c), s	2.6	23.8	23.8	12.0	9.3	9.4	5.0	8.8	7.3	6.7	0.0	13.3
Prop In Lane	1.00		0.25	1.00		0.36	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	78	1095	576	650	2189	1130	106	222	188	133	0	244
V/C Ratio(X)	0.51	0.71	0.71	0.38	0.27	0.28	0.71	0.66	1.49	0.77	0.00	0.86
Avail Cap(c_a), veh/h	106	1095	576	650	2189	1130	271	348	295	271	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	36.1	36.1	28.5	9.8	9.8	55.5	50.7	14.2	54.6	0.0	51.0
Incr Delay (d2), s/veh	5.2	3.9	7.3	0.3	0.3	0.5	8.6	3.3	243.4	9.1	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.6	11.7	5.3	3.5	3.7	2.5	4.4	15.4	3.4	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	40.0	43.4	28.8	10.1	10.3	64.1	54.0	257.6	63.6	0.0	65.2
LnGrp LOS	E	D	D	C	B	B	E	D	F	E	A	E
Approach Vol, veh/h	1226		1160				502				312	
Approach Delay, s/veh	41.9		14.1				169.0				64.7	
Approach LOS	D		B				F				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.1	42.0	11.1	19.8	9.2	80.0	12.9	18.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	26.0	38.0	18.0	22.0	7.0	57.0	18.0	22.0				
Max Q Clear Time (g_c+I1), s	14.0	25.8	7.0	15.3	4.6	11.4	8.7	10.8				
Green Ext Time (p_c), s	0.5	6.2	0.1	0.6	0.0	7.5	0.1	1.4				
Intersection Summary												
HCM 6th Ctrl Delay	54.0											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1162	113	69	957	72	99	75	80	108	54	67
Future Volume (veh/h)	94	1162	113	69	957	72	99	75	80	108	54	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1223	119	73	1007	76	104	79	84	114	57	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	2774	1156	96	2554	192	332	154	164	173	73	91
Arrive On Green	0.07	0.53	0.53	0.05	0.52	0.52	0.18	0.18	0.18	0.10	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	1810	4921	371	1810	843	896	1810	769	958
Grp Volume(v), veh/h	99	1223	119	73	707	376	104	0	163	114	0	128
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1833	1810	0	1739	1810	0	1728
Q Serve(g_s), s	6.5	17.2	2.7	4.8	14.8	14.9	6.0	0.0	10.1	7.3	0.0	8.7
Cycle Q Clear(g_c), s	6.5	17.2	2.7	4.8	14.8	14.9	6.0	0.0	10.1	7.3	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.52	1.00		0.55
Lane Grp Cap(c), veh/h	125	2774	1156	96	1795	952	332	0	319	173	0	165
V/C Ratio(X)	0.79	0.44	0.10	0.76	0.39	0.39	0.31	0.00	0.51	0.66	0.00	0.78
Avail Cap(c_a), veh/h	241	2774	1156	196	1795	952	332	0	319	332	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	17.0	5.1	56.0	17.4	17.5	42.5	0.0	44.2	52.4	0.0	53.0
Incr Delay (d2), s/veh	8.8	0.4	0.1	11.5	0.7	1.2	2.5	0.0	5.8	4.3	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	6.8	1.7	2.5	6.0	6.5	2.9	0.0	4.9	3.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	17.4	5.3	67.5	18.1	18.7	44.9	0.0	49.9	56.7	0.0	60.7
LnGrp LOS	E	B	A	E	B	B	D	A	D	E	A	E
Approach Vol, veh/h	1441			1156			267			242		
Approach Delay, s/veh	19.6			21.4			48.0			58.8		
Approach LOS	B			C			D			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	68.2		15.4	12.3	66.3		26.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	47.0		22.0	16.0	44.0		22.0				
Max Q Clear Time (g_c+I), s	10.8	19.2		10.7	8.5	16.9		12.1				
Green Ext Time (p_c), s	0.1	11.0		0.8	0.1	8.4		0.8				

Intersection Summary

HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↑↑ ↱			↰ ↑↑ ↱			↰ ↱	↱		↰ ↱	↱	
Traffic Volume (veh/h)	11	1064	86	427	1003	26	104	14	491	18	4	6
Future Volume (veh/h)	11	1064	86	427	1003	26	104	14	491	18	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1144	92	459	1078	28	112	15	528	19	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	1525	123	770	2244	58	158	14	485	50	170	256
Arrive On Green	0.10	0.31	0.31	0.22	0.43	0.43	0.09	0.31	0.31	0.03	0.25	0.25
Sat Flow, veh/h	1810	4894	393	3510	5199	135	1810	45	1572	1810	686	1029
Grp Volume(v), veh/h	12	808	428	459	717	389	112	0	543	19	0	10
Grp Sat Flow(s),veh/h/ln	1810	1729	1829	1755	1729	1876	1810	0	1617	1810	0	1715
Q Serve(g_s), s	0.7	25.2	25.2	14.1	17.8	17.9	7.2	0.0	37.0	1.2	0.0	0.5
Cycle Q Clear(g_c), s	0.7	25.2	25.2	14.1	17.8	17.9	7.2	0.0	37.0	1.2	0.0	0.5
Prop In Lane	1.00		0.22	1.00		0.07	1.00		0.97	1.00		0.60
Lane Grp Cap(c), veh/h	180	1078	570	770	1493	810	158	0	499	50	0	426
V/C Ratio(X)	0.07	0.75	0.75	0.60	0.48	0.48	0.71	0.00	1.09	0.38	0.00	0.02
Avail Cap(c_a), veh/h	180	1078	570	770	1493	810	223	0	499	115	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	37.1	37.1	42.1	24.4	24.5	53.3	0.0	41.5	57.4	0.0	34.1
Incr Delay (d2), s/veh	0.2	4.8	8.8	1.3	1.1	2.0	5.8	0.0	66.6	4.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.3	12.6	6.2	7.5	8.3	3.5	0.0	23.8	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	41.9	45.9	43.3	25.6	26.5	59.1	0.0	108.1	62.2	0.0	34.2
LnGrp LOS	D	D	D	D	C	C	E	A	F	E	A	C
Approach Vol, veh/h	1248					1565		655		29		
Approach Delay, s/veh	43.3					31.0		99.8		52.5		
Approach LOS	D					C		F		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	41.4	14.5	33.8	15.9	55.8	7.3	41.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	37.4	14.8	29.8	7.6	51.8	7.6	37.0				
Max Q Clear Time (g_c+10), s	10.5	27.2	9.2	2.5	2.7	19.9	3.2	39.0				
Green Ext Time (p_c), s	0.9	5.7	0.1	0.0	0.0	9.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1144	6	37	1055	50	48	5	7	40	3	380
Future Volume (veh/h)	345	1144	6	37	1055	50	48	5	7	40	3	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	371	1230	6	40	1134	54	52	5	8	43	3	409
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	588	3234	16	78	1649	78	251	26	31	403	26	403
Arrive On Green	0.65	1.00	1.00	0.04	0.32	0.32	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5327	26	1810	5073	241	788	103	125	1380	105	1610
Grp Volume(v), veh/h	371	798	438	40	773	415	65	0	0	46	0	409
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1857	1016	0	0	1485	0	1610
Q Serve(g_s), s	14.6	0.0	0.0	2.6	23.3	23.3	5.0	0.0	0.0	0.0	0.0	30.0
Cycle Q Clear(g_c), s	14.6	0.0	0.0	2.6	23.3	23.3	7.7	0.0	0.0	2.6	0.0	30.0
Prop In Lane	1.00		0.01	1.00		0.13	0.80		0.12	0.93		1.00
Lane Grp Cap(c), veh/h	588	2099	1151	78	1124	603	308	0	0	429	0	403
V/C Ratio(X)	0.63	0.38	0.38	0.51	0.69	0.69	0.21	0.00	0.00	0.11	0.00	1.02
Avail Cap(c_a), veh/h	588	2099	1151	121	1124	603	308	0	0	429	0	403
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	56.2	35.2	35.2	37.1	0.0	0.0	34.7	0.0	45.0
Incr Delay (d2), s/veh	2.2	0.5	1.0	5.2	3.4	6.3	1.6	0.0	0.0	0.5	0.0	49.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.2	0.3	1.3	10.3	11.5	1.7	0.0	0.0	1.1	0.0	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.5	1.0	61.4	38.6	41.5	38.7	0.0	0.0	35.2	0.0	94.0
LnGrp LOS	B	A	A	E	D	D	D	A	A	D	A	F
Approach Vol, veh/h	1607				1228				65			
Approach Delay, s/veh	4.9				40.4				38.7			
Approach LOS	A				D				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	76.8		34.0	43.0	43.0		34.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	70.0		30.0	39.0	39.0		30.0				
Max Q Clear Time (g_c+I1), s	4.6	2.0		32.0	16.6	25.3		9.7				
Green Ext Time (p_c), s	0.0	11.8		0.0	1.1	6.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay	29.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	42	916	135	303	1125	129	118	233	363	128	232	19
Future Volume (veh/h)	42	916	135	303	1125	129	118	233	363	128	232	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	1007	148	333	1236	142	130	256	399	141	255	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1694	248	364	2483	285	161	380	322	171	357	29
Arrive On Green	0.05	0.37	0.37	0.20	0.53	0.53	0.09	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	1810	4568	670	1810	4718	542	1810	1900	1610	1810	1732	143
Grp Volume(v), veh/h	46	762	393	333	906	472	130	256	399	141	0	276
Grp Sat Flow(s),veh/h/ln	1810	1729	1779	1810	1729	1802	1810	1900	1610	1810	0	1874
Q Serve(g_s), s	3.0	21.3	21.4	21.6	20.2	20.2	8.5	14.9	24.0	9.2	0.0	16.5
Cycle Q Clear(g_c), s	3.0	21.3	21.4	21.6	20.2	20.2	8.5	14.9	24.0	9.2	0.0	16.5
Prop In Lane	1.00		0.38	1.00		0.30	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	83	1282	660	364	1819	948	161	380	322	171	0	386
V/C Ratio(X)	0.56	0.59	0.60	0.92	0.50	0.50	0.81	0.67	1.24	0.82	0.00	0.71
Avail Cap(c_a), veh/h	121	1282	660	437	1819	948	280	380	322	280	0	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	30.5	30.5	46.9	18.3	18.3	53.7	44.4	48.0	53.3	0.0	44.4
Incr Delay (d2), s/veh	5.7	2.0	3.9	14.2	0.6	1.1	9.3	4.6	131.3	9.6	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.2	9.8	11.1	8.1	8.5	4.3	7.5	21.3	4.6	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	32.5	34.4	61.1	18.8	19.3	63.0	49.0	179.3	62.9	0.0	50.5
LnGrp LOS	E	C	C	E	B	B	E	D	F	E	A	D
Approach Vol, veh/h	1201		1711			785			417			
Approach Delay, s/veh	34.2		27.2			117.5			54.7			
Approach LOS	C		C			F			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	48.5	14.6	28.7	9.5	67.1	15.4	28.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	32.4	18.6	24.0	8.0	53.4	18.6	24.0				
Max Q Clear Time (g_c+I1), s	23.6	23.4	10.5	18.5	5.0	22.2	11.2	26.0				
Green Ext Time (p_c), s	0.5	4.9	0.2	0.7	0.0	12.1	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	49.3											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	56	801	551	275	1109	120	376	182	188	151	169	89
Future Volume (veh/h)	56	801	551	275	1109	120	376	182	188	151	169	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	900	619	309	1246	135	422	204	211	170	190	100
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1167	792	362	1718	186	483	228	236	317	205	108
Arrive On Green	0.06	0.22	0.22	0.20	0.36	0.36	0.27	0.27	0.27	0.17	0.17	0.17
Sat Flow, veh/h	1810	5187	1610	1810	4751	515	1810	856	885	1810	1172	617
Grp Volume(v), veh/h	63	900	619	309	907	474	422	0	415	170	0	290
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1807	1810	0	1741	1810	0	1789
Q Serve(g_s), s	4.1	19.5	27.0	19.8	27.2	27.2	26.8	0.0	27.5	10.3	0.0	19.2
Cycle Q Clear(g_c), s	4.1	19.5	27.0	19.8	27.2	27.2	26.8	0.0	27.5	10.3	0.0	19.2
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.51	1.00		0.34
Lane Grp Cap(c), veh/h	115	1167	792	362	1251	654	483	0	464	317	0	313
V/C Ratio(X)	0.55	0.77	0.78	0.85	0.73	0.73	0.87	0.00	0.89	0.54	0.00	0.93
Avail Cap(c_a), veh/h	115	1167	792	362	1251	654	483	0	464	317	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	43.6	22.4	46.3	33.1	33.1	42.1	0.0	42.4	45.1	0.0	48.7
Incr Delay (d2), s/veh	4.0	3.6	5.6	17.7	3.7	6.9	19.4	0.0	22.3	1.8	0.0	32.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.7	20.1	10.6	11.9	13.1	14.5	0.0	14.6	4.8	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	47.2	27.9	64.0	36.8	40.0	61.4	0.0	64.7	46.9	0.0	81.1
LnGrp LOS	E	D	C	E	D	D	E	A	E	D	A	F
Approach Vol, veh/h	1582			1690			837			460		
Approach Delay, s/veh	40.1			42.7			63.0			68.4		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.0	31.0		25.0	11.6	47.4		36.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	24.0	27.0		21.0	7.6	43.4		32.0				
Max Q Clear Time (g_c+I1), s	21.8	29.0		21.2	6.1	29.2		29.5				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	8.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay	48.1											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (veh/h)	8	839	136	537	872	19	112	8	430	11	20	0
Future Volume (veh/h)	8	839	136	537	872	19	112	8	430	11	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	847	137	542	881	19	113	8	434	11	20	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1276	205	1020	2927	63	141	8	436	32	408	0
Arrive On Green	0.01	0.28	0.28	0.29	0.56	0.56	0.08	0.28	0.28	0.02	0.21	0.00
Sat Flow, veh/h	1810	4503	724	3510	5225	113	1810	29	1585	1810	1900	0
Grp Volume(v), veh/h	8	649	335	542	583	317	113	0	442	11	20	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1770	1755	1729	1880	1810	0	1615	1810	1900	0
Q Serve(g_s), s	0.5	19.9	20.1	15.5	10.7	10.7	7.4	0.0	32.8	0.7	1.0	0.0
Cycle Q Clear(g_c), s	0.5	19.9	20.1	15.5	10.7	10.7	7.4	0.0	32.8	0.7	1.0	0.0
Prop In Lane	1.00		0.41	1.00		0.06	1.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	25	980	501	1020	1937	1053	141	0	444	32	408	0
V/C Ratio(X)	0.32	0.66	0.67	0.53	0.30	0.30	0.80	0.00	1.00	0.34	0.05	0.00
Avail Cap(c_a), veh/h	121	980	501	1020	1937	1053	229	0	444	121	409	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	37.9	38.0	35.7	14.0	14.0	54.4	0.0	43.4	58.2	37.4	0.0
Incr Delay (d2), s/veh	7.4	3.5	6.9	0.5	0.4	0.7	10.0	0.0	41.6	6.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.9	9.6	6.7	4.2	4.7	3.7	0.0	18.1	0.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	41.5	44.9	36.3	14.4	14.7	64.4	0.0	85.0	64.3	37.6	0.0
LnGrp LOS	E	D	D	D	B	B	E	A	F	E	D	A
Approach Vol, veh/h		992			1442			555			31	
Approach Delay, s/veh		42.8			22.7			80.8			47.1	
Approach LOS		D			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.9	38.0	13.3	29.8	5.6	71.2	6.1	37.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	34.0	15.2	25.8	8.0	55.0	8.0	33.0				
Max Q Clear Time (g_c+I1), s	17.5	22.1	9.4	3.0	2.5	12.7	2.7	34.8				
Green Ext Time (p_c), s	1.6	5.1	0.1	0.0	0.0	7.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1006	3	8	816	19	67	6	11	37	2	495
Future Volume (veh/h)	315	1006	3	8	816	19	67	6	11	37	2	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	1059	3	8	859	20	71	6	12	39	2	521
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	359	2953	8	25	1920	45	303	28	43	521	25	537
Arrive On Green	0.40	1.00	1.00	0.01	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	5340	15	1810	5215	121	746	83	129	1388	76	1610
Grp Volume(v), veh/h	332	686	376	8	569	310	89	0	0	41	0	521
Grp Sat Flow(s),veh/h/ln	1810	1729	1897	1810	1729	1878	958	0	0	1464	0	1610
Q Serve(g_s), s	21.0	0.0	0.0	0.5	14.9	15.0	7.1	0.0	0.0	0.0	0.0	38.3
Cycle Q Clear(g_c), s	21.0	0.0	0.0	0.5	14.9	15.0	9.2	0.0	0.0	2.1	0.0	38.3
Prop In Lane	1.00		0.01	1.00		0.06	0.80		0.13	0.95		1.00
Lane Grp Cap(c), veh/h	359	1912	1049	25	1273	691	373	0	0	546	0	537
V/C Ratio(X)	0.92	0.36	0.36	0.32	0.45	0.45	0.24	0.00	0.00	0.08	0.00	0.97
Avail Cap(c_a), veh/h	558	1912	1049	121	1273	691	373	0	0	546	0	537
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	58.6	28.7	28.7	30.1	0.0	0.0	27.4	0.0	39.4
Incr Delay (d2), s/veh	15.4	0.5	1.0	7.4	1.1	2.1	1.5	0.0	0.0	0.3	0.0	32.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.1	0.3	0.3	6.4	7.1	2.1	0.0	0.0	0.9	0.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.5	1.0	66.0	29.8	30.8	31.6	0.0	0.0	27.6	0.0	71.7
LnGrp LOS	D	A	A	E	C	C	C	A	A	C	A	E
Approach Vol, veh/h	1394			887			89			562		
Approach Delay, s/veh	12.6			30.5			31.6			68.5		
Approach LOS	B			C			C			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	70.4		44.0	27.8	48.2		44.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	60.0		40.0	37.0	31.0		40.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		40.3	23.0	17.0		11.2				
Green Ext Time (p_c), s	0.0	9.2		0.0	0.9	4.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay	29.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	40	1080	101	243	800	111	75	145	278	102	178	30
Future Volume (veh/h)	40	1080	101	243	800	111	75	145	278	102	178	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	1149	107	259	851	118	80	154	296	109	189	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	2192	204	290	2227	307	110	332	282	139	303	51
Arrive On Green	0.13	0.45	0.45	0.16	0.48	0.48	0.06	0.17	0.17	0.08	0.19	0.19
Sat Flow, veh/h	1810	4828	449	1810	4608	636	1810	1900	1610	1810	1584	268
Grp Volume(v), veh/h	43	823	433	259	638	331	80	154	296	109	0	221
Grp Sat Flow(s),veh/h/ln	1810	1729	1819	1810	1729	1786	1810	1900	1610	1810	0	1852
Q Serve(g_s), s	2.5	20.5	20.5	16.8	14.0	14.1	5.2	8.7	21.0	7.1	0.0	13.2
Cycle Q Clear(g_c), s	2.5	20.5	20.5	16.8	14.0	14.1	5.2	8.7	21.0	7.1	0.0	13.2
Prop In Lane	1.00		0.25	1.00		0.36	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	238	1570	826	290	1671	863	110	333	282	139	0	354
V/C Ratio(X)	0.18	0.52	0.52	0.89	0.38	0.38	0.72	0.46	1.05	0.78	0.00	0.62
Avail Cap(c_a), veh/h	238	1570	826	392	1671	863	271	333	282	271	0	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.4	23.5	23.5	49.3	19.6	19.7	55.3	44.4	49.5	54.4	0.0	44.6
Incr Delay (d2), s/veh	0.4	1.3	2.4	15.4	0.6	1.1	8.7	1.0	67.5	9.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	8.5	9.3	8.8	5.7	6.1	2.6	4.2	13.7	3.6	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	24.7	25.8	64.8	20.2	20.8	64.0	45.4	117.0	63.5	0.0	48.0
LnGrp LOS	D	C	C	E	C	C	E	D	F	E	A	D
Approach Vol, veh/h		1299			1228			530			330	
Approach Delay, s/veh		25.8			29.8			88.2			53.1	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.3	58.5	11.3	26.9	19.8	62.0	13.2	25.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	26.0	39.0	18.0	21.0	7.0	58.0	18.0	21.0				
Max Q Clear Time (g_c+I1), s	18.8	22.5	7.2	15.2	4.5	16.1	9.1	23.0				
Green Ext Time (p_c), s	0.4	7.9	0.1	0.6	0.0	8.0	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.7									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	100	1230	120	73	1013	76	105	80	84	114	57	71
Future Volume (veh/h)	100	1230	120	73	1013	76	105	80	84	114	57	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1295	126	77	1066	80	111	84	88	120	60	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	2789	1148	99	2559	192	317	149	156	180	76	95
Arrive On Green	0.07	0.54	0.54	0.05	0.52	0.52	0.17	0.17	0.17	0.10	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	1810	4923	369	1810	850	890	1810	768	960
Grp Volume(v), veh/h	105	1295	126	77	748	398	111	0	172	120	0	135
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1834	1810	0	1740	1810	0	1727
Q Serve(g_s), s	6.9	18.5	2.9	5.0	15.9	16.0	6.5	0.0	10.9	7.7	0.0	9.2
Cycle Q Clear(g_c), s	6.9	18.5	2.9	5.0	15.9	16.0	6.5	0.0	10.9	7.7	0.0	9.2
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.51	1.00		0.56
Lane Grp Cap(c), veh/h	131	2789	1148	99	1797	953	317	0	304	180	0	171
V/C Ratio(X)	0.80	0.46	0.11	0.78	0.42	0.42	0.35	0.00	0.56	0.67	0.00	0.79
Avail Cap(c_a), veh/h	256	2789	1148	211	1797	953	317	0	304	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	17.1	5.4	56.0	17.7	17.7	43.5	0.0	45.3	52.1	0.0	52.8
Incr Delay (d2), s/veh	8.6	0.4	0.2	12.2	0.7	1.3	3.0	0.0	7.4	4.2	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.3	1.8	2.6	6.4	7.0	3.2	0.0	5.3	3.7	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	17.5	5.5	68.2	18.4	19.0	46.5	0.0	52.7	56.4	0.0	60.6
LnGrp LOS	E	B	A	E	B	B	D	A	D	E	A	E
Approach Vol, veh/h		1526			1223			283			255	
Approach Delay, s/veh		19.7			21.7			50.3			58.6	
Approach LOS		B			C			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	68.5		15.9	12.7	66.4		25.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	48.0		21.0	17.0	45.0		21.0				
Max Q Clear Time (g_c+I1), s	7.0	20.5		11.2	8.9	18.0		12.9				
Green Ext Time (p_c), s	0.1	11.7		0.7	0.1	9.0		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  							
Traffic Volume (veh/h)	12	1125	91	452	1061	28	110	15	519	19	4	6
Future Volume (veh/h)	12	1125	91	452	1061	28	110	15	519	19	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1210	98	486	1141	30	118	16	558	20	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1630	132	644	2356	62	283	15	511	45	133	199
Arrive On Green	0.06	0.33	0.33	0.18	0.45	0.45	0.16	0.32	0.32	0.03	0.19	0.19
Sat Flow, veh/h	1810	4891	396	3510	5197	137	1810	45	1572	1810	686	1029
Grp Volume(v), veh/h	13	855	453	486	759	412	118	0	574	20	0	10
Grp Sat Flow(s),veh/h/ln	1810	1729	1829	1755	1729	1875	1810	0	1617	1810	0	1715
Q Serve(g_s), s	0.8	26.3	26.3	15.7	18.5	18.5	7.1	0.0	39.0	1.3	0.0	0.6
Cycle Q Clear(g_c), s	0.8	26.3	26.3	15.7	18.5	18.5	7.1	0.0	39.0	1.3	0.0	0.6
Prop In Lane	1.00		0.22	1.00		0.07	1.00		0.97	1.00		0.60
Lane Grp Cap(c), veh/h	115	1153	610	644	1568	850	283	0	526	45	0	332
V/C Ratio(X)	0.11	0.74	0.74	0.76	0.48	0.48	0.42	0.00	1.09	0.44	0.00	0.03
Avail Cap(c_a), veh/h	115	1153	610	644	1568	850	283	0	526	45	0	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.0	35.4	35.4	46.4	23.0	23.0	45.6	0.0	40.5	57.7	0.0	39.3
Incr Delay (d2), s/veh	0.4	4.3	8.0	5.1	1.1	2.0	4.5	0.0	66.7	28.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.7	13.0	7.3	7.7	8.6	3.5	0.0	25.0	1.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	39.8	43.4	51.5	24.0	25.0	50.1	0.0	107.2	86.0	0.0	39.4
LnGrp LOS	D	D	D	D	C	C	D	A	F	F	A	D
Approach Vol, veh/h		1321			1657			692			30	
Approach Delay, s/veh		41.1			32.3			97.5			70.5	
Approach LOS		D			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	44.0	22.8	27.2	11.6	58.4	7.0	43.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	40.0	18.8	23.2	7.6	54.4	3.0	39.0				
Max Q Clear Time (g_c+I1), s	17.7	28.3	9.1	2.6	2.8	20.5	3.3	41.0				
Green Ext Time (p_c), s	0.8	6.6	0.2	0.0	0.0	9.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			48.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	 
Traffic Volume (veh/h)	366	1212	6	38	1118	53	48	5	7	42	3	403
Future Volume (veh/h)	366	1212	6	38	1118	53	48	5	7	42	3	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1303	6	41	1202	57	52	5	8	45	3	433
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	594	3259	15	79	1658	79	242	25	30	397	25	394
Arrive On Green	0.66	1.00	1.00	0.04	0.33	0.33	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5329	25	1810	5074	241	767	101	122	1384	101	1610
Grp Volume(v), veh/h	394	846	463	41	819	440	65	0	0	48	0	433
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1857	990	0	0	1485	0	1610
Q Serve(g_s), s	15.9	0.0	0.0	2.7	25.1	25.1	5.2	0.0	0.0	0.0	0.0	29.4
Cycle Q Clear(g_c), s	15.9	0.0	0.0	2.7	25.1	25.1	8.0	0.0	0.0	2.8	0.0	29.4
Prop In Lane	1.00		0.01	1.00		0.13	0.80		0.12	0.94		1.00
Lane Grp Cap(c), veh/h	594	2115	1159	79	1130	607	297	0	0	422	0	394
V/C Ratio(X)	0.66	0.40	0.40	0.52	0.73	0.73	0.22	0.00	0.00	0.11	0.00	1.10
Avail Cap(c_a), veh/h	594	2115	1159	115	1130	607	297	0	0	422	0	394
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	56.2	35.6	35.7	37.8	0.0	0.0	35.3	0.0	45.3
Incr Delay (d2), s/veh	2.8	0.6	1.0	5.3	4.1	7.4	1.7	0.0	0.0	0.5	0.0	74.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.2	0.3	1.3	11.1	12.5	1.7	0.0	0.0	1.2	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.6	1.0	61.4	39.7	43.0	39.4	0.0	0.0	35.8	0.0	119.6
LnGrp LOS	B	A	A	E	D	D	D	A	A	D	A	F
Approach Vol, veh/h		1703			1300			65			481	
Approach Delay, s/veh		5.0			41.5			39.4			111.2	
Approach LOS		A			D			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	77.4		33.4	43.4	43.2		33.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	71.0		29.4	39.4	39.2		29.4				
Max Q Clear Time (g_c+I1), s	4.7	2.0		31.4	17.9	27.1		10.0				
Green Ext Time (p_c), s	0.0	13.0		0.0	1.2	6.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	73	1200	143	426	1785	207	141	288	443	157	301	78
Future Volume (veh/h)	73	1200	143	426	1785	207	141	288	443	157	301	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	1319	157	468	1962	227	155	316	487	173	331	86
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	1537	477	452	2542	789	185	396	738	203	317	82
Arrive On Green	0.06	0.30	0.30	0.25	0.49	0.49	0.10	0.21	0.21	0.11	0.22	0.22
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1454	378
Grp Volume(v), veh/h	80	1319	157	468	1962	227	155	316	487	173	0	417
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	0	1832
Q Serve(g_s), s	5.2	28.8	9.1	30.0	37.2	10.0	10.1	19.0	25.0	11.3	0.0	26.2
Cycle Q Clear(g_c), s	5.2	28.8	9.1	30.0	37.2	10.0	10.1	19.0	25.0	11.3	0.0	26.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	102	1537	477	452	2542	789	185	396	738	203	0	400
V/C Ratio(X)	0.79	0.86	0.33	1.03	0.77	0.29	0.84	0.80	0.66	0.85	0.00	1.04
Avail Cap(c_a), veh/h	121	1537	477	452	2542	789	271	396	738	271	0	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	39.8	32.9	45.0	25.1	18.2	52.9	45.1	25.2	52.3	0.0	46.9
Incr Delay (d2), s/veh	24.5	6.4	1.8	35.7	0.9	0.4	13.8	11.0	2.2	17.6	0.0	56.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	13.0	3.8	17.8	15.1	3.8	5.3	10.1	11.0	6.1	0.0	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	46.3	34.8	80.7	26.0	18.5	66.7	56.1	27.4	69.9	0.0	103.8
LnGrp LOS	F	D	C	F	C	B	E	E	C	E	A	F
Approach Vol, veh/h	1556		2657				958			590		
Approach Delay, s/veh	46.9		35.0				43.2			93.9		
Approach LOS	D		D				D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	39.6	16.3	30.2	10.7	62.8	17.4	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	30.0	31.0	18.0	25.0	8.0	53.0	18.0	25.0				
Max Q Clear Time (g_c+I1), s	32.0	30.8	12.1	28.2	7.2	39.2	13.3	27.0				
Green Ext Time (p_c), s	0.0	0.2	0.2	0.0	0.0	11.2	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	45.6											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 				 	
Traffic Volume (veh/h)	187	1028	581	275	1613	186	467	195	188	260	173	346
Future Volume (veh/h)	187	1028	581	275	1613	186	467	195	188	260	173	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	1155	653	309	1812	209	525	219	211	292	194	389
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1599	792	410	2006	623	644	294	250	320	282	478
Arrive On Green	0.15	0.31	0.31	0.23	0.39	0.39	0.18	0.15	0.15	0.18	0.15	0.15
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	210	1155	653	309	1812	209	525	219	211	292	194	389
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	13.4	23.8	14.9	19.1	39.5	6.6	17.2	13.2	10.0	19.0	11.6	8.3
Cycle Q Clear(g_c), s	13.4	23.8	14.9	19.1	39.5	6.6	17.2	13.2	10.0	19.0	11.6	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	1599	792	410	2006	623	644	294	250	320	282	478
V/C Ratio(X)	0.78	0.72	0.82	0.75	0.90	0.34	0.82	0.74	0.85	0.91	0.69	0.81
Avail Cap(c_a), veh/h	268	1599	792	410	2006	623	644	295	250	347	310	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	36.9	10.2	43.3	34.7	9.4	47.1	48.4	21.0	48.5	48.5	17.7
Incr Delay (d2), s/veh	5.8	1.1	4.0	7.7	7.2	1.5	10.9	15.6	28.1	26.6	5.6	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.1	7.2	9.4	17.6	4.2	8.5	7.5	5.7	10.9	6.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	38.1	14.1	51.0	41.9	10.9	58.0	64.0	49.1	75.1	54.1	27.3
LnGrp LOS	E	D	B	D	D	B	E	E	D	E	D	C
Approach Vol, veh/h		2018			2330			955			875	
Approach Delay, s/veh		32.1			40.3			57.4			49.2	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.2	41.0	26.0	21.8	21.8	50.4	25.2	22.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	25.4	37.0	22.0	19.6	16.0	46.4	23.0	18.6				
Max Q Clear Time (g_c+I1), s	21.1	25.8	19.2	13.6	15.4	41.5	21.0	15.2				
Green Ext Time (p_c), s	0.4	7.6	0.6	1.4	0.0	4.2	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 				
Traffic Volume (veh/h)	8	1124	375	663	1125	19	242	8	554	11	20	0
Future Volume (veh/h)	8	1124	375	663	1125	19	242	8	554	11	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	1135	379	670	1136	19	165	0	650	11	20	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	25	1460	487	861	3211	54	348	0	619	52	55	0
Arrive On Green	0.01	0.38	0.38	0.25	0.61	0.61	0.19	0.00	0.19	0.03	0.03	0.00
Sat Flow, veh/h	1810	3844	1283	3510	5254	88	1810	0	3220	1810	1900	0
Grp Volume(v), veh/h	8	1021	493	670	748	407	165	0	650	11	20	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1669	1755	1729	1884	1810	0	1610	1810	1900	0
Q Serve(g_s), s	0.5	27.0	27.0	18.5	11.2	11.2	8.4	0.0	20.0	0.6	1.1	0.0
Cycle Q Clear(g_c), s	0.5	27.0	27.0	18.5	11.2	11.2	8.4	0.0	20.0	0.6	1.1	0.0
Prop In Lane	1.00		0.77	1.00		0.05	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	25	1313	634	861	2113	1151	348	0	619	52	55	0
V/C Ratio(X)	0.32	0.78	0.78	0.78	0.35	0.35	0.47	0.00	1.05	0.21	0.36	0.00
Avail Cap(c_a), veh/h	132	1313	634	878	2113	1151	348	0	619	52	55	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.8	28.4	28.4	36.6	10.0	10.0	37.3	0.0	42.0	49.3	49.6	0.0
Incr Delay (d2), s/veh	7.1	4.6	9.1	4.4	0.5	0.9	4.6	0.0	49.8	9.0	17.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.7	12.1	8.4	4.1	4.6	4.2	0.0	12.1	0.4	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	33.0	37.5	41.0	10.5	10.9	41.9	0.0	91.8	58.3	67.3	0.0
LnGrp LOS	E	C	D	D	B	B	D	A	F	E	E	A
Approach Vol, veh/h	1522				1825				815			
Approach Delay, s/veh	34.6				21.8				81.7		64.1	
Approach LOS	C				C				F		E	
Timer - Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	29.5	43.5			7.0	5.4	67.6	24.0				
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	26.0	39.5			3.0	7.6	57.9	20.0				
Max Q Clear Time (g_c+I1), s	20.5	29.0			3.1	2.5	13.2	22.0				
Green Ext Time (p_c), s	1.4	7.0			0.0	0.0	10.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									
Notes												

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1449	3	25	1229	57	67	6	31	64	2	495
Future Volume (veh/h)	315	1449	3	25	1229	57	67	6	31	64	2	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	1525	3	26	1294	60	71	6	33	67	2	521
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	358	3116	6	61	2127	99	216	26	82	429	12	456
Arrive On Green	0.40	1.00	1.00	0.03	0.42	0.42	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	5346	11	1810	5080	236	589	91	291	1307	42	1610
Grp Volume(v), veh/h	332	987	541	26	881	473	110	0	0	69	0	521
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1858	970	0	0	1349	0	1610
Q Serve(g_s), s	21.0	0.0	0.0	1.7	23.8	23.8	8.4	0.0	0.0	0.0	0.0	34.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0	1.7	23.8	23.8	13.3	0.0	0.0	4.9	0.0	34.0
Prop In Lane	1.00		0.01	1.00		0.13	0.65		0.30	0.97		1.00
Lane Grp Cap(c), veh/h	358	2016	1106	61	1448	778	324	0	0	441	0	456
V/C Ratio(X)	0.93	0.49	0.49	0.42	0.61	0.61	0.34	0.00	0.00	0.16	0.00	1.14
Avail Cap(c_a), veh/h	498	2016	1106	115	1448	778	324	0	0	441	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	56.8	27.2	27.2	36.3	0.0	0.0	32.6	0.0	43.0
Incr Delay (d2), s/veh	19.2	0.9	1.5	4.6	1.9	3.5	2.8	0.0	0.0	0.8	0.0	87.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.2	0.5	0.9	10.1	11.2	2.9	0.0	0.0	1.6	0.0	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	0.9	1.5	61.4	29.1	30.7	39.2	0.0	0.0	33.3	0.0	130.2
LnGrp LOS	D	A	A	E	C	C	D	A	A	C	A	F
Approach Vol, veh/h	1860			1380			110			590		
Approach Delay, s/veh	10.7			30.3			39.2			118.8		
Approach LOS	B			C			D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	73.9		38.0	27.8	54.2		38.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	66.4		34.0	33.0	41.0		34.0				
Max Q Clear Time (g_c+I1), s	3.7	2.0		36.0	23.0	25.8		15.3				
Green Ext Time (p_c), s	0.0	16.9		0.0	0.7	8.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay	34.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: Menifee Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	126	1879	127	337	1249	164	90	248	453	191	239	64
Future Volume (veh/h)	126	1879	127	337	1249	164	90	248	453	191	239	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1999	135	359	1329	174	96	264	482	203	254	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1988	617	369	2248	698	126	309	590	211	303	81
Arrive On Green	0.15	0.38	0.38	0.20	0.43	0.43	0.07	0.16	0.16	0.12	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1444	387
Grp Volume(v), veh/h	134	1999	135	359	1329	174	96	264	482	203	0	322
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	0	1830
Q Serve(g_s), s	8.1	46.0	5.3	23.6	23.4	5.6	6.3	16.2	7.7	13.4	0.0	20.2
Cycle Q Clear(g_c), s	8.1	46.0	5.3	23.6	23.4	5.6	6.3	16.2	7.7	13.4	0.0	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	279	1988	617	369	2248	698	126	309	590	211	0	384
V/C Ratio(X)	0.48	1.01	0.22	0.97	0.59	0.25	0.76	0.85	0.82	0.96	0.00	0.84
Avail Cap(c_a), veh/h	279	1988	617	369	2248	698	271	348	624	211	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.4	37.0	15.1	47.4	25.9	9.9	54.8	48.8	16.8	52.7	0.0	45.5
Incr Delay (d2), s/veh	1.3	21.5	0.8	24.5	0.5	0.4	9.0	16.8	8.0	50.9	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	22.9	2.7	13.1	9.6	3.1	3.2	9.1	8.9	9.1	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	58.5	15.9	72.0	26.4	10.3	63.8	65.6	24.8	103.6	0.0	60.7
LnGrp LOS	D	F	B	E	C	B	E	E	C	F	A	E
Approach Vol, veh/h		2268			1862			842			525	
Approach Delay, s/veh		55.3			33.7			42.0			77.3	
Approach LOS		E			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.5	50.0	12.4	29.1	22.5	56.0	18.0	23.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	46.0	18.0	18.0	16.0	52.0	14.0	22.0				
Max Q Clear Time (g_c+I1), s	25.6	48.0	8.3	22.2	10.1	25.4	15.4	18.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	12.1	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			48.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Briggs Road & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 					
Traffic Volume (veh/h)	467	1815	222	73	1397	241	166	89	84	181	72	219
Future Volume (veh/h)	467	1815	222	73	1397	241	166	89	84	181	72	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	492	1911	234	77	1471	254	175	94	88	191	76	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	484	2760	1105	98	1654	513	541	293	248	228	240	634
Arrive On Green	0.27	0.53	0.53	0.05	0.32	0.32	0.15	0.15	0.15	0.13	0.13	0.13
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	492	1911	234	77	1471	254	175	94	88	191	76	231
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	32.1	32.8	6.4	5.0	32.4	15.3	5.3	5.3	5.9	12.4	4.4	12.2
Cycle Q Clear(g_c), s	32.1	32.8	6.4	5.0	32.4	15.3	5.3	5.3	5.9	12.4	4.4	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	484	2760	1105	98	1654	513	541	293	248	228	240	634
V/C Ratio(X)	1.02	0.69	0.21	0.78	0.89	0.49	0.32	0.32	0.35	0.84	0.32	0.36
Avail Cap(c_a), veh/h	484	2760	1105	127	1654	513	541	293	248	279	293	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	20.8	6.9	56.0	38.9	33.1	45.2	45.2	45.4	51.2	47.7	25.8
Incr Delay (d2), s/veh	21.6	0.3	0.1	21.0	7.6	3.4	1.6	2.9	3.9	16.6	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.1	12.9	3.5	2.9	14.7	6.5	2.4	2.7	0.3	6.7	2.1	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	21.1	7.0	77.0	46.5	36.4	46.8	48.0	49.3	67.9	48.5	26.1
LnGrp LOS	F	C	A	E	D	D	D	D	D	E	D	C
Approach Vol, veh/h		2637			1802			357			498	
Approach Delay, s/veh		28.1			46.4			47.7			45.5	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	67.8		19.1	36.1	42.3		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.4	58.6		18.5	32.1	34.9		18.5				
Max Q Clear Time (g_c+I1), s	7.0	34.8		14.4	34.1	34.4		7.9				
Green Ext Time (p_c), s	0.0	17.0		0.8	0.0	0.5		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				37.3								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary

3: SR-79 & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  			 				
Traffic Volume (veh/h)	12	1446	287	614	1416	28	400	15	686	19	4	6
Future Volume (veh/h)	12	1446	287	614	1416	28	400	15	686	19	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1555	309	660	1523	30	292	0	897	20	4	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	1691	334	711	2991	59	452	0	805	45	17	26
Arrive On Green	0.02	0.39	0.39	0.20	0.57	0.57	0.25	0.00	0.25	0.03	0.03	0.03
Sat Flow, veh/h	1810	4344	859	3510	5236	103	1810	0	3220	1810	686	1029
Grp Volume(v), veh/h	13	1236	628	660	1006	547	292	0	897	20	0	10
Grp Sat Flow(s),veh/h/ln	1810	1729	1745	1755	1729	1881	1810	0	1610	1810	0	1715
Q Serve(g_s), s	0.9	40.8	41.2	22.2	21.1	21.1	17.3	0.0	30.0	1.3	0.0	0.7
Cycle Q Clear(g_c), s	0.9	40.8	41.2	22.2	21.1	21.1	17.3	0.0	30.0	1.3	0.0	0.7
Prop In Lane	1.00		0.49	1.00		0.05	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	37	1346	679	711	1975	1075	452	0	805	45	0	43
V/C Ratio(X)	0.35	0.92	0.92	0.93	0.51	0.51	0.65	0.00	1.11	0.44	0.00	0.23
Avail Cap(c_a), veh/h	113	1346	679	711	1975	1075	452	0	805	45	0	43
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.0	34.8	35.0	47.0	15.6	15.6	40.2	0.0	45.0	57.7	0.0	57.4
Incr Delay (d2), s/veh	5.5	11.5	20.3	18.5	0.9	1.7	6.9	0.0	67.9	28.3	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	18.9	21.0	11.5	8.3	9.3	8.6	0.0	19.5	1.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	46.3	55.3	65.5	16.5	17.3	47.2	0.0	112.9	86.0	0.0	69.7
LnGrp LOS	E	D	E	E	B	B	D	A	F	F	A	E
Approach Vol, veh/h		1877			2213			1189			30	
Approach Delay, s/veh		49.4			31.3			96.8			80.6	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.3	50.7		7.0	6.5	72.5		34.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	24.3	46.7		3.0	7.5	63.5		30.0				
Max Q Clear Time (g_c+I1), s	24.2	43.2		3.3	2.9	23.1		32.0				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	15.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			52.7									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved changes to right turn type.												

HCM 6th Signalized Intersection Summary

7: California Ave & SR-74

10/08/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰		↰	↰↰↰			↰↰			↰↰	↰
Traffic Volume (veh/h)	366	1746	6	58	1676	88	48	5	29	89	3	403
Future Volume (veh/h)	366	1746	6	58	1676	88	48	5	29	89	3	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1877	6	62	1802	95	52	5	31	96	3	433
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	513	3554	11	92	2186	115	122	20	51	278	8	295
Arrive On Green	0.57	1.00	1.00	0.05	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	5338	17	1810	5045	266	404	112	280	1192	43	1610
Grp Volume(v), veh/h	394	1216	667	62	1234	663	88	0	0	99	0	433
Grp Sat Flow(s),veh/h/ln	1810	1729	1897	1810	1729	1852	795	0	0	1235	0	1610
Q Serve(g_s), s	20.1	0.0	0.0	4.0	37.7	37.9	6.5	0.0	0.0	0.0	0.0	22.0
Cycle Q Clear(g_c), s	20.1	0.0	0.0	4.0	37.7	37.9	15.6	0.0	0.0	9.1	0.0	22.0
Prop In Lane	1.00		0.01	1.00		0.14	0.59		0.35	0.97		1.00
Lane Grp Cap(c), veh/h	513	2302	1263	92	1498	803	194	0	0	285	0	295
V/C Ratio(X)	0.77	0.53	0.53	0.67	0.82	0.83	0.45	0.00	0.00	0.35	0.00	1.47
Avail Cap(c_a), veh/h	513	2302	1263	146	1498	803	194	0	0	285	0	295
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	0.0	56.0	30.0	30.0	47.9	0.0	0.0	43.7	0.0	49.0
Incr Delay (d2), s/veh	7.0	0.9	1.6	8.2	5.3	9.5	7.5	0.0	0.0	3.3	0.0	227.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.3	0.6	2.1	16.4	18.6	2.9	0.0	0.0	2.9	0.0	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.9	1.6	64.2	35.2	39.5	55.5	0.0	0.0	47.0	0.0	276.7
LnGrp LOS	C	A	A	E	D	D	E	A	A	D	A	F
Approach Vol, veh/h	2277				1959				88			
Approach Delay, s/veh	6.1				37.6				55.5			
Approach LOS	A				D				E			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	83.9		26.0	38.0	56.0		26.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.7	76.3		22.0	34.0	52.0		22.0				
Max Q Clear Time (g_c+l1), s	6.0	2.0		24.0	22.1	39.9		17.6				
Green Ext Time (p_c), s	0.0	26.0		0.0	1.0	9.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	44.7											
HCM 6th LOS	D											