TECHNICAL MEMORANDUM

DATE: April 18, 2025
TO: Tracy Zinn, T&B Planning, Inc.
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 14982-07 TA Memo

SUBJECT: TEMESCAL VALLEY COMMERCE CENTER FOCUSED TRAFFIC ASSESSMENT

Urban Crossroads, Inc. has prepared the following Focused Traffic Assessment (FTA) for the Temescal Valley Commerce Center development (Project), which is located off of Temescal Canyon Road, north of the I-15 Freeway in the County of Riverside.

BACKGROUND

The Temescal Valley Commerce Center (PPT 220039) Traffic Analysis (dated October 18, 2022, 2022 Traffic Study) evaluated both the near-term condition (with the existing alignment of Temescal Canyon Road) and future condition (with the realignment of Temescal Canyon Road) assuming a traffic signal at Driveway 1 on Temescal Canyon Road that would serve the Project and the existing gas station on the south side of Temescal Canyon Road. The following focused traffic assessment evaluates the near-term traffic condition only where Driveway 1 (on Temescal Canyon Road) is restricted to right-in/right-out access only (no traffic signal) should the existing gas station property decide not to realign their driveway with the proposed temporary signalized driveway location prior to the ultimate realignment of Temescal Canyon Road. The following FTA only evaluates the near-term condition prior to the realignment of Temescal Canyon Road. If the Project does not install the traffic signal at Driveway 1, then the Project Applicant shall contribute in-lieu fees to the County for the signal installation to occur in the future with the realignment of Temescal Canyon Road. The site plan and driveway locations are identified in Exhibit 1.

ANALYSIS LOCATIONS

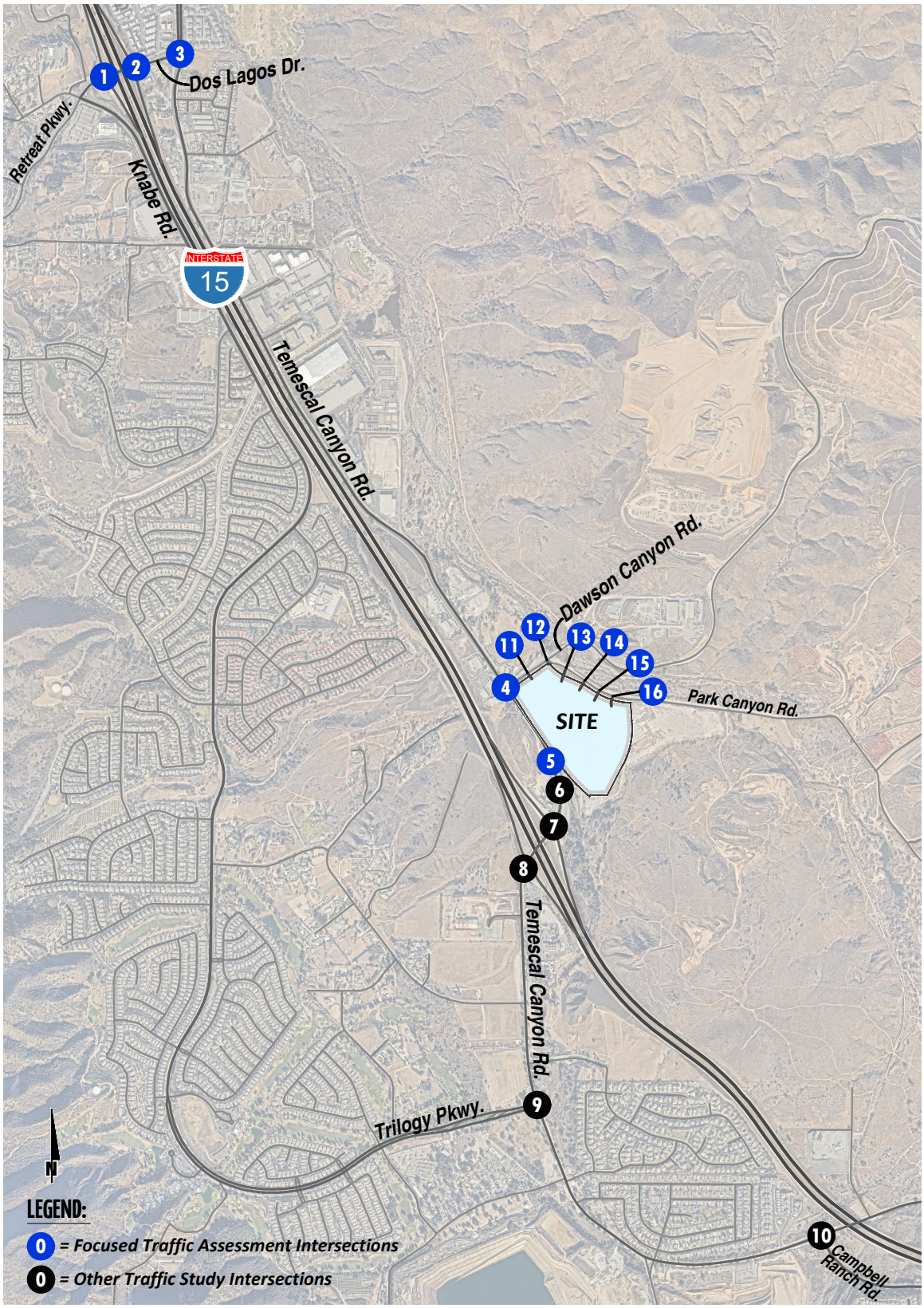
Exhibit 2 depicts the Study Area intersections as evaluated in the 2022 Traffic Study. Exhibit 2 also identifies (in blue) the locations that are evaluated as part of this FTA based on the anticipated changes to the Project's trip distribution patterns for the potential right-in/right-out access at Driveway 1 on Temescal Canyon Road.

All study area intersections will be evaluated using the latest Highway Capacity Manual (HCM) 7th Edition analysis methodology (Synchro 12 Software).

EXHIBIT 1: SITE PLAN



EXHIBIT 2: STUDY AREA



PROJECT TRAFFIC

PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. The Project trip generation is consistent with the 2022 Traffic Study and is summarized in Table 1. The proposed Project is anticipated to generate approximately 3,432 average daily trips (ADT) with 274 (55 in, 219 out) AM peak hour trips and 343 (239 in, 104 out) PM peak hour trips.

TABLE 1: PROJECT TRIP GENERATION

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
Industrial Park	637.718	TSF							
Passenger Cars:			164	27	191	38	153	191	1,786
2-axle Trucks:			2	2	4	2	3	5	61
3-axle Trucks:			2	3	5	2	3	5	75
4+-axle Trucks:			7	9	16	6	10	16	228
Total Truck Trips:			11	14	25	10	16	26	364
Total Trips (Actual Vehicles)[2]			**175**	**41**	**216**	**48**	**169**	**217**	**2,150**
Passenger Car Equivalent (PCE):									
Industrial Park	637.718	TSF							
Passenger Cars:			164	27	191	38	153	191	1,786
2-axle Trucks:			3	4	7	2	4	6	92
3-axle Trucks:			5	6	11	4	7	11	150
4+-axle Trucks:			22	26	48	18	30	48	684
Total Truck Trips:			30	36	66	24	41	65	926
Total Trips (PCE)[2]			**194**	**63**	**257**	**62**	**194**	**256**	**2,712**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project passenger car and truck distribution patterns with the potential right-in/right-out access at Driveway 1 on Temescal Canyon Road is reflected in Exhibits 3 and 4, respectively. For reference, the trip generation and distribution patterns utilized in the 2022 Traffic Study are included in Appendix 1.

EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

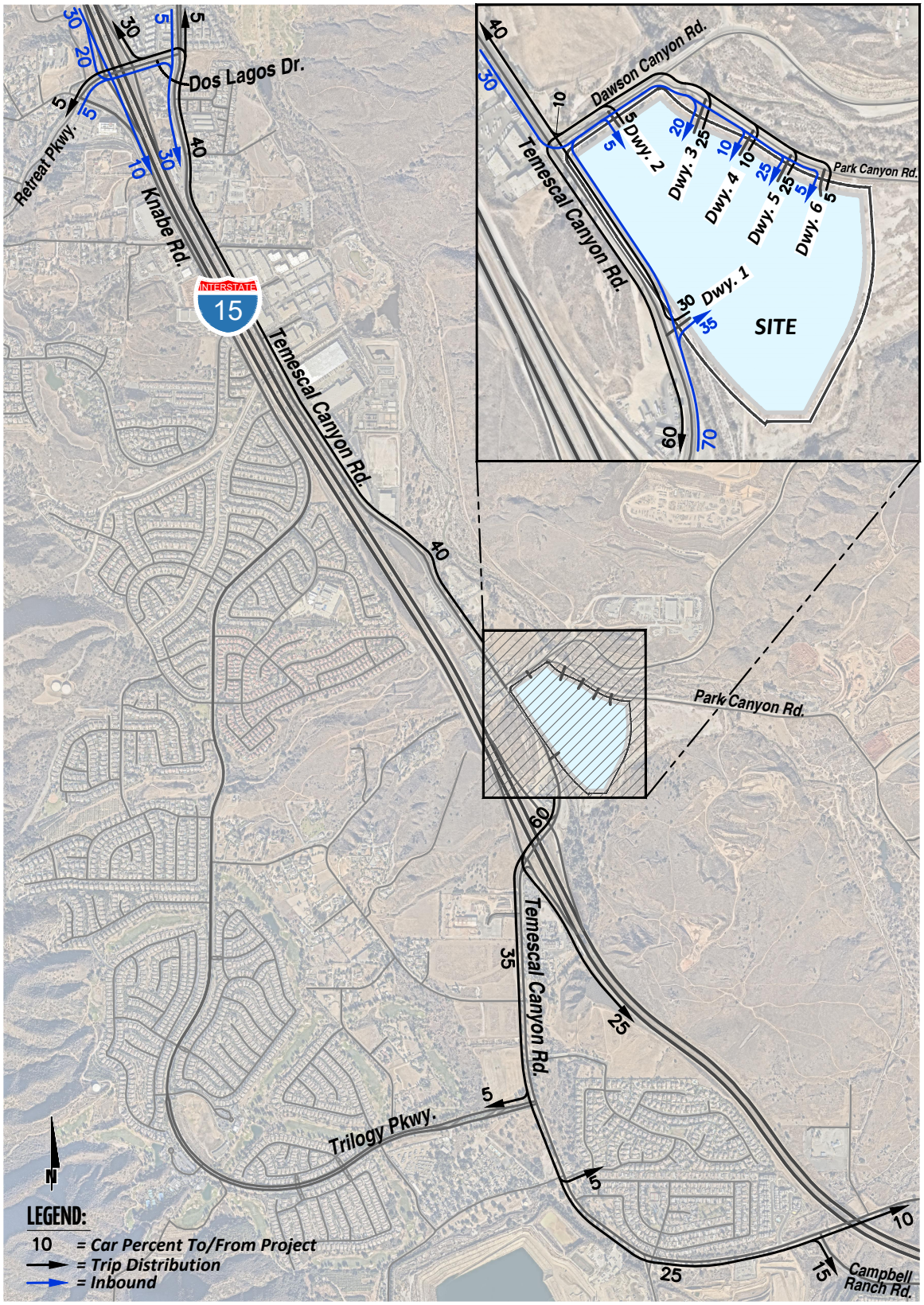
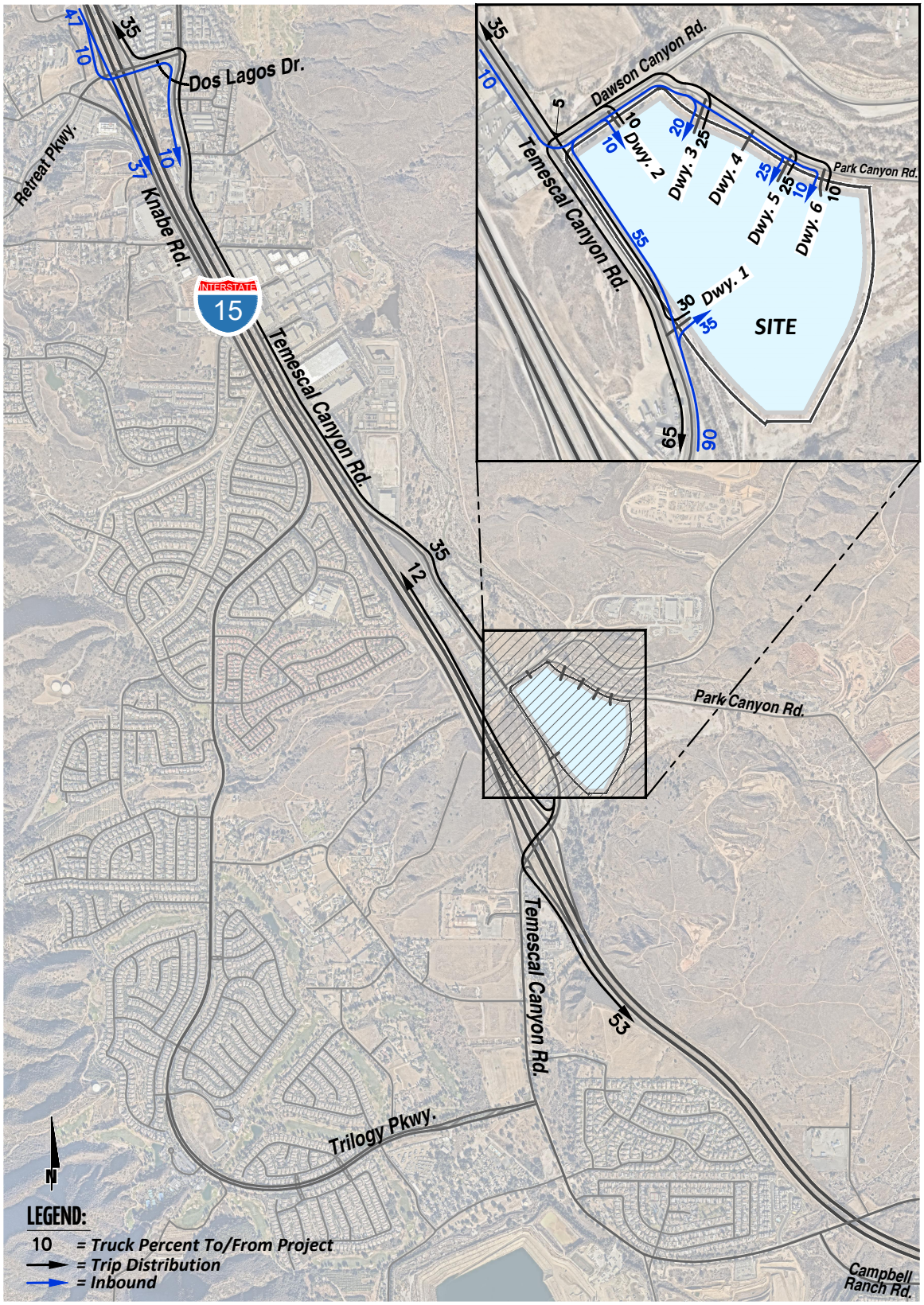


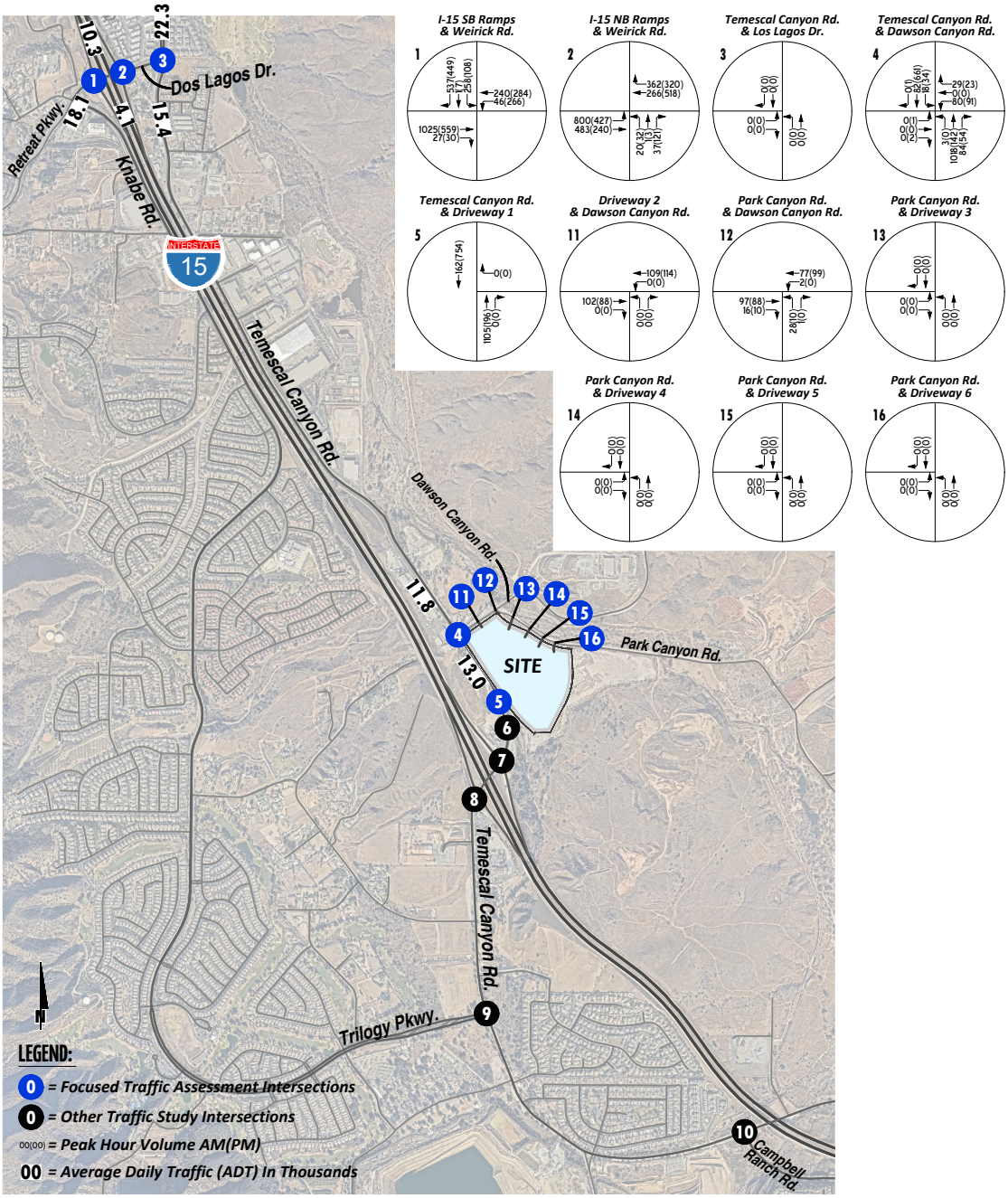
EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION



PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and peak hour intersection turning movement volumes are shown on Exhibit 5.

EXHIBIT 5: PROJECT ONLY VOLUMES (ACTUAL VEHICLES)



EAP CONDITIONS

Volume Development

This scenario includes Existing (2022) traffic volumes from the 2022 Traffic Study plus an ambient growth factor of 4.04% and the addition of Project traffic (as reflected in Exhibit 5). The weekday ADT volumes and peak hour volumes, in actual vehicles, which can be expected for EAP traffic conditions are shown in Exhibit 6.

Intersections

Table 2 provides the summary of the intersection operations analysis for EAP traffic conditions. Table 2 also provides the EAP analysis results from the 2022 Traffic Study for informational purposes. As shown in Table 2, the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with the 2022 Traffic Study. However, Driveway 1 has been evaluated to assume right-in/right-out access only. The intersection operations analysis worksheets for EAP traffic conditions are provided in Appendix 2.

Traffic Signal Warrants

Traffic signal warrant analysis was performed using the peak hour volume-based traffic signal warrants for EAP traffic conditions (see Appendix 3). Consistent with the 2022 Traffic Study, no additional study area intersections are anticipated to meet a traffic signal warrant under EAP traffic conditions. With right-in/right-out access only at Driveway 1, signalization is not required.

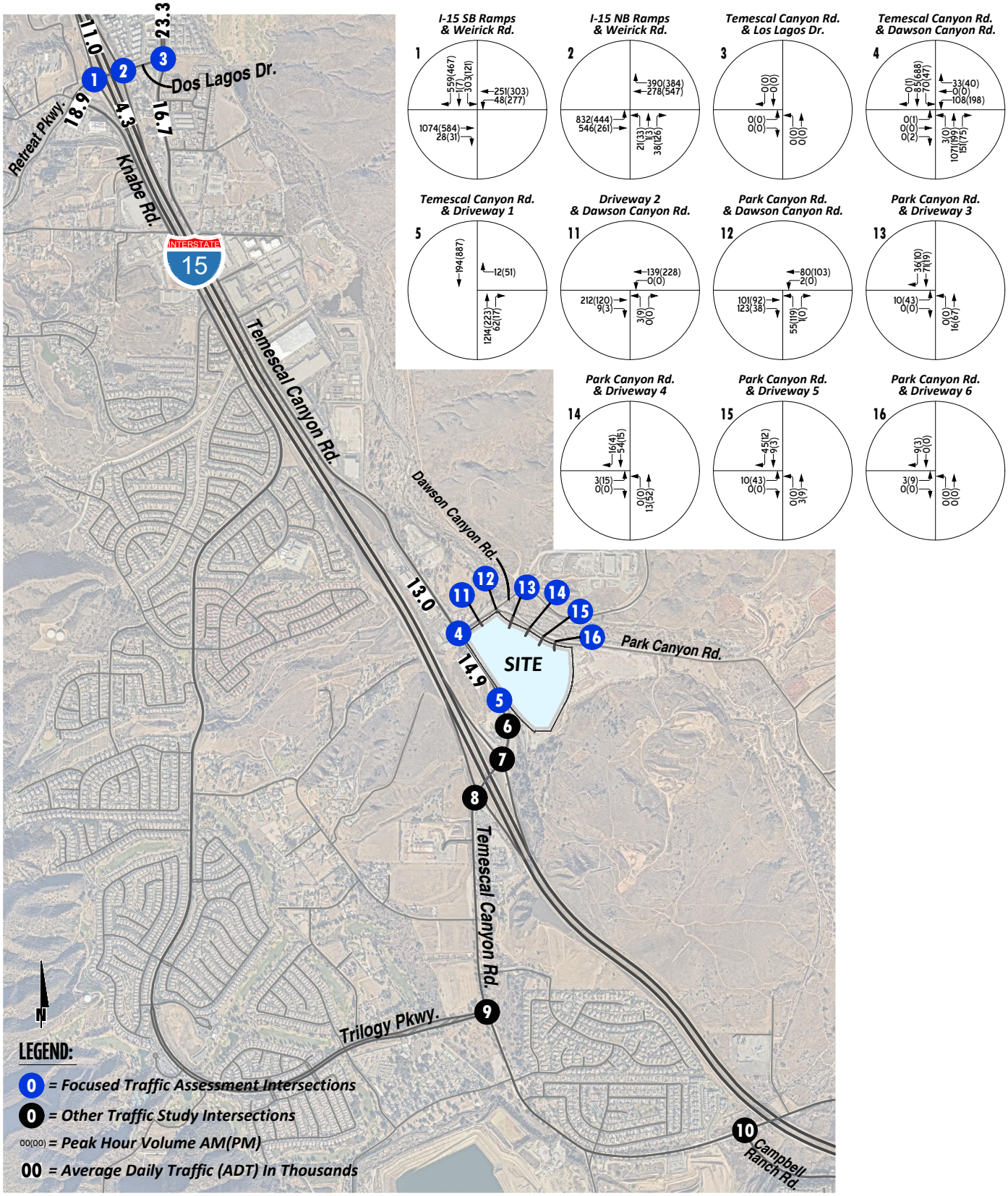
TABLE 2: EAP INTERSECTION ANALYSIS

#	Intersection	Traffic Control[2]	EAP (2024) - Traffic Study				EAP (2024) - Update			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps & Weirick Rd.	TS	20.4	23.7	C	C	20.9	23.7	C	C
2	I-15 NB Ramps & Weirick Rd.	TS	26.0	21.4	C	C	26.1	21.4	C	C
3	Temescal Cyn. Rd. & Dos Lagos Dr.	TS	17.5	19.5	B	B	17.6	19.9	B	B
4	Temescal Cyn. Rd. & Dawson Cyn. Rd.	TS	12.6	8.9	B	A	13.6	10.1	B	B
5	Temescal Canyon Rd. & Driveway 1	**TS/CSS**	6.7	7.7	A	A	15.6	9.6	C	A
11	Driveway 2 & Dawson Cyn. Rd.	**CSS**	11.9	11.8	B	B	12.7	12.6	B	B
12	Park Cyn. Rd. & Dawson Cyn. Rd.	CSS	11.1	11.5	B	B	11.3	12.3	B	B
13	Park Cyn. Rd. & Driveway 3	**CSS**	8.9	8.9	A	A	9.2	9.3	A	A
14	Park Cyn. Rd. & Driveway 4	**CSS**	8.8	8.8	A	A	9.0	9.0	A	A
15	Park Cyn. Rd. & Driveway 5	**CSS**	8.7	8.7	A	A	8.8	8.0	A	A
16	Park Cyn. Rd. & Driveway 6	**CSS**	8.6	8.6	A	A	8.5	8.6	A	A

[1] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

EXHIBIT 6: EAP VOLUMES (ACTUAL VEHICLES)



EAPC CONDITIONS

Volume Development

This scenario includes Existing traffic volumes (from the 2022 Traffic Study) plus an ambient growth factor of 4.04%, the addition of traffic generated by cumulative development projects (from the 2022 Traffic Study), and the addition of Project traffic (as reflected in Exhibit 5). The weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles, which can be expected for EAPC traffic conditions are shown in Exhibit 7.

Intersections

Table 3 provides the summary of the intersection operations analysis for EAPC traffic conditions. Table 3 also provides the EAPC analysis results from the 2022 Traffic Study for informational purposes (for Without Temescal Canyon Road Realignment only). As shown in Table 3, the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with the 2022 Traffic Study. However, Driveway 1 has been evaluated to assume right-in/right-out access only. The intersection operations analysis worksheets for EAPC traffic conditions are provided in Appendix 4.

Traffic Signal Warrants

Traffic signal warrant analysis was performed using the peak hour volume-based traffic signal warrants for EAPC traffic conditions (see Appendix 5). Consistent with the 2022 Traffic Study, no additional study area intersections are anticipated to meet a traffic signal warrant under EAPC traffic conditions. With right-in/right-out access only at Driveway 1, signalization is not required.

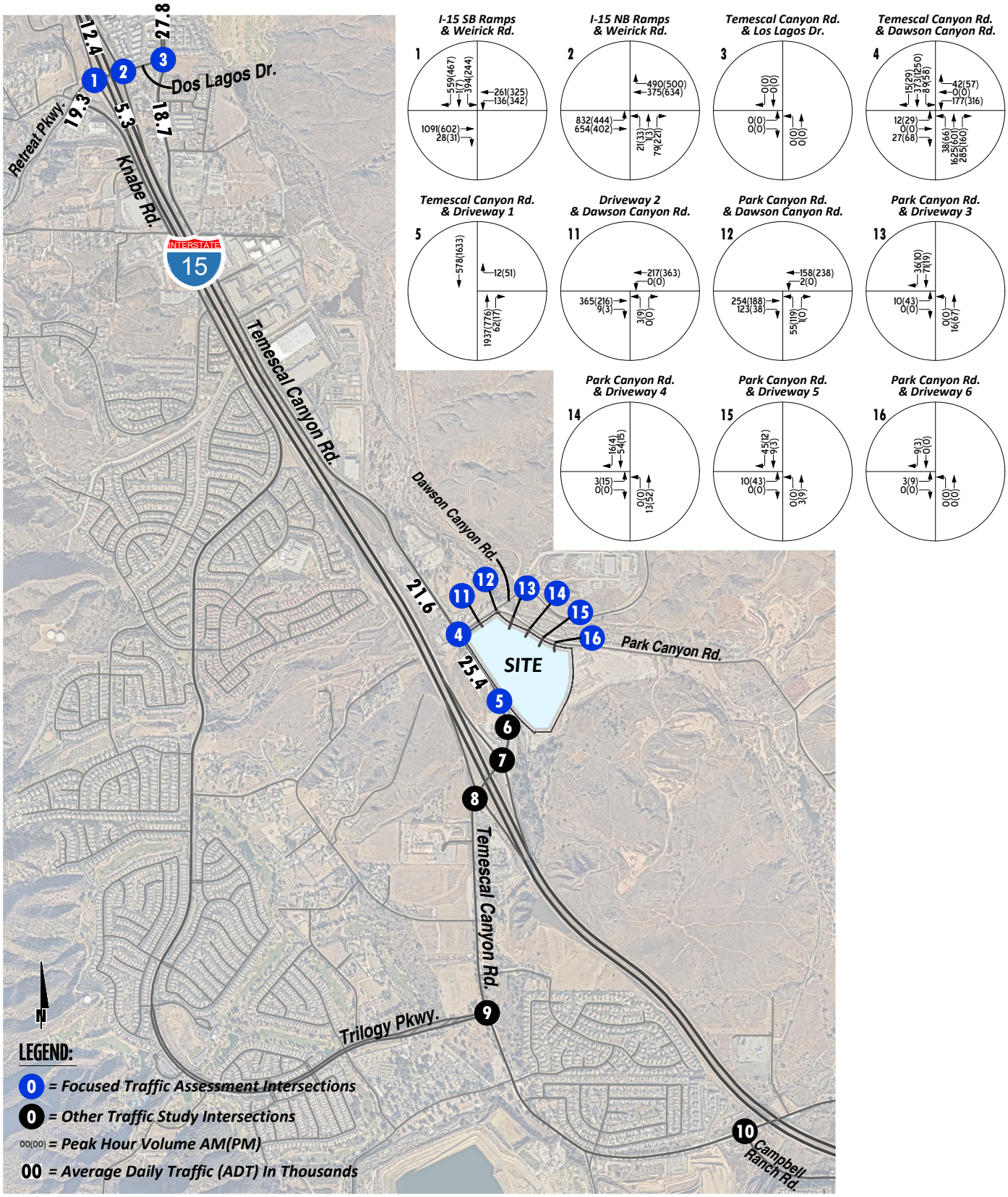
TABLE 3: EAPC INTERSECTION ANALYSIS

#	Intersection	Traffic Control[2]	EAPC (2024) - Traffic Study				EAPC (2024) - Update			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps & Weirick Rd.	TS	27.8	29.3	C	C	27.7	29.3	C	C
2	I-15 NB Ramps & Weirick Rd.	TS	27.1	21.6	C	C	27.3	21.6	C	C
3	Temescal Cyn. Rd. & Dos Lagos Dr.	TS	19.3	25.2	B	C	19.6	26.5	B	C
4	Temescal Cyn. Rd. & Dawson Cyn. Rd.	TS	20.1	19.7	C	B	23.8	25.2	C	C
5	Temescal Canyon Rd. & Driveway 1	**TS/CSS**	8.2	7.5	A	A	25.2	12.4	D	B
11	Driveway 2 & Dawson Cyn. Rd.	**CSS**	14.7	14.6	B	B	15.8	15.8	C	C
12	Park Cyn. Rd. & Dawson Cyn. Rd.	CSS	13.7	14.5	B	B	14.2	16.4	B	C
13	Park Cyn. Rd. & Driveway 3	**CSS**	8.9	8.9	A	A	9.2	9.3	A	A
14	Park Cyn. Rd. & Driveway 4	**CSS**	8.8	8.8	A	A	9.0	9.0	A	A
15	Park Cyn. Rd. & Driveway 5	**CSS**	8.7	8.7	A	A	8.8	8.8	A	A
16	Park Cyn. Rd. & Driveway 6	**CSS**	8.6	8.6	A	A	8.5	8.6	A	A

[1] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

EXHIBIT 7: EAPC VOLUMES (ACTUAL VEHICLES)



SITE ACCESS RECOMMENDATIONS

There are no site access modifications aside from the right-in/right-out access at Driveway 1 if the existing gas station driveway is not realigned to form a 4-leg intersection in the interim condition prior to the realignment of Temescal Canyon Road. If the Project does not install the traffic signal at Driveway 1, then the Project Applicant shall contribute in-lieu fees to the County for the signal installation to occur in the future with the realignment of Temescal Canyon Road.

If you have any questions, please contact me directly at cso@urbanxroads.com.

APPENDIX 1:

EXCERPTS FROM 2022 TRAFFIC STUDY

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Industrial Park [3]	TSF	130	0.275	0.065	0.340	0.075	0.265	0.340	3.370
Passenger Cars			0.257	0.043	0.300	0.060	0.240	0.300	2.800
2-Axle Trucks			0.003	0.004	0.007	0.003	0.004	0.007	0.095
3-Axle Trucks			0.004	0.005	0.008	0.003	0.005	0.008	0.118
4+-Axle Trucks			0.011	0.014	0.025	0.010	0.016	0.025	0.357
Passenger Car Equivalent (PCE) Trip Generation Rates									
Industrial Park [3]	TSF	130	0.275	0.065	0.340	0.075	0.265	0.340	3.370
Passenger Cars			0.257	0.043	0.300	0.060	0.240	0.300	2.800
2-Axle Trucks (PCE = 1.5)			0.005	0.006	0.010	0.004	0.006	0.010	0.143
3-Axle Trucks (PCE = 2.0)			0.007	0.009	0.017	0.006	0.010	0.017	0.236
4+-Axle Trucks (PCE = 3.0)			0.034	0.041	0.075	0.029	0.047	0.075	1.070

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Industrial Park	637.718	TSF							
Passenger Cars:			164	27	191	38	153	191	1,786
2-axle Trucks:			2	2	4	2	3	5	61
3-axle Trucks:			2	3	5	2	3	5	75
4+-axle Trucks:			7	9	16	6	10	16	228
Total Truck Trips (Actual Vehicles):			11	14	25	10	16	26	364
Total Trips (Actual Vehicles)[2]			**175**	**41**	**216**	**48**	**169**	**217**	**2,150**
Passenger Car Equivalent (PCE):									
Industrial Park	637.718	TSF							
Passenger Cars:			164	27	191	38	153	191	1,786
2-axle Trucks:			3	4	7	2	4	6	92
3-axle Trucks:			5	6	11	4	7	11	150
4+-axle Trucks:			22	26	48	18	30	48	684
Total Truck Trips (PCE):			30	36	66	24	41	65	926
Total Trips (PCE)[2]			**194**	**63**	**257**	**62**	**194**	**256**	**2,712**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION (PAGE 1 OF 2)

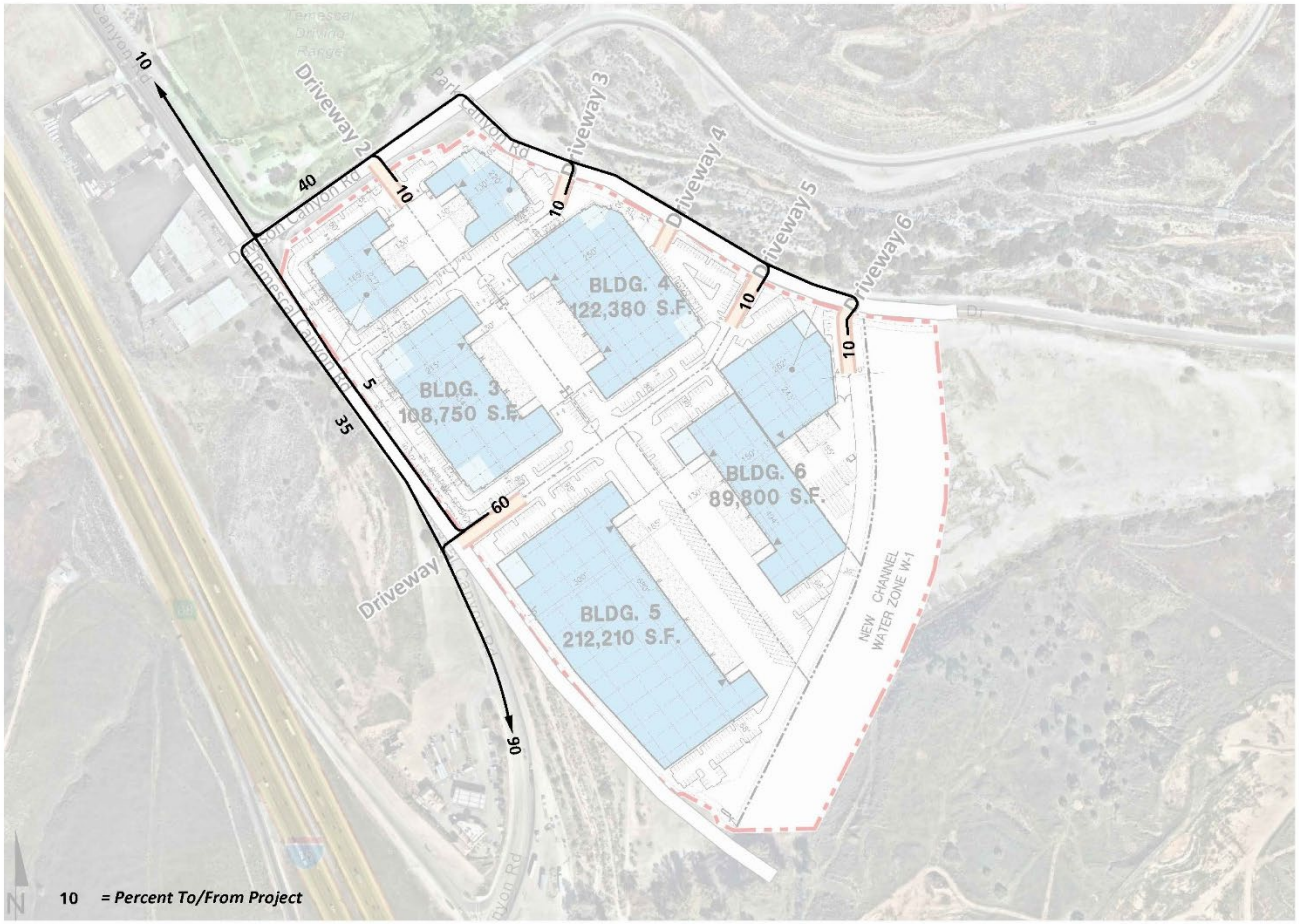


EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION – WITHOUT TEMESCAL CANYON ROAD EXTENSION (PAGE 1 OF 2)

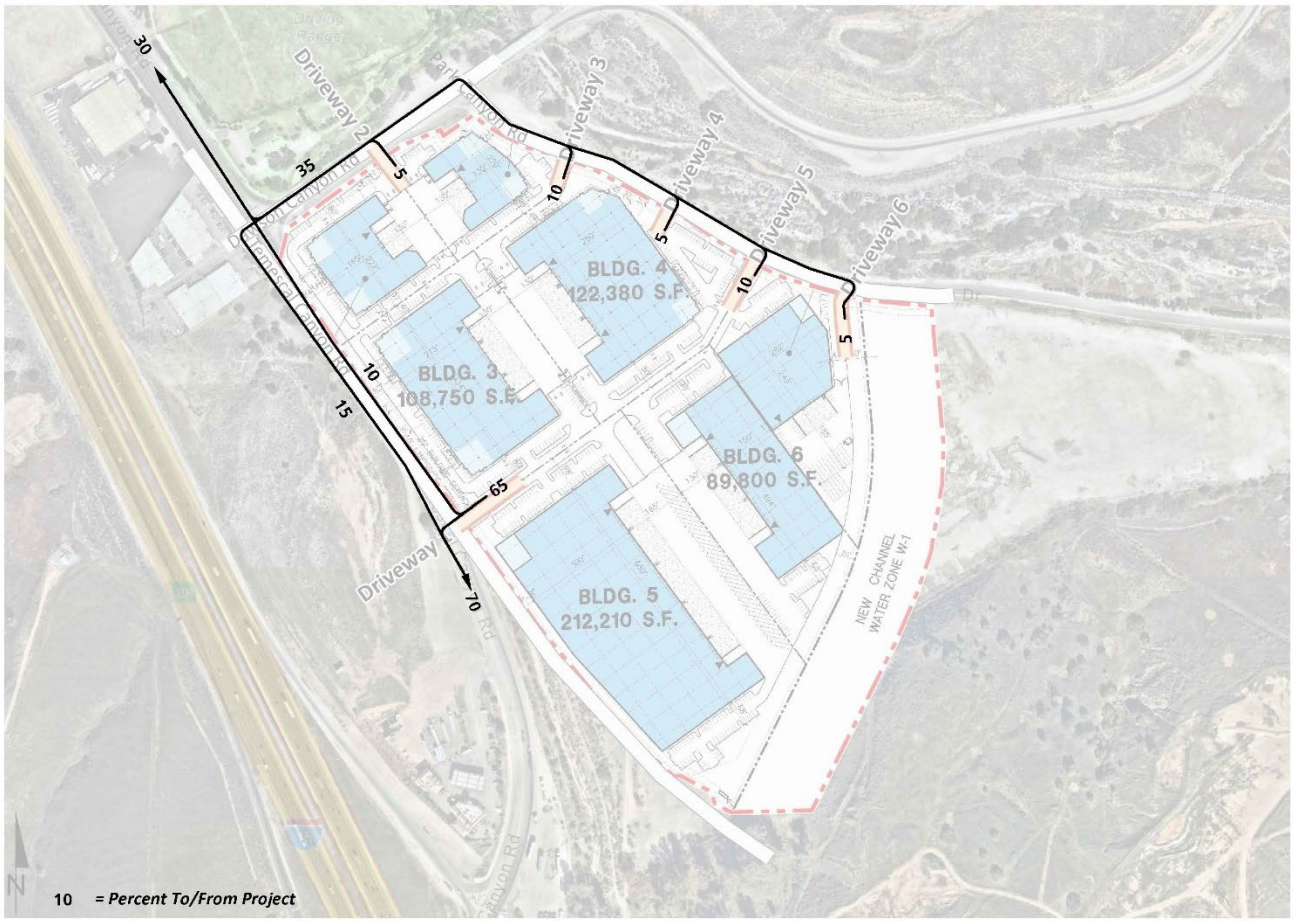
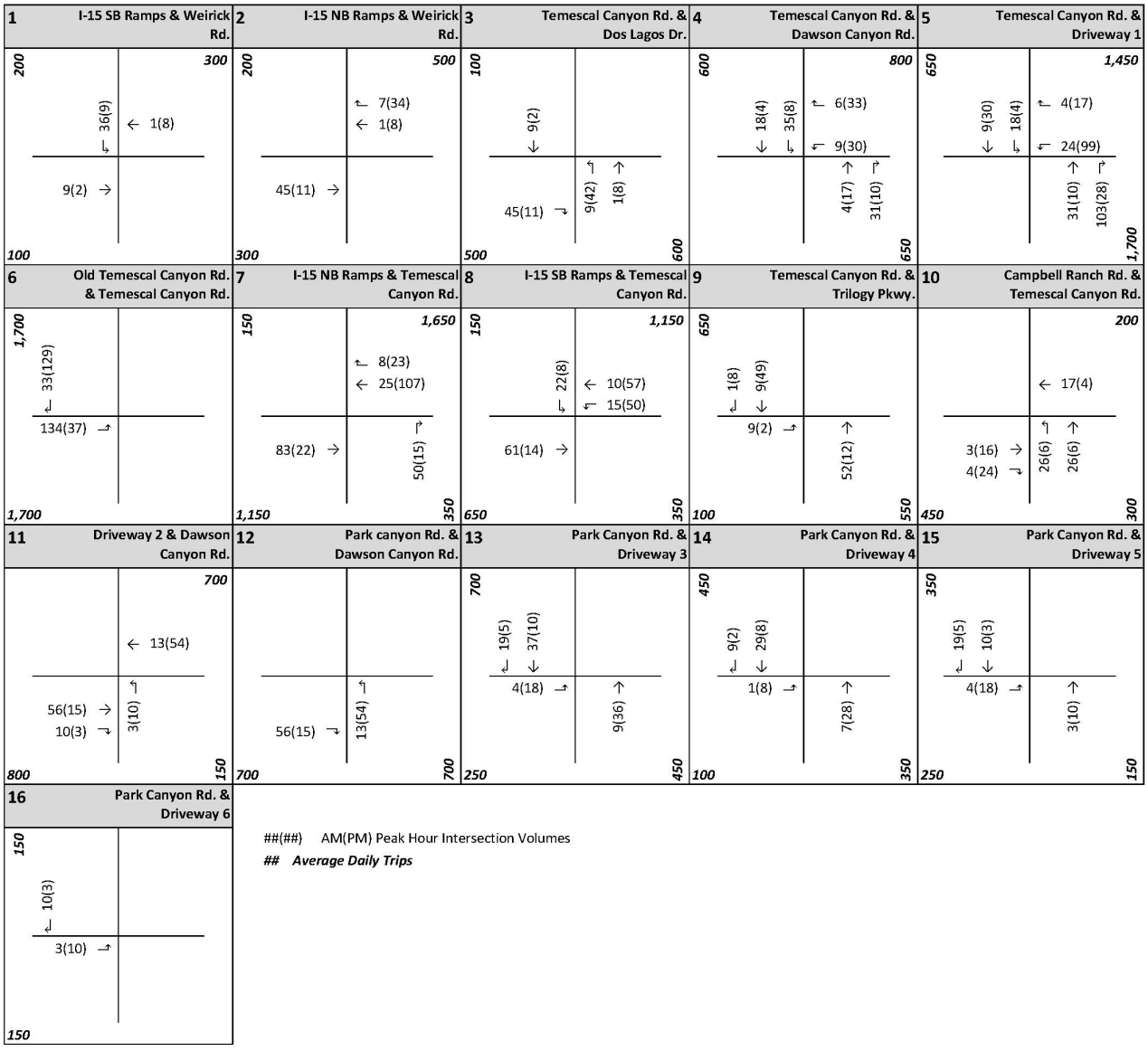


EXHIBIT 4-4: PROJECT ONLY TRAFFIC VOLUMES – WITHOUT TEMESCAL CANYON ROAD EXTENSION



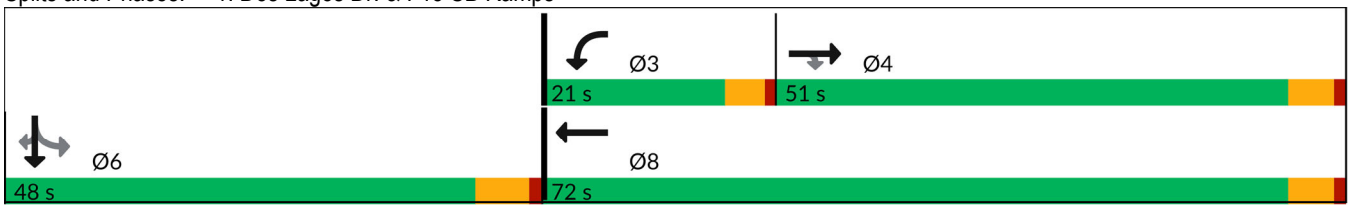
APPENDIX 2:

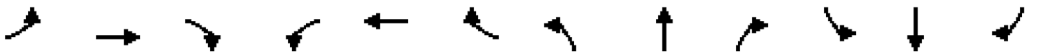
EAP INTERSECTION ANALYSIS

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1095	30	50	261	1	574
Future Volume (vph)	1095	30	50	261	1	574
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4				6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	15.1	15.1	9.6	25.1	15.8	15.8
Total Split (s)	51.0	51.0	21.0	72.0	48.0	48.0
Total Split (%)	42.5%	42.5%	17.5%	60.0%	40.0%	40.0%
Yellow Time (s)	4.1	4.1	3.6	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	4.6	5.1	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	57.1	57.1	7.6	67.3	28.6	28.6
Actuated g/C Ratio	0.53	0.53	0.07	0.63	0.27	0.27
v/c Ratio	0.42	0.04	0.41	0.12	0.75	0.51
Control Delay (s/veh)	17.6	0.6	58.7	9.2	45.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	0.6	58.7	9.2	45.7	3.8
LOS	B	A	E	A	D	A
Approach Delay (s/veh)	17.2			17.1	19.4	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Dos Lagos Dr. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1095	30	50	261	0	0	0	0	340	1	574
Future Volume (veh/h)	0	1095	30	50	261	0	0	0	0	340	1	574
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1165	20	53	278	0				362	1	364
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2950	916	69	2352	0				437	1	686
Arrive On Green	0.00	0.57	0.57	0.04	0.65	0.00				0.26	0.24	0.24
Sat Flow, veh/h	0	5358	1610	1810	3705	0				1805	5	2834
Grp Volume(v), veh/h	0	1165	20	53	278	0				363	0	364
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0				1810	0	1417
Q Serve(g_s), s	0.0	12.8	0.6	3.0	3.0	0.0				19.4	0.0	11.5
Cycle Q Clear(g_c), s	0.0	12.8	0.6	3.0	3.0	0.0				19.4	0.0	11.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2950	916	69	2352	0				438	0	686
V/C Ratio(X)	0.00	0.39	0.02	0.77	0.12	0.00				0.83	0.00	0.53
Avail Cap(c_a), veh/h	0	2950	916	289	2352	0				744	0	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.3	9.7	48.9	6.8	0.0				36.0	0.0	33.8
Incr Delay (d2), s/veh	0.0	0.4	0.0	6.6	0.1	0.0				4.1	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	0.2	1.5	1.1	0.0				8.5	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.7	9.7	55.5	6.9	0.0				40.0	0.0	34.5
LnGrp LOS		B	A	E	A					D		C
Approach Vol, veh/h		1185			331						727	
Approach Delay, s/veh		12.7			14.6						37.2	
Approach LOS		B			B						D	

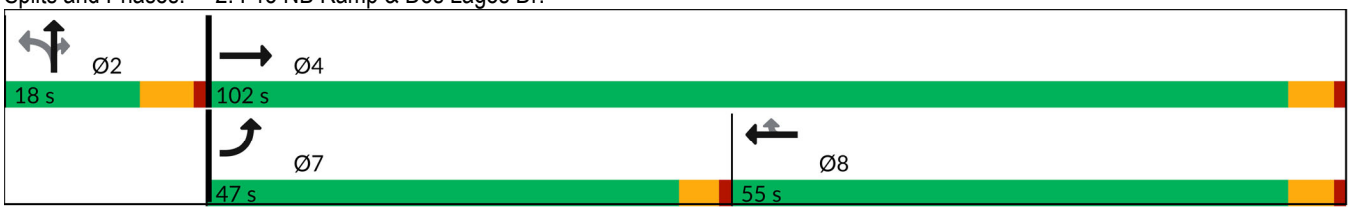
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		8.5	63.5		30.7		72.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		16.4	45.9		42.2		66.9					
Max Q Clear Time (g_c+I1), s		5.0	14.8		21.4		5.0					
Green Ext Time (p_c), s		0.0	9.8		3.4		1.9					

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	853	582	290	434	1	38
Future Volume (vph)	853	582	290	434	1	38
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases				8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	22.1	22.1	15.8	15.8
Total Split (s)	47.0	102.0	55.0	55.0	18.0	18.0
Total Split (%)	39.2%	85.0%	45.8%	45.8%	15.0%	15.0%
Yellow Time (s)	3.6	4.1	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	34.5	98.3	58.1	58.1	10.0	10.0
Actuated g/C Ratio	0.30	0.86	0.51	0.51	0.09	0.09
v/c Ratio	0.87	0.38	0.17	0.58	0.15	0.13
Control Delay (s/veh)	47.6	3.2	17.7	26.2	52.5	6.9
Queue Delay	1.3	1.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.9	4.3	17.7	26.2	52.5	6.9
LOS	D	A	B	C	D	A
Approach Delay (s/veh)		30.8	22.8		23.7	
Approach LOS		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 28.0	Intersection LOS: C
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramp & Dos Lagos Dr.

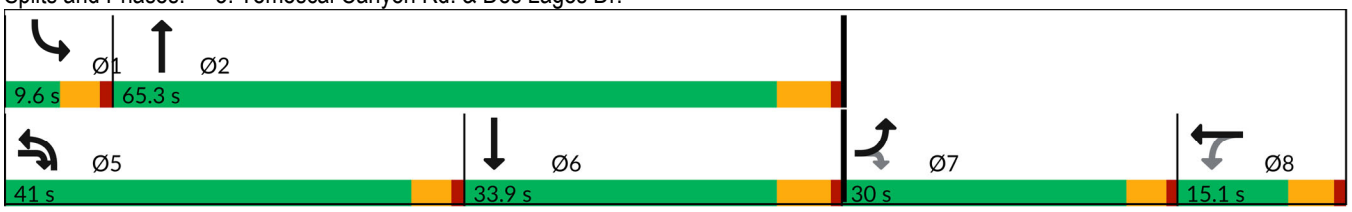


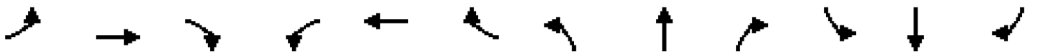
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	853	582	0	0	290	434	21	1	38	0	0	0
Future Volume (veh/h)	853	582	0	0	290	434	21	1	38	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	917	626	0	0	312	466	23	1	13			
Peak Hour Factor	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			
Cap, veh/h	1000	1605	0	0	1876	836	105	5	171			
Arrive On Green	0.28	0.84	0.00	0.00	0.52	0.52	0.08	0.06	0.06			
Sat Flow, veh/h	3510	1900	0	0	3705	1609	1738	76	2834			
Grp Volume(v), veh/h	917	626	0	0	312	466	24	0	13			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1609	1813	0	1417			
Q Serve(g_s), s	29.0	8.8	0.0	0.0	5.2	22.5	1.4	0.0	0.5			
Cycle Q Clear(g_c), s	29.0	8.8	0.0	0.0	5.2	22.5	1.4	0.0	0.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	1000	1605	0	0	1876	836	109	0	171			
V/C Ratio(X)	0.92	0.39	0.00	0.00	0.17	0.56	0.22	0.00	0.08			
Avail Cap(c_a), veh/h	1297	1605	0	0	1876	836	193	0	301			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.7	2.1	0.0	0.0	14.5	18.6	50.5	0.0	50.9			
Incr Delay (d2), s/veh	7.6	0.7	0.0	0.0	0.2	2.7	1.0	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			
%ile BackOfQ(50%),veh/ln	13.3	2.0	0.0	0.0	2.1	8.6	0.7	0.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	2.8	0.0	0.0	14.7	21.3	51.5	0.0	51.1			
LnGrp LOS	D	A			B	C	D		D			
Approach Vol, veh/h		1543			778			37				
Approach Delay, s/veh		29.3			18.6			51.3				
Approach LOS		C			B			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		12.7		102.0			37.3	64.7				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		12.2		96.9			42.4	49.9				
Max Q Clear Time (g_c+I1), s		3.4		10.8			31.0	24.5				
Green Ext Time (p_c), s		0.0		4.8			1.7	3.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.1									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	365	255	370	847	130	219		
Future Volume (vph)	365	255	370	847	130	219		
Turn Type	Prot	pm+ov	Prot	NA	NA	Free		
Protected Phases	7	5	5	2	6		1	8
Permitted Phases		7				Free		
Detector Phase	7	5	5	2	6			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0		5.0	10.0
Minimum Split (s)	29.6	9.6	9.6	22.8	32.8		9.6	15.1
Total Split (s)	30.0	41.0	41.0	65.3	33.9		9.6	15.1
Total Split (%)	25.0%	34.2%	34.2%	54.4%	28.3%		8%	13%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8		3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8			
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max		None	None
Act Effct Green (s)	14.9	42.1	22.5	61.1	34.0	86.5		
Actuated g/C Ratio	0.17	0.49	0.26	0.71	0.39	1.00		
v/c Ratio	0.64	0.29	0.83	0.35	0.10	0.14		
Control Delay (s/veh)	38.2	2.0	45.4	5.9	20.4	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	38.2	2.0	45.4	5.9	20.4	0.2		
LOS	D	A	D	A	C	A		
Approach Delay (s/veh)				17.9	7.7			
Approach LOS				B	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 17.8	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Temescal Canyon Rd. & Dos Lagos Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	0	255	0	0	0	370	847	0	0	130	219
Future Volume (veh/h)	365	0	255	0	0	0	370	847	0	0	130	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	384	0	220	0	0	0	389	892	0	0	137	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	486	0	0	0	2	0	433	2648	0	2	1580	
Arrive On Green	0.14	0.00	0.00	0.00	0.00	0.00	0.24	0.73	0.00	0.00	0.44	0.00
Sat Flow, veh/h	3510	384		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	384	34.9		0	0	0	389	892	0	0	137	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	8.6			0.0	0.0	0.0	16.9	7.1	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	8.6			0.0	0.0	0.0	16.9	7.1	0.0	0.0	1.8	0.0
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	486			0	2	0	433	2648	0	2	1580	
V/C Ratio(X)	0.79			0.00	0.00	0.00	0.90	0.34	0.00	0.00	0.09	
Avail Cap(c_a), veh/h	1099			0	234	0	812	2648	0	112	1580	
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	33.8			0.0	0.0	0.0	29.9	3.8	0.0	0.0	13.3	0.0
Incr Delay (d2), s/veh	1.1			0.0	0.0	0.0	2.8	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6			0.0	0.0	0.0	7.1	1.6	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9			0.0	0.0	0.0	32.7	4.2	0.0	0.0	13.4	0.0
LnGrp LOS	C						C	A			B	
Approach Vol, veh/h					0			1281			137	
Approach Delay, s/veh					0.0			12.8			13.4	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			24.0	41.3	15.8	0.0				
Change Period (Y+Rc), s	4.6	5.8			4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.0	59.5			36.4	28.1	25.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	9.1			18.9	3.8	10.6	0.0				
Green Ext Time (p_c), s	0.0	6.8			0.5	0.7	0.6	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		17.6
HCM 7th LOS		B

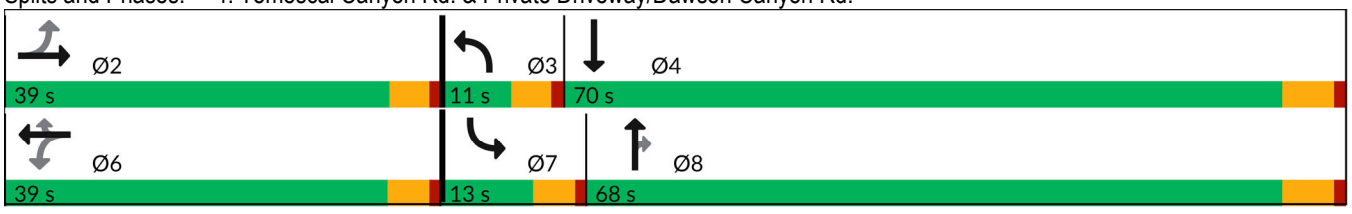
Notes

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

Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	Ø2
Lane Configurations									
Traffic Volume (vph)	207	0	48	3	1099	217	80	99	
Future Volume (vph)	207	0	48	3	1099	217	80	99	
Turn Type	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		6		3	8		7	4	2
Permitted Phases	6		6			8			
Detector Phase	6	6	6	3	8	8	7	4	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	23.7	23.7	23.7	9.6	26.8	26.8	9.6	22.8	14.6
Total Split (s)	39.0	39.0	39.0	11.0	68.0	68.0	13.0	70.0	39.0
Total Split (%)	32.5%	32.5%	32.5%	9.2%	56.7%	56.7%	10.8%	58.3%	33%
Yellow Time (s)	3.7	3.7	3.7	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.7	4.7	4.6	5.8	5.8	4.6	5.8	
Lead/Lag				Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)		17.4	17.4	5.4	34.9	34.9	7.8	42.9	
Actuated g/C Ratio		0.24	0.24	0.07	0.48	0.48	0.11	0.59	
v/c Ratio		0.62	0.11	0.02	0.66	0.25	0.43	0.05	
Control Delay (s/veh)		36.6	5.1	41.7	17.9	2.8	44.4	7.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.6	5.1	41.7	17.9	2.8	44.4	7.9	
LOS		D	A	D	B	A	D	A	
Approach Delay (s/veh)		30.7			15.5			24.2	
Approach LOS		C			B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Temescal Canyon Rd. & Private Driveway/Dawson Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	207	0	48	3	1099	217	80	99	0
Future Volume (veh/h)	0	0	0	207	0	48	3	1099	217	80	99	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	0	0	213	0	0	3	1133	0	82	102	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	360	0	407	0		7	1670		119	1893	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.46	0.00	0.07	0.52	0.00
Sat Flow, veh/h	0	1900	0	1440	0	1610	1810	3610	1610	1810	3705	0
Grp Volume(v), veh/h	0	0	0	213	0	0	3	1133	0	82	102	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	1610	1810	1805	1610	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.0	0.1	13.2	0.0	2.4	0.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.0	0.1	13.2	0.0	2.4	0.7	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	360	0	426	0		7	1670		119	1893	0
V/C Ratio(X)	0.00	0.00	0.00	0.50	0.00		0.41	0.68		0.69	0.05	0.00
Avail Cap(c_a), veh/h	0	1220	0	1075	0		216	4192		284	4327	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.3	0.0	0.0	26.6	11.3	0.0	24.5	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	0.0	12.8	0.5	0.0	2.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.3	0.0	0.0	0.1	3.8	0.0	1.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	21.2	0.0	0.0	39.4	11.8	0.0	27.1	6.2	0.0
LnGrp LOS				C			D	B		C	A	
Approach Vol, veh/h		0			213			1136			184	
Approach Delay, s/veh		0.0			21.2			11.8			15.5	
Approach LOS					C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.9	4.8	33.9	14.9	8.1	30.6
Change Period (Y+Rc), s	* 4.7	4.6	5.8	4.7	4.6	5.8
Max Green Setting (Gmax), s	* 34	6.4	64.2	34.3	8.4	62.2
Max Q Clear Time (g_c+I1), s	0.0	2.1	2.7	9.4	4.4	15.2
Green Ext Time (p_c), s	0.0	0.0	0.6	1.2	0.0	9.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	1301	69	0	306
Future Vol, veh/h	0	19	1301	69	0	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	1414	75	0	333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	745	0	0	-	-
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	361	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	361	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.57	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	361	-
HCM Lane V/C Ratio	-	-	0.057	-
HCM Ctrl Dly (s/v)	-	-	15.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	11	0	249	5	0
Future Vol, veh/h	286	11	0	249	5	0
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	311	12	0	271	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	323	0	588	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	271	-
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	-	-	1248	-	475	728
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1248	-	475	728
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.67
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	475	-	-	1248	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Ctrl Dly (s/v)	12.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	137	3	153	73	2
Future Vol, veh/h	171	137	3	153	73	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	182	146	3	163	78	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	351	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	169	-
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	-	-	1243	-	650	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	649	866
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	11.28
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	35	-
HCM Lane V/C Ratio	0.122	-	-	0.003	-
HCM Ctrl Dly (s/v)	11.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	23	77	39
Future Vol, veh/h	16	0	0	23	77	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	0	25	84	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	105	126	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	955	1473	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	955	1473	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.23	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	869	-	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Ctrl Dly (s/v)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	21	61	16
Future Vol, veh/h	3	0	0	21	61	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	0	23	66	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	98	75	84	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	906	992	1526	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	992	1526	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.99	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	906	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	5	11	50
Future Vol, veh/h	16	0	0	5	11	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	0	5	12	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	45	39	66	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	971	1038	1548	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1038	1548	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.78	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1548	-	971	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Ctrl Dly (s/v)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	11
Future Vol, veh/h	5	0	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	0	0	0	0	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	6	6	12	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1021	1083	1620	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1620	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

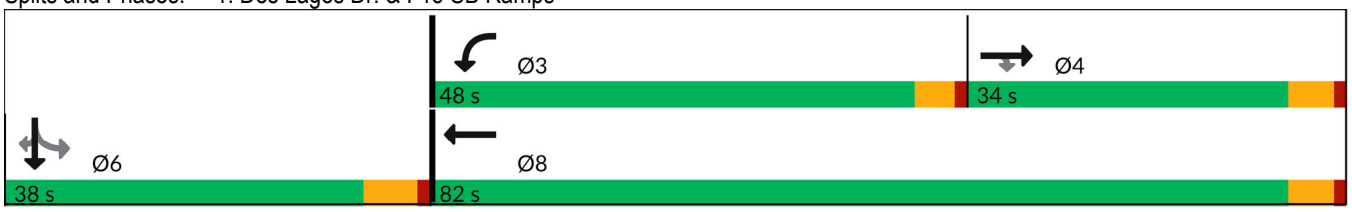
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	0	0
HCM LOS	A		

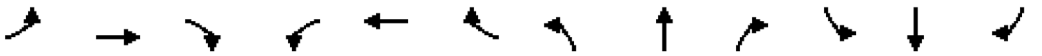
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1021	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	592	31	281	305	9	470
Future Volume (vph)	592	31	281	305	9	470
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4				6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	15.1	15.1	9.6	25.1	15.8	15.8
Total Split (s)	34.0	34.0	48.0	82.0	38.0	38.0
Total Split (%)	28.3%	28.3%	40.0%	68.3%	31.7%	31.7%
Yellow Time (s)	4.1	4.1	3.6	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	4.6	5.1	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	50.3	50.3	22.1	77.1	15.9	15.9
Actuated g/C Ratio	0.48	0.48	0.21	0.74	0.15	0.15
v/c Ratio	0.26	0.04	0.80	0.13	0.59	0.59
Control Delay (s/veh)	17.9	1.3	54.8	4.4	49.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	1.3	54.8	4.4	49.6	6.4
LOS	B	A	D	A	D	A
Approach Delay (s/veh)	17.1			28.6	16.7	
Approach LOS	B			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Dos Lagos Dr. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	31	281	305	0	0	0	0	139	9	470
Future Volume (veh/h)	0	592	31	281	305	0	0	0	0	139	9	470
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	651	23	309	335	0				153	10	234
Peak Hour Factor	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
Cap, veh/h	0	2757	845	345	2773	0				209	14	348
Arrive On Green	0.00	0.53	0.53	0.19	0.77	0.00				0.14	0.12	0.12
Sat Flow, veh/h	0	5358	1590	1810	3705	0				1703	111	2834
Grp Volume(v), veh/h	0	651	23	309	335	0				163	0	234
Grp Sat Flow(s),veh/h/ln	0	1729	1590	1810	1805	0				1815	0	1417
Q Serve(g_s), s	0.0	6.7	0.7	16.7	2.4	0.0				8.6	0.0	7.9
Cycle Q Clear(g_c), s	0.0	6.7	0.7	16.7	2.4	0.0				8.6	0.0	7.9
Prop In Lane	0.00		1.00	1.00		0.00				0.94		1.00
Lane Grp Cap(c), veh/h	0	2757	845	345	2773	0				223	0	348
V/C Ratio(X)	0.00	0.24	0.03	0.90	0.12	0.00				0.73	0.00	0.67
Avail Cap(c_a), veh/h	0	2757	845	785	2773	0				584	0	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.6	11.1	39.5	3.0	0.0				41.5	0.0	42.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	3.3	0.1	0.0				4.6	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	0.2	7.5	0.6	0.0				3.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.8	11.2	42.9	3.1	0.0				46.0	0.0	44.2
LnGrp LOS		B	B	D	A					D		D
Approach Vol, veh/h		674			644						397	
Approach Delay, s/veh		12.7			22.1						45.0	
Approach LOS		B			C						D	

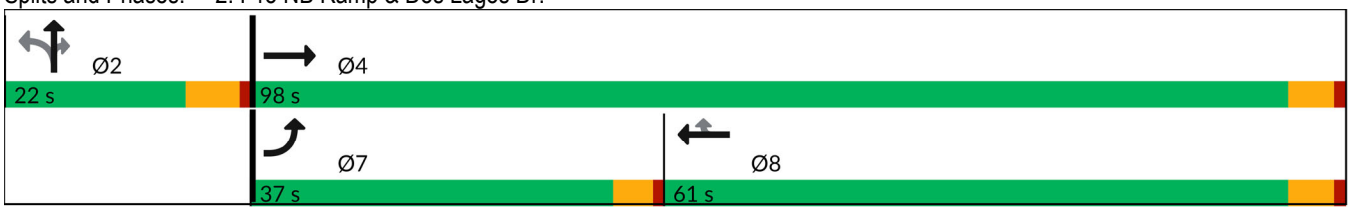
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		23.7	58.3		18.1		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		18.7	8.7		10.6		4.4					
Green Ext Time (p_c), s		0.4	4.3		1.7		2.3					

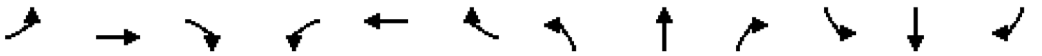
Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	447	284	551	403	4	126
Future Volume (vph)	447	284	551	403	4	126
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases				8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	22.1	22.1	15.8	15.8
Total Split (s)	37.0	98.0	61.0	61.0	22.0	22.0
Total Split (%)	30.8%	81.7%	50.8%	50.8%	18.3%	18.3%
Yellow Time (s)	3.6	4.1	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	19.7	92.9	68.6	68.6	10.1	10.1
Actuated g/C Ratio	0.17	0.82	0.60	0.60	0.09	0.09
v/c Ratio	0.78	0.19	0.27	0.44	0.25	0.36
Control Delay (s/veh)	54.3	2.6	11.6	14.8	52.6	11.3
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	3.3	11.6	14.8	52.6	11.3
LOS	D	A	B	B	D	B
Approach Delay (s/veh)		34.5	12.9		20.8	
Approach LOS		C	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramp & Dos Lagos Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	284	0	0	551	403	34	4	126	0	0	0
Future Volume (veh/h)	447	284	0	0	551	403	34	4	126	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	471	299	0	0	580	410	36	4	78			
Peak Hour Factor	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			
Cap, veh/h	546	1554	0	0	2245	989	141	16	238			
Arrive On Green	0.16	0.82	0.00	0.00	0.62	0.62	0.10	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1590	1636	182	2765			
Grp Volume(v), veh/h	471	299	0	0	580	410	40	0	78			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1590	1818	0	1383			
Q Serve(g_s), s	14.9	3.9	0.0	0.0	8.2	14.9	2.3	0.0	3.0			
Cycle Q Clear(g_c), s	14.9	3.9	0.0	0.0	8.2	14.9	2.3	0.0	3.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		1.00			
Lane Grp Cap(c), veh/h	546	1554	0	0	2245	989	156	0	238			
V/C Ratio(X)	0.86	0.19	0.00	0.00	0.26	0.41	0.26	0.00	0.33			
Avail Cap(c_a), veh/h	1002	1554	0	0	2245	989	259	0	394			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.8	2.2	0.0	0.0	9.7	10.9	47.7	0.0	48.8			
Incr Delay (d2), s/veh	1.6	0.3	0.0	0.0	0.3	1.3	0.9	0.0	0.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	1.0	0.0	0.0	3.1	5.2	1.1	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.4	2.5	0.0	0.0	9.9	12.2	48.6	0.0	49.6			
LnGrp LOS	D	A			A	B	D		D			
Approach Vol, veh/h		770			990			118				
Approach Delay, s/veh		30.6			10.9			49.3				
Approach LOS		C			B			D				

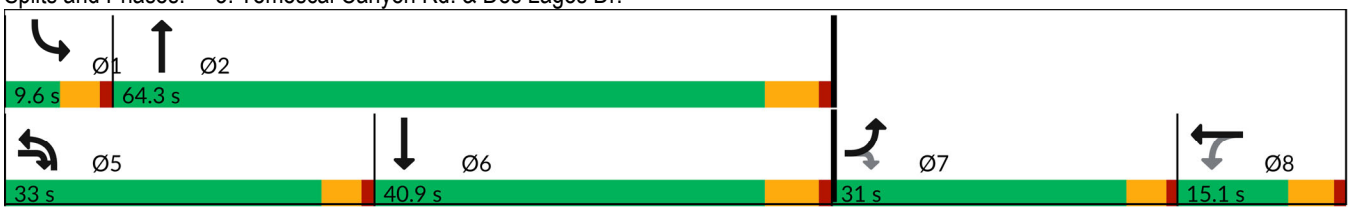
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.6		98.0			22.3	75.7				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		16.2		92.9			32.4	55.9				
Max Q Clear Time (g_c+I1), s		5.0		5.9			16.9	16.9				
Green Ext Time (p_c), s		0.3		1.9			0.8	6.1				

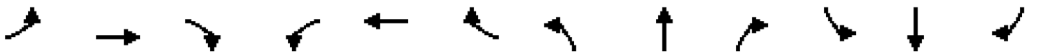
Intersection Summary												
HCM 7th Control Delay, s/veh			21.4									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	311	103	302	241	659	522		
Future Volume (vph)	311	103	302	241	659	522		
Turn Type	Prot	pm+ov	Prot	NA	NA	Free		
Protected Phases	7	5	5	2	6		1	8
Permitted Phases		7				Free		
Detector Phase	7	5	5	2	6			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0		5.0	10.0
Minimum Split (s)	29.6	9.6	9.6	22.8	32.8		9.6	15.1
Total Split (s)	31.0	33.0	33.0	64.3	40.9		9.6	15.1
Total Split (%)	25.8%	27.5%	27.5%	53.6%	34.1%		8%	13%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8		3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8			
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max		None	None
Act Effct Green (s)	13.8	37.6	19.2	61.4	37.5	85.7		
Actuated g/C Ratio	0.16	0.44	0.22	0.72	0.44	1.00		
v/c Ratio	0.58	0.14	0.78	0.10	0.43	0.34		
Control Delay (s/veh)	37.5	2.8	45.3	4.4	19.9	0.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	37.5	2.8	45.3	4.4	19.9	0.6		
LOS	D	A	D	A	B	A		
Approach Delay (s/veh)				27.2	11.4			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 18.8	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Temescal Canyon Rd. & Dos Lagos Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	0	103	0	0	0	302	241	0	0	659	522
Future Volume (veh/h)	311	0	103	0	0	0	302	241	0	0	659	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	324	0	74	0	0	0	315	251	0	0	686	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	427	0	0	0	2	0	360	2692	0	2	1763	
Arrive On Green	0.12	0.00	0.00	0.00	0.00	0.00	0.20	0.75	0.00	0.00	0.49	0.00
Sat Flow, veh/h	3510	324		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	324	34.4		0	0	0	315	251	0	0	686	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	7.0			0.0	0.0	0.0	13.2	1.5	0.0	0.0	9.4	0.0
Cycle Q Clear(g_c), s	7.0			0.0	0.0	0.0	13.2	1.5	0.0	0.0	9.4	0.0
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	427			0	2	0	360	2692	0	2	1763	
V/C Ratio(X)	0.76			0.00	0.00	0.00	0.88	0.09	0.00	0.00	0.39	
Avail Cap(c_a), veh/h	1181			0	242	0	655	2692	0	115	1763	
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	33.3			0.0	0.0	0.0	30.5	2.7	0.0	0.0	12.7	0.0
Incr Delay (d2), s/veh	1.1			0.0	0.0	0.0	2.7	0.1	0.0	0.0	0.6	0.0
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9			0.0	0.0	0.0	5.6	0.3	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.4			0.0	0.0	0.0	33.2	2.8	0.0	0.0	13.3	0.0
LnGrp LOS	C						C	A			B	
Approach Vol, veh/h					0			566			686	
Approach Delay, s/veh					0.0			19.7			13.3	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	64.3			20.2	44.1	14.1	0.0				
Change Period (Y+Rc), s	4.6	5.8			4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.0	58.5			28.4	35.1	26.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	3.5			15.2	11.4	9.0	0.0				
Green Ext Time (p_c), s	0.0	1.6			0.4	4.4	0.5	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.9	
HCM 7th LOS	B	

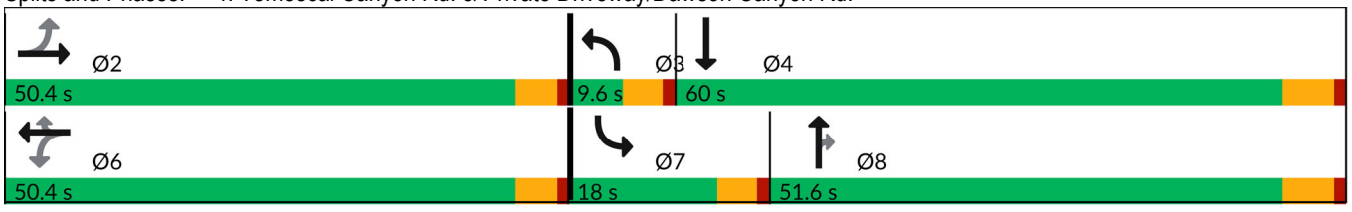
Notes

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø3
Lane Configurations										
Traffic Volume (vph)	1	0	304	0	46	213	131	58	691	
Future Volume (vph)	1	0	304	0	46	213	131	58	691	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Prot	NA	
Protected Phases		2		6		8		7	4	3
Permitted Phases	2		6		6		8			
Detector Phase	2	2	6	6	6	8	8	7	4	
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	14.6	14.6	23.7	23.7	23.7	26.8	26.8	9.6	22.8	9.6
Total Split (s)	50.4	50.4	50.4	50.4	50.4	51.6	51.6	18.0	60.0	9.6
Total Split (%)	42.0%	42.0%	42.0%	42.0%	42.0%	43.0%	43.0%	15.0%	50.0%	8%
Yellow Time (s)	3.6	3.6	3.7	3.7	3.7	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		4.7	4.7	5.8	5.8	4.6	5.8	
Lead/Lag						Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)		17.0		16.9	16.9	13.6	13.6	6.9	19.9	
Actuated g/C Ratio		0.35		0.35	0.35	0.28	0.28	0.14	0.41	
v/c Ratio		0.00		0.62	0.07	0.22	0.25	0.23	0.48	
Control Delay (s/veh)		0.0		20.8	0.2	17.2	5.8	25.6	11.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.0		20.8	0.2	17.2	5.8	25.6	11.7	
LOS		A		C	A	B	A	C	B	
Approach Delay (s/veh)				18.1		12.8			12.8	
Approach LOS				B		B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Temescal Canyon Rd. & Private Driveway/Dawson Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	304	0	46	0	213	131	58	691	1
Future Volume (veh/h)	1	0	2	304	0	46	0	213	131	58	691	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	0	0	313	0	0	0	220	0	60	712	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	668	0	0	600	0		5	937		111	1629	2
Arrive On Green	0.30	0.00	0.00	0.31	0.00	0.00	0.00	0.26	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1675	0	0	1440	0	1610	1810	3610	1610	1810	3699	5
Grp Volume(v), veh/h	1	0	0	313	0	0	0	220	0	60	347	366
Grp Sat Flow(s),veh/h/ln	1676	0	0	1440	0	1610	1810	1805	1610	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.0	0.0	1.9	0.0	1.2	5.1	5.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.0	0.0	1.9	0.0	1.2	5.1	5.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	694	0	0	626	0		5	937		111	795	837
V/C Ratio(X)	0.00	0.00	0.00	0.50	0.00		0.00	0.23		0.54	0.44	0.44
Avail Cap(c_a), veh/h	1993	0	0	1922	0		235	4292		629	2540	2672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	12.1	0.0	0.0	0.0	11.2	0.0	17.5	7.5	7.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.1	0.0	1.5	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.5	0.0	0.4	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	0.0	0.0	12.7	0.0	0.0	0.0	11.4	0.0	19.1	7.8	7.8
LnGrp LOS	A			B				B		B	A	A
Approach Vol, veh/h		1			313			220			773	
Approach Delay, s/veh		9.6			12.7			11.4			8.7	
Approach LOS		A			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.8	0.0	22.8	15.8	7.0	15.8
Change Period (Y+Rc), s	* 4.7	4.6	5.8	4.7	4.6	5.8
Max Green Setting (Gmax), s	* 46	5.0	54.2	45.7	13.4	45.8
Max Q Clear Time (g_c+I1), s	2.0	0.0	7.1	9.4	3.2	3.9
Green Ext Time (p_c), s	0.0	0.0	4.3	2.0	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	58	286	22	0	998
Future Vol, veh/h	0	58	286	22	0	998
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	63	311	24	0	1085

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	167	0	0	-	-
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	854	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	854	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	854	-
HCM Lane V/C Ratio	-	-	0.074	-
HCM Ctrl Dly (s/v)	-	-	9.6	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	4	0	338	12	0
Future Vol, veh/h	185	4	0	338	12	0
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	201	4	0	367	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	205	0	571	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	367	-
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	-	-	1378	-	486	843
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1378	-	486	843
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	1378	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Ctrl Dly (s/v)	12.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	47	0	183	135	0
Future Vol, veh/h	164	47	0	183	135	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	174	50	0	195	144	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	224	0	369	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	195	-
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	-	-	1356	-	635	874
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	635	874
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	1356	-
HCM Lane V/C Ratio	0.226	-	-	-	-
HCM Ctrl Dly (s/v)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	0	0	76	24	12
Future Vol, veh/h	49	0	0	76	24	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	0	0	83	26	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	115	33	39	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	886	1047	1584	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	886	1047	1584	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.32	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	886	-	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Ctrl Dly (s/v)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	61	20	4
Future Vol, veh/h	15	0	0	61	20	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	0	0	66	22	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	24	26	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	915	1058	1601	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1058	1601	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.01	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	915	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Ctrl Dly (s/v)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	0	0	12	4	16
Future Vol, veh/h	49	0	0	12	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	0	0	13	4	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	13	22	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	994	1073	1607	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	994	1073	1607	-	-	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.82	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	994	-	-
HCM Lane V/C Ratio	-	-	0.054	-	-
HCM Ctrl Dly (s/v)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	4
Future Vol, veh/h	12	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	0	0	0	0	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2	2	4	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1026	1088	1630	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1026	1088	1630	-	-	-
Mov Cap-2 Maneuver	1026	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1026	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Ctrl Dly (s/v)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX 3:

EAP TRAFFIC SIGNAL WARRANTS

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CS	DATE 04/16/25
Jurisdiction:	**County of Riverside**			CHK CS	DATE 04/16/25
Major Street:	**Dawson Canyon Road**			Critical Approach Speed (Major)	25 mph
Minor Street:	**Driveway 2**			Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,269** vpd Minor Street Future ADT = **64** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,269** / 1 **64**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,269** / 1 **64**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 3% B: 5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

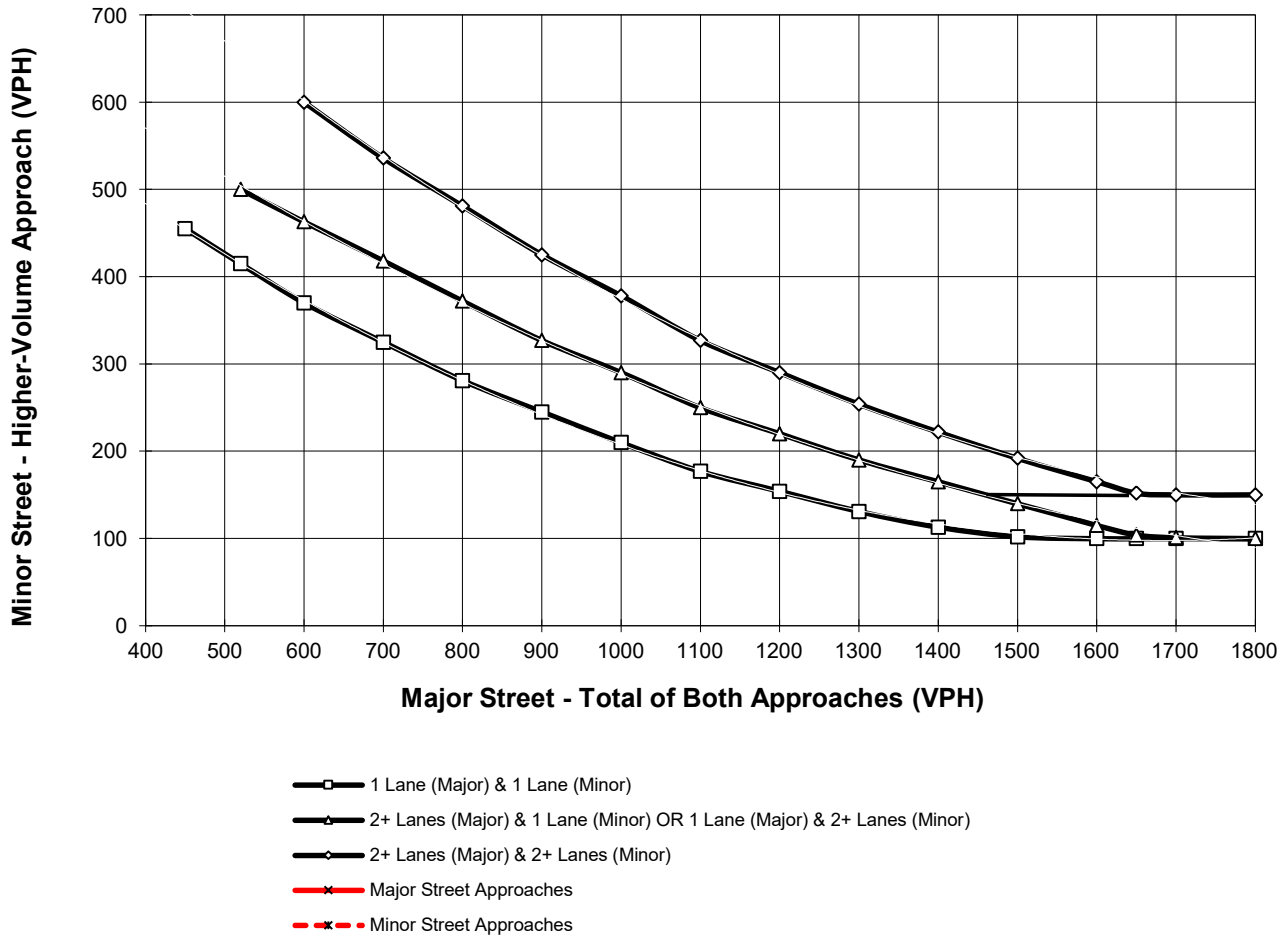
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **394**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **135**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: **County of Riverside**				CHK CS	DATE 04/16/25
Major Street: **Park Canyon Road**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,085** vpd Minor Street Future ADT = **486** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN: XX RURAL:

CONDITION A - Minimum Vehicular Volume

Satisfied: XX Not Satisfied:

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,085**	1 **486**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied: Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,085**	1 **486**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied: Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 14% B: 9%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: **County of Riverside**				CHK CS	DATE 04/16/25
Major Street: **Park Canyon Road**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **766** vpd

Minor Street Future ADT = **88** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **766** / *1* **88**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **766** / *1* **88**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 4% B: 6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: **County of Riverside**				CHK CS	DATE 04/16/25
Major Street: **Park Canyon Road**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 5**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **397** vpd Minor Street Future ADT = **271** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **397** / *1* **271**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **397** / *1* **271**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 5% B: 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP (2024)
				CALC CS	DATE 04/16/25
				CHK CS	DATE 04/16/25

Jurisdiction: **County of Riverside**
Major Street: **Park Canyon Road**
Minor Street: **Driveway 6**
Critical Approach Speed (Major) 25 mph
Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **63** vpd
Minor Street Future ADT = **63** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **63** / 1 **63**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **63** / 1 **63**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 1% B: 1%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

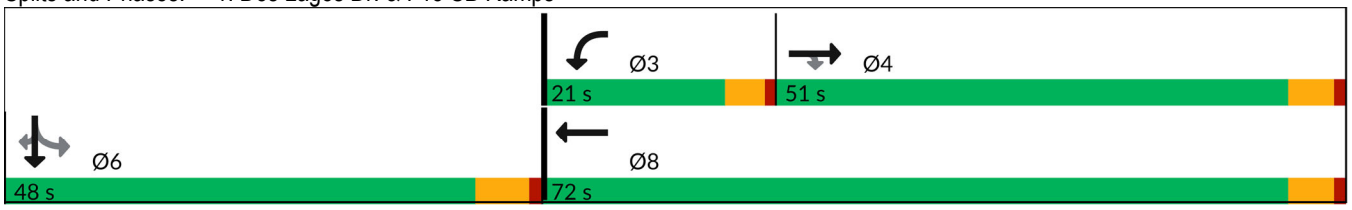
APPENDIX 4:

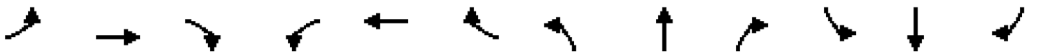
EAPC INTERSECTION ANALYSIS

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1112	30	138	271	1	574
Future Volume (vph)	1112	30	138	271	1	574
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4				6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	15.1	15.1	9.6	25.1	15.8	15.8
Total Split (s)	51.0	51.0	21.0	72.0	48.0	48.0
Total Split (%)	42.5%	42.5%	17.5%	60.0%	40.0%	40.0%
Yellow Time (s)	4.1	4.1	3.6	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	4.6	5.1	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	49.7	49.7	12.9	67.2	34.7	34.7
Actuated g/C Ratio	0.44	0.44	0.11	0.60	0.31	0.31
v/c Ratio	0.52	0.04	0.71	0.13	0.83	0.47
Control Delay (s/veh)	25.6	0.8	68.2	11.2	49.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	0.8	68.2	11.2	49.5	3.4
LOS	C	A	E	B	D	A
Approach Delay (s/veh)	24.9			30.5	23.2	
Approach LOS	C			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Dos Lagos Dr. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑						↰	↱↱
Traffic Volume (veh/h)	0	1112	30	138	271	0	0	0	0	431	1	574
Future Volume (veh/h)	0	1112	30	138	271	0	0	0	0	431	1	574
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1183	20	147	288	0				459	1	364
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2437	757	177	2200	0				526	1	825
Arrive On Green	0.00	0.47	0.47	0.10	0.61	0.00				0.31	0.29	0.29
Sat Flow, veh/h	0	5358	1610	1810	3705	0				1806	4	2834
Grp Volume(v), veh/h	0	1183	20	147	288	0				460	0	364
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0				1810	0	1417
Q Serve(g_s), s	0.0	17.2	0.7	8.8	3.7	0.0				26.4	0.0	11.5
Cycle Q Clear(g_c), s	0.0	17.2	0.7	8.8	3.7	0.0				26.4	0.0	11.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2437	757	177	2200	0				527	0	825
V/C Ratio(X)	0.00	0.49	0.03	0.83	0.13	0.00				0.87	0.00	0.44
Avail Cap(c_a), veh/h	0	2437	757	270	2200	0				696	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.0	15.6	48.6	9.1	0.0				36.1	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.7	0.1	7.4	0.1	0.0				9.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	0.3	4.3	1.4	0.0				12.3	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.7	15.7	56.0	9.2	0.0				45.5	0.0	32.0
LnGrp LOS		C	B	E	A					D		C
Approach Vol, veh/h		1203			435						824	
Approach Delay, s/veh		20.6			25.0						39.5	
Approach LOS		C			C						D	

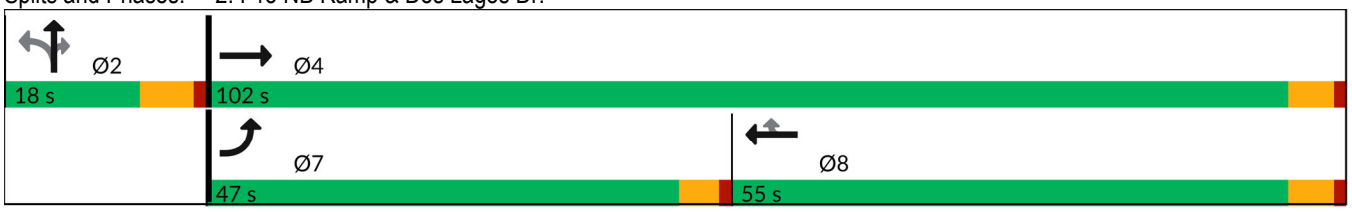
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		15.3	56.7		37.8		72.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		16.4	45.9		42.2		66.9					
Max Q Clear Time (g_c+I1), s		10.8	19.2		28.4		5.7					
Green Ext Time (p_c), s		0.1	9.5		3.6		2.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	853	690	387	534	1	79
Future Volume (vph)	853	690	387	534	1	79
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases				8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	22.1	22.1	15.8	15.8
Total Split (s)	47.0	102.0	55.0	55.0	18.0	18.0
Total Split (%)	39.2%	85.0%	45.8%	45.8%	15.0%	15.0%
Yellow Time (s)	3.6	4.1	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	34.5	98.3	58.1	58.1	10.0	10.0
Actuated g/C Ratio	0.30	0.86	0.51	0.51	0.09	0.09
v/c Ratio	0.87	0.46	0.23	0.71	0.15	0.26
Control Delay (s/veh)	47.6	3.7	18.2	31.0	52.5	12.9
Queue Delay	1.3	1.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.9	5.1	18.2	31.0	52.5	12.9
LOS	D	A	B	C	D	B
Approach Delay (s/veh)		29.3	25.6		21.7	
Approach LOS		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramp & Dos Lagos Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	853	690	0	0	387	534	21	1	79	0	0	0
Future Volume (veh/h)	853	690	0	0	387	534	21	1	79	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	917	742	0	0	416	573	23	1	57			
Peak Hour Factor	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			
Cap, veh/h	997	1572	0	0	1820	811	138	6	225			
Arrive On Green	0.28	0.83	0.00	0.00	0.50	0.50	0.09	0.08	0.08			
Sat Flow, veh/h	3510	1900	0	0	3705	1609	1738	76	2834			
Grp Volume(v), veh/h	917	742	0	0	416	573	24	0	57			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1609	1813	0	1417			
Q Serve(g_s), s	29.6	12.9	0.0	0.0	7.6	32.1	1.4	0.0	2.2			
Cycle Q Clear(g_c), s	29.6	12.9	0.0	0.0	7.6	32.1	1.4	0.0	2.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	997	1572	0	0	1820	811	144	0	225			
V/C Ratio(X)	0.92	0.47	0.00	0.00	0.23	0.71	0.17	0.00	0.25			
Avail Cap(c_a), veh/h	1271	1572	0	0	1820	811	189	0	295			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.6	2.9	0.0	0.0	16.3	22.3	49.5	0.0	50.6			
Incr Delay (d2), s/veh	8.2	1.0	0.0	0.0	0.3	5.1	0.5	0.0	0.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	13.7	3.5	0.0	0.0	3.1	12.7	0.7	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.8	3.9	0.0	0.0	16.6	27.5	50.0	0.0	51.2			
LnGrp LOS	D	A			B	C	D		D			
Approach Vol, veh/h		1659			989			81				
Approach Delay, s/veh		28.7			22.9			50.9				
Approach LOS		C			C			D				

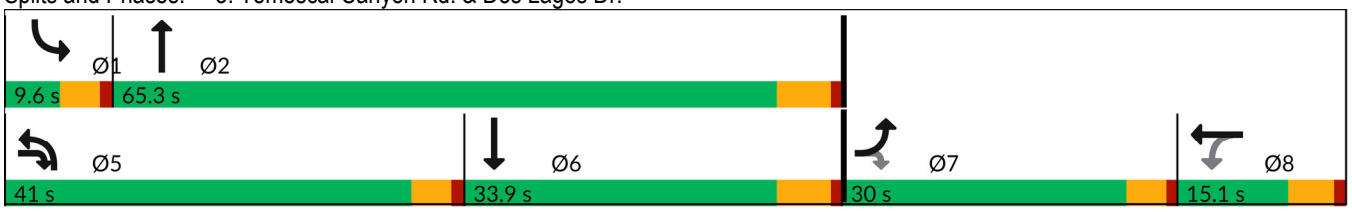
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.1		102.0			37.9	64.1				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		12.2		96.9			42.4	49.9				
Max Q Clear Time (g_c+I1), s		4.2		14.9			31.6	34.1				
Green Ext Time (p_c), s		0.1		6.2			1.6	4.5				

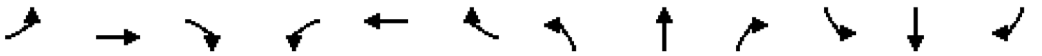
Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	444	325	405	861	160	381		
Future Volume (vph)	444	325	405	861	160	381		
Turn Type	Prot	pm+ov	Prot	NA	NA	Free		
Protected Phases	7	5	5	2	6		1	8
Permitted Phases		7				Free		
Detector Phase	7	5	5	2	6			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0		5.0	10.0
Minimum Split (s)	29.6	9.6	9.6	22.8	32.8		9.6	15.1
Total Split (s)	30.0	41.0	41.0	65.3	33.9		9.6	15.1
Total Split (%)	25.0%	34.2%	34.2%	54.4%	28.3%		8%	13%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8		3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8			
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max		None	None
Act Effct Green (s)	16.9	47.0	25.5	62.2	32.1	89.6		
Actuated g/C Ratio	0.19	0.52	0.28	0.69	0.36	1.00		
v/c Ratio	0.71	0.34	0.83	0.36	0.13	0.25		
Control Delay (s/veh)	40.5	1.9	44.5	6.5	23.0	0.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	40.5	1.9	44.5	6.5	23.0	0.4		
LOS	D	A	D	A	C	A		
Approach Delay (s/veh)				18.6	7.0			
Approach LOS				B	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 17.8	Intersection LOS: B
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Temescal Canyon Rd. & Dos Lagos Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	444	0	325	0	0	0	405	861	0	0	160	381
Future Volume (veh/h)	444	0	325	0	0	0	405	861	0	0	160	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	467	0	294	0	0	0	426	906	0	0	168	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	568	0	0	0	2	0	468	2576	0	2	1443	
Arrive On Green	0.16	0.00	0.00	0.00	0.00	0.00	0.26	0.71	0.00	0.00	0.40	0.00
Sat Flow, veh/h	3510	467		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	467	34.9		0	0	0	426	906	0	0	168	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	10.7			0.0	0.0	0.0	19.0	8.0	0.0	0.0	2.4	0.0
Cycle Q Clear(g_c), s	10.7			0.0	0.0	0.0	19.0	8.0	0.0	0.0	2.4	0.0
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	568			0	2	0	468	2576	0	2	1443	
V/C Ratio(X)	0.82			0.00	0.00	0.00	0.91	0.35	0.00	0.00	0.12	
Avail Cap(c_a), veh/h	1069			0	228	0	790	2576	0	108	1443	
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	33.8			0.0	0.0	0.0	30.0	4.6	0.0	0.0	15.8	0.0
Incr Delay (d2), s/veh	1.2			0.0	0.0	0.0	5.3	0.4	0.0	0.0	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
%ile BackOfQ(50%),veh/ln	4.5			0.0	0.0	0.0	8.3	2.0	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9			0.0	0.0	0.0	35.2	4.9	0.0	0.0	15.9	0.0
LnGrp LOS	C						D	A			B	
Approach Vol, veh/h					0			1332			168	
Approach Delay, s/veh					0.0			14.6			15.9	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			26.2	39.1	18.1	0.0				
Change Period (Y+Rc), s	4.6	5.8			4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.0	59.5			36.4	28.1	25.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	10.0			21.0	4.4	12.7	0.0				
Green Ext Time (p_c), s	0.0	7.0			0.5	0.9	0.8	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		19.6
HCM 7th LOS		B

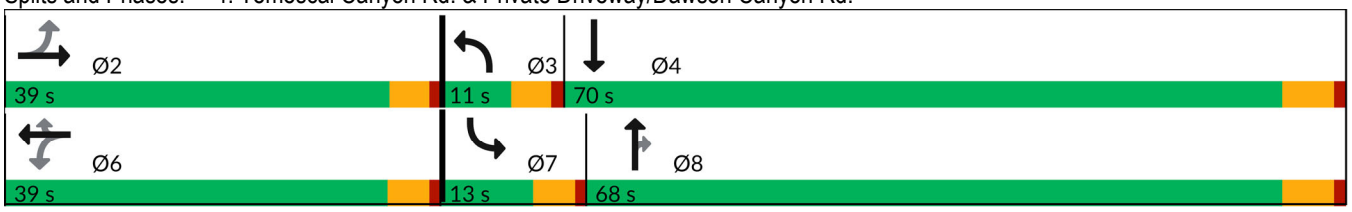
Notes

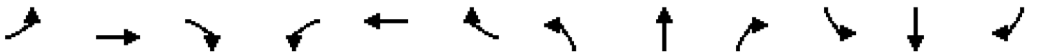
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	12	0	276	0	57	38	1653	351	99	387
Future Volume (vph)	12	0	276	0	57	38	1653	351	99	387
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases		2		6		3	8		7	4
Permitted Phases	2		6		6			8		
Detector Phase	2	2	6	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	23.7	23.7	23.7	9.6	26.8	26.8	9.6	22.8
Total Split (s)	39.0	39.0	39.0	39.0	39.0	11.0	68.0	68.0	13.0	70.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	9.2%	56.7%	56.7%	10.8%	58.3%
Yellow Time (s)	3.6	3.6	3.7	3.7	3.7	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.7	4.7	4.6	5.8	5.8	4.6	5.8
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		27.0		26.9	26.9	6.0	58.4	58.4	8.2	65.2
Actuated g/C Ratio		0.25		0.25	0.25	0.06	0.54	0.54	0.08	0.60
v/c Ratio		0.09		0.83	0.13	0.39	0.88	0.37	0.75	0.19
Control Delay (s/veh)		3.0		60.4	7.1	65.7	29.6	5.6	84.3	11.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		3.0		60.4	7.1	65.7	29.6	5.6	84.3	11.7
LOS		A		E	A	E	C	A	F	B
Approach Delay (s/veh)		3.0		51.2			26.2			26.1
Approach LOS		A		D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Temescal Canyon Rd. & Private Driveway/Dawson Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	27	276	0	57	38	1653	351	99	387	15
Future Volume (veh/h)	12	0	27	276	0	57	38	1653	351	99	387	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	28	285	0	0	39	1704	0	102	399	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	23	278	395	0		60	1989		129	2087	78
Arrive On Green	0.23	0.00	0.22	0.23	0.00	0.00	0.03	0.55	0.00	0.07	0.59	0.59
Sat Flow, veh/h	430	103	1245	1437	0	1610	1810	3610	1610	1810	3545	133
Grp Volume(v), veh/h	40	0	0	285	0	0	39	1704	0	102	203	211
Grp Sat Flow(s),veh/h/ln	1778	0	0	1437	0	1610	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	0.0	0.0	0.0	16.7	0.0	0.0	2.1	39.3	0.0	5.4	5.1	5.1
Cycle Q Clear(g_c), s	1.8	0.0	0.0	18.5	0.0	0.0	2.1	39.3	0.0	5.4	5.1	5.1
Prop In Lane	0.30		0.70	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	456	0	0	405	0		60	1989		129	1063	1103
V/C Ratio(X)	0.09	0.00	0.00	0.70	0.00		0.65	0.86		0.79	0.19	0.19
Avail Cap(c_a), veh/h	655	0	0	583	0		118	2293		155	1184	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	0.0	36.1	0.0	0.0	46.7	18.7	0.0	44.8	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	4.2	3.1	0.0	16.6	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	6.6	0.0	0.0	1.0	14.8	0.0	2.9	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	0.0	0.0	38.4	0.0	0.0	51.0	21.8	0.0	61.3	9.4	9.4
LnGrp LOS	C			D			D	C		E	A	A
Approach Vol, veh/h		40			285			1743			516	
Approach Delay, s/veh		30.2			38.4			22.4			19.7	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.6	7.9	63.5	26.6	11.6	59.7
Change Period (Y+Rc), s	* 4.7	4.6	5.8	4.7	4.6	5.8
Max Green Setting (Gmax), s	* 34	6.4	64.2	34.3	8.4	62.2
Max Q Clear Time (g_c+I1), s	3.8	4.1	7.1	20.5	7.4	41.3
Green Ext Time (p_c), s	0.1	0.0	2.3	1.4	0.0	12.6

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	2024	69	0	690
Future Vol, veh/h	0	19	2024	69	0	690
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	2200	75	0	750

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1138	0	0	-	-
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	199	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	199	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.23	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	199	-
HCM Lane V/C Ratio	-	-	0.104	-
HCM Ctrl Dly (s/v)	-	-	25.2	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	439	11	0	327	5	0
Future Vol, veh/h	439	11	0	327	5	0
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	477	12	0	355	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	489	0	839	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	355	-
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	-	-	1085	-	339	588
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1085	-	339	588
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	-	-	1085	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Ctrl Dly (s/v)	15.8	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	137	3	231	73	2
Future Vol, veh/h	324	137	3	231	73	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	345	146	3	246	78	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	597	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	252	-
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	-	-	1083	-	469	703
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1083	-	468	703
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	14.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	23	-
HCM Lane V/C Ratio	0.169	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.2	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	23	77	39
Future Vol, veh/h	16	0	0	23	77	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	0	25	84	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	105	126	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	955	1473	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	955	1473	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.23	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	869	-	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Ctrl Dly (s/v)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	21	61	16
Future Vol, veh/h	3	0	0	21	61	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	0	23	66	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	98	75	84	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	906	992	1526	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	992	1526	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.99	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	906	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	5	11	50
Future Vol, veh/h	16	0	0	5	11	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	0	5	12	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	45	39	66	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	971	1038	1548	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1038	1548	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.78	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1548	-	971	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Ctrl Dly (s/v)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	11
Future Vol, veh/h	5	0	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	0	0	0	0	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	6	6	12	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1021	1083	1620	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1620	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

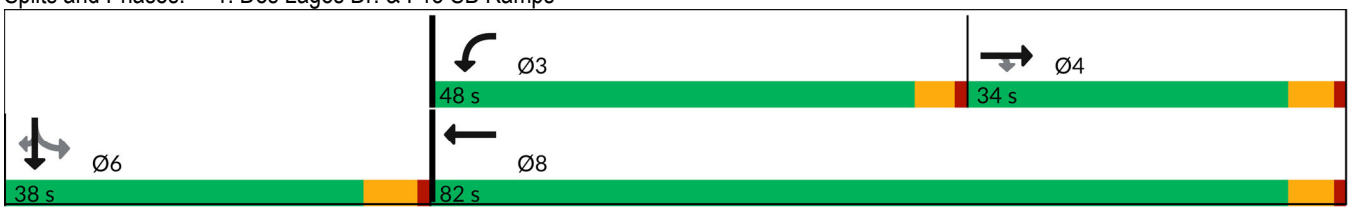
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	0	0
HCM LOS	A		

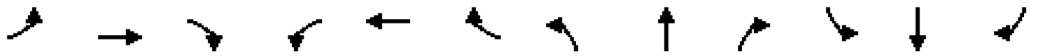
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1021	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	610	31	346	327	9	470
Future Volume (vph)	610	31	346	327	9	470
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4				6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	15.1	15.1	9.6	25.1	15.8	15.8
Total Split (s)	34.0	34.0	48.0	82.0	38.0	38.0
Total Split (%)	28.3%	28.3%	40.0%	68.3%	31.7%	31.7%
Yellow Time (s)	4.1	4.1	3.6	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	4.6	5.1	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	44.2	44.2	28.3	77.2	24.4	24.4
Actuated g/C Ratio	0.39	0.39	0.25	0.69	0.22	0.22
v/c Ratio	0.33	0.05	0.84	0.14	0.76	0.51
Control Delay (s/veh)	26.9	1.6	56.1	7.0	54.0	4.8
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	26.9	1.6	56.4	7.0	54.0	4.8
LOS	C	A	E	A	D	A
Approach Delay (s/veh)	25.7			32.4	22.8	
Approach LOS	C			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 26.9	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Dos Lagos Dr. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	610	31	346	327	0	0	0	0	262	9	470
Future Volume (veh/h)	0	610	31	346	327	0	0	0	0	262	9	470
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	670	23	380	359	0				288	10	234
Peak Hour Factor	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
Cap, veh/h	0	2253	691	413	2544	0				342	12	553
Arrive On Green	0.00	0.43	0.43	0.23	0.70	0.00				0.21	0.20	0.20
Sat Flow, veh/h	0	5358	1590	1810	3705	0				1752	61	2834
Grp Volume(v), veh/h	0	670	23	380	359	0				298	0	234
Grp Sat Flow(s),veh/h/ln	0	1729	1590	1810	1805	0				1812	0	1417
Q Serve(g_s), s	0.0	9.2	0.9	22.4	3.6	0.0				17.2	0.0	7.9
Cycle Q Clear(g_c), s	0.0	9.2	0.9	22.4	3.6	0.0				17.2	0.0	7.9
Prop In Lane	0.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	0	2253	691	413	2544	0				354	0	553
V/C Ratio(X)	0.00	0.30	0.03	0.92	0.14	0.00				0.84	0.00	0.42
Avail Cap(c_a), veh/h	0	2253	691	720	2544	0				535	0	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.0	17.7	41.1	5.3	0.0				41.4	0.0	38.5
Incr Delay (d2), s/veh	0.0	0.3	0.1	5.7	0.1	0.0				7.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.3	10.4	1.2	0.0				8.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.4	17.8	46.8	5.4	0.0				48.9	0.0	39.0
LnGrp LOS		C	B	D	A					D		D
Approach Vol, veh/h		693			739						532	
Approach Delay, s/veh		20.3			26.7						44.6	
Approach LOS		C			C						D	

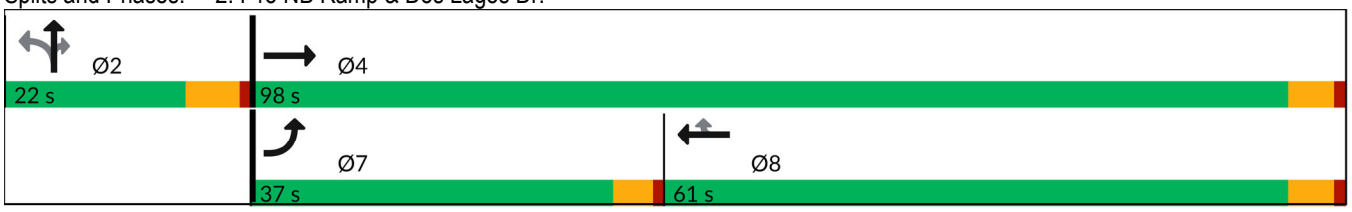
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		29.5	52.5		27.1		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		24.4	11.2		19.2		5.6					
Green Ext Time (p_c), s		0.5	4.3		2.1		2.5					

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	447	425	638	519	4	221
Future Volume (vph)	447	425	638	519	4	221
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		2	
Permitted Phases				8		2
Detector Phase	7	4	8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	22.1	22.1	15.8	15.8
Total Split (s)	37.0	98.0	61.0	61.0	22.0	22.0
Total Split (%)	30.8%	81.7%	50.8%	50.8%	18.3%	18.3%
Yellow Time (s)	3.6	4.1	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	19.7	92.9	68.6	68.6	10.1	10.1
Actuated g/C Ratio	0.17	0.82	0.60	0.60	0.09	0.09
v/c Ratio	0.78	0.29	0.31	0.57	0.25	0.51
Control Delay (s/veh)	54.3	3.1	12.0	17.4	52.6	10.5
Queue Delay	0.0	1.0	0.0	0.4	0.0	0.0
Total Delay (s/veh)	54.3	4.1	12.0	17.8	52.6	10.5
LOS	D	A	B	B	D	B
Approach Delay (s/veh)		29.9	14.6		16.7	
Approach LOS		C	B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramp & Dos Lagos Dr.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	425	0	0	638	519	34	4	221	0	0	0
Future Volume (veh/h)	447	425	0	0	638	519	34	4	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	471	447	0	0	672	532	36	4	178			
Peak Hour Factor	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			
Cap, veh/h	546	1551	0	0	2240	986	144	16	243			
Arrive On Green	0.16	0.82	0.00	0.00	0.62	0.62	0.10	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1590	1636	182	2765			
Grp Volume(v), veh/h	471	447	0	0	672	532	40	0	178			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1590	1818	0	1383			
Q Serve(g_s), s	14.9	6.4	0.0	0.0	9.9	21.7	2.3	0.0	7.1			
Cycle Q Clear(g_c), s	14.9	6.4	0.0	0.0	9.9	21.7	2.3	0.0	7.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		1.00			
Lane Grp Cap(c), veh/h	546	1551	0	0	2240	986	160	0	243			
V/C Ratio(X)	0.86	0.29	0.00	0.00	0.30	0.54	0.25	0.00	0.73			
Avail Cap(c_a), veh/h	1000	1551	0	0	2240	986	259	0	394			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.9	2.5	0.0	0.0	10.1	12.3	47.6	0.0	50.6			
Incr Delay (d2), s/veh	1.6	0.5	0.0	0.0	0.3	2.1	0.8	0.0	4.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	1.8	0.0	0.0	3.8	7.7	1.1	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.5	3.0	0.0	0.0	10.4	14.4	48.5	0.0	54.9			
LnGrp LOS	D	A			B	B	D		D			
Approach Vol, veh/h		918			1204			218				
Approach Delay, s/veh		26.3			12.2			53.7				
Approach LOS		C			B			D				

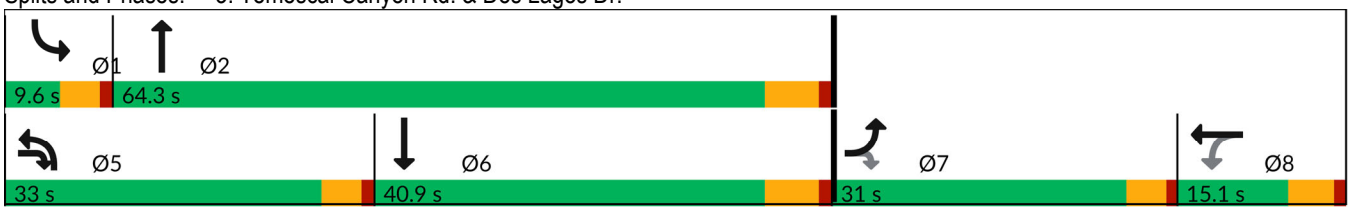
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.8		98.0			22.3	75.7				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		16.2		92.9			32.4	55.9				
Max Q Clear Time (g_c+I1), s		9.1		8.4			16.9	23.7				
Green Ext Time (p_c), s		0.5		3.0			0.8	7.6				

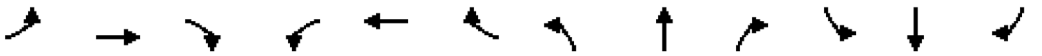
Intersection Summary												
HCM 7th Control Delay, s/veh			21.6									
HCM 7th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	487	162	382	276	685	644		
Future Volume (vph)	487	162	382	276	685	644		
Turn Type	Prot	pm+ov	Prot	NA	NA	Free		
Protected Phases	7	5	5	2	6		1	8
Permitted Phases		7				Free		
Detector Phase	7	5	5	2	6			
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0		5.0	10.0
Minimum Split (s)	29.6	9.6	9.6	22.8	32.8		9.6	15.1
Total Split (s)	31.0	33.0	33.0	64.3	40.9		9.6	15.1
Total Split (%)	25.8%	27.5%	27.5%	53.6%	34.1%		8%	13%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8		3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8			
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max		None	None
Act Effct Green (s)	18.4	49.0	26.1	66.0	35.3	94.8		
Actuated g/C Ratio	0.19	0.52	0.28	0.70	0.37	1.00		
v/c Ratio	0.75	0.18	0.80	0.11	0.53	0.42		
Control Delay (s/veh)	43.7	2.2	46.3	5.3	26.1	0.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	43.7	2.2	46.3	5.3	26.1	0.8		
LOS	D	A	D	A	C	A		
Approach Delay (s/veh)				29.1	13.9			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 22.4	Intersection LOS: C
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Temescal Canyon Rd. & Dos Lagos Dr.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	487	0	162	0	0	0	382	276	0	0	685	644
Future Volume (veh/h)	487	0	162	0	0	0	382	276	0	0	685	644
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	507	0	136	0	0	0	398	288	0	0	714	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	607	0	0	0	2	0	438	2547	0	2	1480	
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.24	0.71	0.00	0.00	0.41	0.00
Sat Flow, veh/h	3510	507		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	507	35.4		0	0	0	398	288	0	0	714	0
Grp Sat Flow(s),veh/h/ln	1755	D		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	12.0			0.0	0.0	0.0	18.3	2.2	0.0	0.0	12.4	0.0
Cycle Q Clear(g_c), s	12.0			0.0	0.0	0.0	18.3	2.2	0.0	0.0	12.4	0.0
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	607			0	2	0	438	2547	0	2	1480	
V/C Ratio(X)	0.84			0.00	0.00	0.00	0.91	0.11	0.00	0.00	0.48	
Avail Cap(c_a), veh/h	1083			0	222	0	600	2547	0	106	1480	
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	34.2			0.0	0.0	0.0	31.5	4.0	0.0	0.0	18.6	0.0
Incr Delay (d2), s/veh	1.2			0.0	0.0	0.0	12.1	0.1	0.0	0.0	1.1	0.0
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0			0.0	0.0	0.0	8.8	0.6	0.0	0.0	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4			0.0	0.0	0.0	43.6	4.1	0.0	0.0	19.7	0.0
LnGrp LOS	D						D	A			B	
Approach Vol, veh/h					0			686			714	
Approach Delay, s/veh					0.0			27.1			19.7	
Approach LOS								C			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	66.2			25.3	40.9	19.4	0.0				
Change Period (Y+Rc), s	4.6	5.8			4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.0	58.5			28.4	35.1	26.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	4.2			20.3	14.4	14.0	0.0				
Green Ext Time (p_c), s	0.0	1.8			0.4	4.4	0.8	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		26.5
HCM 7th LOS		C

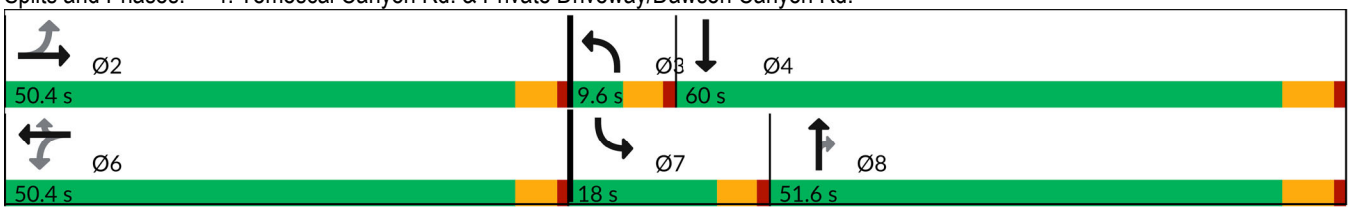
Notes

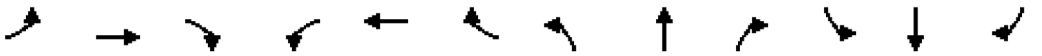
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	29	0	422	0	63	66	615	216	69	1253
Future Volume (vph)	29	0	422	0	63	66	615	216	69	1253
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases		2		6		3	8		7	4
Permitted Phases	2		6		6			8		
Detector Phase	2	2	6	6	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	23.7	23.7	23.7	9.6	26.8	26.8	9.6	22.8
Total Split (s)	50.4	50.4	50.4	50.4	50.4	9.6	51.6	51.6	18.0	60.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	42.0%	8.0%	43.0%	43.0%	15.0%	50.0%
Yellow Time (s)	3.6	3.6	3.7	3.7	3.7	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.7	4.7	4.6	5.8	5.8	4.6	5.8
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		39.3		39.2	39.2	5.2	45.3	45.3	8.8	46.3
Actuated g/C Ratio		0.37		0.37	0.37	0.05	0.43	0.43	0.08	0.44
v/c Ratio		0.18		0.88	0.10	0.78	0.41	0.27	0.48	0.84
Control Delay (s/veh)		4.8		53.2	1.3	104.9	24.4	4.1	61.4	33.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		4.8		53.2	1.3	104.9	24.4	4.1	61.4	33.1
LOS		A		D	A	F	C	A	E	C
Approach Delay (s/veh)		4.8		46.5			25.4			34.5
Approach LOS		A		D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 32.6	Intersection LOS: C
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Temescal Canyon Rd. & Private Driveway/Dawson Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	68	422	0	63	66	615	216	69	1253	29
Future Volume (veh/h)	29	0	68	422	0	63	66	615	216	69	1253	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	0	68	435	0	0	68	634	0	71	1292	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	26	424	561	0		88	1578		92	1584	37
Arrive On Green	0.35	0.00	0.34	0.35	0.00	0.00	0.05	0.44	0.00	0.05	0.44	0.44
Sat Flow, veh/h	472	76	1242	1407	0	1610	1810	3610	1610	1810	3604	84
Grp Volume(v), veh/h	98	0	0	435	0	0	68	634	0	71	647	675
Grp Sat Flow(s),veh/h/ln	1790	0	0	1407	0	1610	1810	1805	1610	1810	1805	1883
Q Serve(g_s), s	0.0	0.0	0.0	21.9	0.0	0.0	3.3	10.6	0.0	3.4	27.7	27.7
Cycle Q Clear(g_c), s	3.6	0.0	0.0	25.5	0.0	0.0	3.3	10.6	0.0	3.4	27.7	27.7
Prop In Lane	0.31		0.69	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	676	0	0	573	0		88	1578		92	793	828
V/C Ratio(X)	0.14	0.00	0.00	0.76	0.00		0.77	0.40		0.77	0.82	0.82
Avail Cap(c_a), veh/h	950	0	0	810	0		102	1868		274	1106	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	26.8	0.0	0.0	41.6	17.0	0.0	41.5	21.7	21.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	0.0	22.2	0.2	0.0	5.0	3.4	3.3
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	1.4	0.0	0.0	8.5	0.0	0.0	1.9	4.0	0.0	1.6	11.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	0.0	29.5	0.0	0.0	63.8	17.2	0.0	46.5	25.0	24.9
LnGrp LOS	C			C			E	B		D	C	C
Approach Vol, veh/h		98			435			702			1393	
Approach Delay, s/veh		20.3			29.5			21.7			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.9	8.9	44.7		34.9	9.1	44.5				
Change Period (Y+Rc), s		* 4.7	4.6	5.8		4.7	4.6	5.8				
Max Green Setting (Gmax), s		* 46	5.0	54.2		45.7	13.4	45.8				
Max Q Clear Time (g_c+I1), s		5.6	5.3	29.7		27.5	5.4	12.6				
Green Ext Time (p_c), s		0.4	0.0	9.2		2.7	0.0	4.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	58	839	22	0	1744
Future Vol, veh/h	0	58	839	22	0	1744
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	63	912	24	0	1896

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	468	0	0	-	-
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	547	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.43	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	547	-
HCM Lane V/C Ratio	-	-	0.115	-
HCM Ctrl Dly (s/v)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	281	4	0	473	12	0
Future Vol, veh/h	281	4	0	473	12	0
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	305	4	0	514	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	822	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	514	-
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	-	-	1262	-	347	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	347	737
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.79
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	-	-	1262	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Ctrl Dly (s/v)	15.8	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	47	0	318	135	0
Future Vol, veh/h	260	47	0	318	135	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	277	50	0	338	144	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	327	0	615	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	338	-
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	-	-	1244	-	458	767
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1244	-	458	767
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	16.41
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1244	-
HCM Lane V/C Ratio	0.314	-	-	-	-
HCM Ctrl Dly (s/v)	16.4	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	0	0	76	24	12
Future Vol, veh/h	49	0	0	76	24	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	0	0	83	26	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	115	33	39	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	886	1047	1584	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	886	1047	1584	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.32	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	886	-	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Ctrl Dly (s/v)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	61	20	4
Future Vol, veh/h	15	0	0	61	20	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	0	0	66	22	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	24	26	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	915	1058	1601	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1058	1601	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.01	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	915	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Ctrl Dly (s/v)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	0	0	12	4	16
Future Vol, veh/h	49	0	0	12	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	0	0	13	4	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	13	22	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	994	1073	1607	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	994	1073	1607	-	-	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.82	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	994	-	-
HCM Lane V/C Ratio	-	-	0.054	-	-
HCM Ctrl Dly (s/v)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	4
Future Vol, veh/h	12	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	0	0	0	0	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2	2	4	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1026	1088	1630	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1026	1088	1630	-	-	-
Mov Cap-2 Maneuver	1026	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1026	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Ctrl Dly (s/v)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX 5:

EAPC TRAFFIC SIGNAL WARRANTS

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: **County of Riverside**				CHK CS	DATE 04/16/25
Major Street: **Dawson Canyon Road**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 2**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **5,609** vpd Minor Street Future ADT = **64** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,609** / 1 **64**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,609** / 1 **64**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 3% B: 5%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

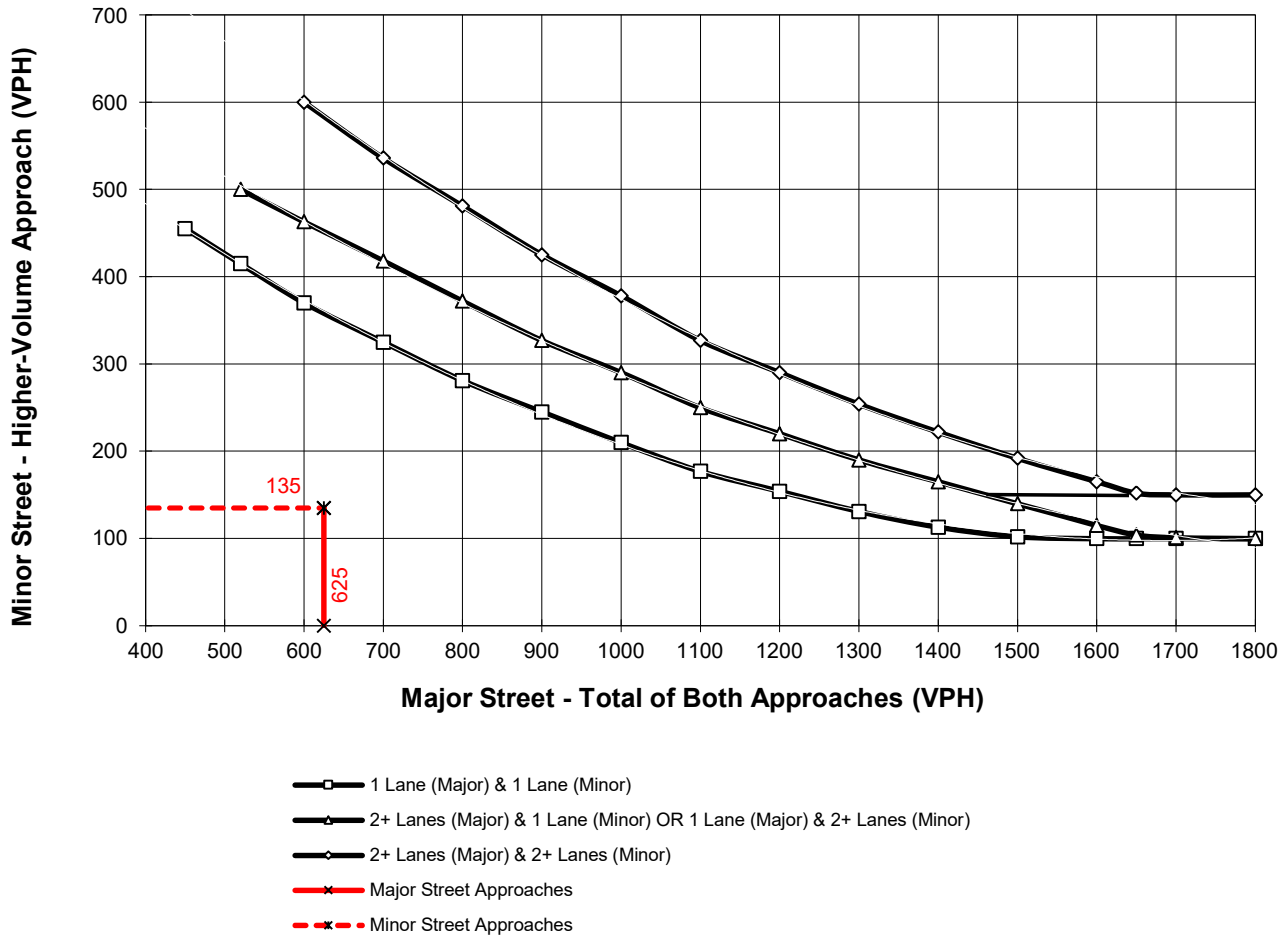
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC without Extension (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **625**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **135**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: **County of Riverside**				CHK CS	DATE 04/16/25
Major Street: **Park Canyon Road**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,085** vpd Minor Street Future ADT = **486** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,085**	*1* **486**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,085**	*1* **486**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	A 14% B 9%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: County of Riverside				CHK CS	DATE 04/16/25
Major Street: Park Canyon Road				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 4				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **766** vpd Minor Street Future ADT = **88** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **766** / 1 **88**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **766** / 1 **88**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 4% B: 6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: County of Riverside				CHK CS	DATE 04/16/25
Major Street: Park Canyon Road				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 5				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **397** vpd Minor Street Future ADT = **271** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN: XX RURAL:

CONDITION A - Minimum Vehicular Volume

Satisfied: Not Satisfied: XX

Minimum Requirements EADT

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **397**	*1* **271**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied: Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **397**	*1* **271**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied: Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 5% B: 3%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2024)
				CALC CS	DATE 04/16/25
Jurisdiction: **County of Riverside**				CHK CS	DATE 04/16/25
Major Street: **Park Canyon Road**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 6**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **63** vpd Minor Street Future ADT = **63** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or

In built up area of isolated community of < 10,000 population ..... [ ]

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN: XX RURAL:

CONDITION A - Minimum Vehicular Volume

Satisfied: Not Satisfied: **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **63**	*1* **63**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied: Not Satisfied: **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **63**	*1* **63**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied: Not Satisfied: **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: **1%** B: **1%**

Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.