URBAN | CROSSROADS

TEMESCAL VALLEY COMMERCE CENTER (PPT 220039)

TRAFFIC ANALYSIS

PREPARED BY: Charlene So, PE | cso@urbanxroads.com
Jared Brawner | jbrawner@urbanxroads.com
Aric Evatt | aevatt@urbanxroads.com



Reference Number	Agency	Date
14982-06 TA Report	County of Riverside	October 18, 2022

TABLE OF CONTENTS

Table of Contents ii

Appendices iv

List of Exhibits vi

List of Tables viii

List of Abbreviated Terms ix

1 Introduction 1

1.1 Summary of Findings 1
1.2 Project Overview 1
1.3 Analysis Scenarios 4
1.4 Study Area 5
1.5 Deficiencies 6
1.6 Recommendations 9
1.7 Truck Access 13

2 Methodologies 20

2.1 Level of Service 20
2.2 Intersection Capacity Analysis 20
2.3 Traffic Signal Warrant Analysis Methodology 22
2.4 Off-Ramp Queuing Analysis 23
2.5 Minimum Acceptable Levels of Service (LOS) 24
2.6 Deficiency Criteria 25
2.7 Project Fair Share Calculation Methodology 25

3 Area Conditions 26

3.1 Existing Circulation Network 26
3.2 County of Riverside General Plan Circulation Element 26
3.2 City of Corona General Plan Circulation Element 31
3.3 Bicycle & Pedestrian Facilities 31
3.4 Transit Service 31
3.5 Existing (2022) Traffic Counts 31
3.6 Intersection Operations Analysis 38
3.7 Traffic Signal Warrants Analysis 38
3.8 Off-Ramp Queuing Analysis 40
3.9 Deficiencies and Improvements 41

4 Projected Future Traffic 42

4.1 Project Trip Generation 42
4.2 Project Trip Distribution 44
4.3 Modal Split 44
4.4 Project Trip Assignment 44
4.5 Background Traffic 53
4.6 Cumulative Development Traffic 53
4.7 Near-Term Traffic Conditions 53

4.8 Horizon Year Traffic Forecasts 59
5 EAP (2024) Traffic Conditions 62
5.1 Roadway Improvements 62
5.2 EAP (2024) Growth Traffic Volume Forecasts 62
5.3 Intersection Operations Analysis 62
5.4 Traffic Signal Warrants Analysis 62
5.5 Off-Ramp Queuing Analysis 64
5.6 Deficiencies and Improvements 65
6 EAPC (2024) Traffic Conditions 66
6.1 Roadway Improvements 66
6.2 EAPC (2024) Traffic Volume Forecasts 66
6.3 Intersection Operations Analysis 66
6.4 Traffic Signal Warrants Analysis 70
6.5 Off-Ramp Queuing Analysis 70
6.6 Deficiencies and Improvements 70
7 Horizon Year (2045) Traffic Conditions 74
7.1 Roadway Improvements 74
7.2 Horizon Year (2045) Traffic Volume Forecasts 74
7.3 Intersection Operations Analysis 74
7.4 Traffic Signal Warrants Analysis 77
7.5 Off-Ramp Queuing Analysis 77
7.6 Deficiencies and Improvements 78
8 Local and Regional Funding Mechanisms 80
8.1 County of Riverside Development Impact Fee (DIF) Program 80
8.2 Riverside County Transportation Uniform Mitigation Fee (TUMF) 80
8.3 Measure A 80
8.4 Fair Share Contribution 80
9 References 82

APPENDICES

Appendix 1.1: Approved Traffic Study Scoping Agreement

Appendix 1.2: Site Adjacent Queues

Appendix 3.1: Traffic Counts – August 2022

Appendix 3.2: Existing (2022) Conditions Intersection Operations Analysis Worksheets

Appendix 3.3: Existing (2022) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 3.4: Existing (2022) Conditions Off-Ramp Queuing Analysis Worksheets

Appendix 4.1: Post Processing Worksheets

Appendix 5.1: EAP (2024) Conditions Intersection Operations Analysis Worksheets

Appendix 5.2: EAP (2024) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 5.3: EAP (2024) Conditions Off-Ramp Queuing Analysis Worksheets

Appendix 6.1: EAPC (2024) Conditions Intersection Operations Analysis Without Temescal Canyon Road Extension Worksheets

Appendix 6.2: EAPC (2024) Conditions Intersection Operations Analysis With Temescal Canyon Road Extension Worksheets

Appendix 6.3: EAPC (2024) Conditions Traffic Signal Warrant Analysis Without Temescal Canyon Road Extension Worksheets

Appendix 6.4: EAPC (2024) Conditions Traffic Signal Warrant Analysis With Temescal Canyon Road Extension Worksheets

Appendix 6.5: EAPC (2024) Conditions Off-Ramp Queuing Analysis Without Temescal Canyon Road Extension Worksheets

Appendix 6.6: EAPC (2024) Conditions Off-Ramp Queuing Analysis With Temescal Canyon Road Extension Worksheets

Appendix 6.7: EAPC (2024) Conditions Intersection Operations Analysis Without Temescal Canyon Road Extension Worksheets With Improvements

Appendix 6.8: EAPC (2024) Conditions Intersection Operations Analysis With Temescal Canyon Road Extension Worksheets With Improvements

Appendix 6.9: EAPC (2024) Conditions Off-Ramp Queuing Analysis Without Temescal Canyon Road Extension Worksheets With Improvements

Appendix 6.10: EAPC (2024) Conditions Off-Ramp Queuing Analysis With Temescal Canyon Road Extension Worksheets With Improvements

Appendix 7.1: Horizon Year (2045) Without Project Conditions Intersection Operations Analysis Worksheets
Appendix 7.2: Horizon Year (2045) With Project Conditions Intersection Operations Analysis Worksheets
Appendix 7.3: Horizon Year (2045) Without Project Conditions Traffic Signal Warrant Analysis Worksheets
Appendix 7.4: Horizon Year (2045) With Project Conditions Traffic Signal Warrant Analysis Worksheets
Appendix 7.5: Horizon Year (2045) Without Project Conditions Off-Ramp Queuing Analysis Worksheets
Appendix 7.6: Horizon Year (2045) Without Project Conditions Off-Ramp Queuing Analysis Worksheets
Appendix 7.7: Horizon Year (2045) Without Project Conditions Intersection Operations Analysis Worksheets With Improvements
Appendix 7.8: Horizon Year (2045) Without Project Conditions Intersection Operations Analysis Worksheets With Improvements
Appendix 7.9: Horizon Year (2045) Without Project Conditions Off-Ramp Queuing Analysis Worksheets With Improvements
Appendix 7.10: Horizon Year (2045) Without Project Conditions Off-Ramp Queuing Analysis Worksheets With Improvements

LIST OF EXHIBITS

Exhibit 1-1: Preliminary Site Plan 2
Exhibit 1-2: Study Area 3
Exhibit 1-3: Site Access Recommendations 10
Exhibit 1-4: Truck Access (Page 1 of 5) 15
Exhibit 1-4: Truck Access (Page 2 of 5) 16
Exhibit 1-4: Truck Access (Page 3 of 5) 17
Exhibit 1-4: Truck Access (Page 4 of 5) 18
Exhibit 1-4: Truck Access (Page 5 of 5) 19
Exhibit 3-1: Existing Number of Through Lanes and Intersection Controls (Page 1 of 2) 27
Exhibit 3-1: Existing Number of Through Lanes and Intersection Controls (Page 2 of 2) 28
Exhibit 3-2: Temescal Canyon Area Plan Circulation Element 29
Exhibit 3-3: County of Riverside General Plan Roadway Cross-Sections 30
Exhibit 3-4: City of Corona Circulation Element 32
Exhibit 3-5: Temescal Canyon Area Plan Bicycle Facilities 33
Exhibit 3-6: City of Corona Bicycle Facilities 34
Exhibit 3-7: Existing Pedestrian Facilities 35
Exhibit 3-8: Existing Transit Routes 36
Exhibit 3-9: City of Corona Transit Routes 37
Exhibit 3-10: Existing (2022) Traffic Volumes 39
Exhibit 4-1: Project (Truck) Trip Distribution (Page 1 of 2) 45
Exhibit 4-1: Project (Truck) Trip Distribution (Page 2 of 2) 46
Exhibit 4-2: Project (Passenger Car) Trip Distribution – Without Temescal Canyon Road Extension (Page 1 of 2) 47
Exhibit 4-2: Project (Passenger Car) Trip Distribution – Without Temescal Canyon Road Extension (Page 2 of 2) 48
Exhibit 4-3: Project (Passenger Car) Trip Distribution – With Temescal Canyon Road Extension (Page 1 of 2) 49
Exhibit 4-3: Project (Passenger Car) Trip Distribution – With Temescal Canyon Road Extension (Page 2 of 2) 50
Exhibit 4-4: Project Only Traffic volumes – Without Temescal Canyon Road Extension 51

Exhibit 4-5: Project Only Traffic volumes – With Temescal Canyon Road Extension 52
Exhibit 4-6: Cumulative Development Location Map 54
Exhibit 4-7: Cumulative Only Traffic Volumes – Without Temescal Canyon Road Extension 55
Exhibit 4-8: Cumulative Only Traffic Volumes – With Temescal Canyon Road Extension 56
Exhibit 5-1: EAP (2024) Traffic Volumes.....63
Exhibit 6-1: EAPC (2024) Traffic Volumes – Without Temescal Canyon Road Extension 67
Exhibit 6-2: EAPC (2024) Traffic Volumes – With Temescal Canyon Road Extension 68
Exhibit 7-1: Horizon Year (2045) Without Project Traffic Volumes 75
Exhibit 7-2: Horizon Year (2045) With Project Traffic Volumes 76

LIST OF TABLES

Table 1-1: Intersection Analysis Locations 6
Table 1-2: Summary of LOS 7
Table 1-3: Summary of Improvements by Analysis Scenario 14
Table 2-1: Signalized Intersection LOS Thresholds 21
Table 2-2: Unsignalized Intersection LOS Thresholds 22
Table 2-3: Traffic Signal Warrant Analysis Locations 23
Table 3-1: Intersection Analysis for Existing (2022) Conditions 40
Table 3-2: Peak Hour Off-Ramp Queuing Summary for Existing (2022) Conditions 41
Table 4-1: Project Trip Generation Rates 43
Table 4-2: Project Trip Generation Summary 43
Table 4-3: Cumulative Development land use Summary 57
Table 5-1: Intersection Analysis for EAP (2024) Conditions 64
Table 5-2: Peak Hour Off-Ramp Queuing Summary for EAP (2024) Conditions 65
Table 6-1: Intersection Analysis for EAPC (2024) Conditions 69
Table 6-2: Peak Hour Off-Ramp Queuing Summary for EAPC (2024) Conditions 70
Table 6-3: Intersection Analysis for EAPC (2024) Conditions With Improvements 71
Table 6-4: Peak Hour Queuing Summary for EAPC (2024) Conditions With Improvements 72
Table 7-1: Intersection Analysis for Horizon Year (2045) Conditions 77
Table 7-2: Peak Hour Off-Ramp Queuing Summary for Horizon Year (2045) Conditions 78
Table 7-3: Intersection Analysis for Horizon Year (2045) Conditions With Improvements 79
Table 7-4: Peak Hour Queuing Summary for Horizon Year (2045) Conditions With Improvements 79
Table 8-1: Project Fair Share Calculations 81

LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
DIF	Development Impact Fee
EAP	Existing plus Ambient Growth plus Project
EAPC	Existing plus Ambient Growth plus Project plus Cumulative
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Temescal Valley Commerce Center
RCTC	Riverside County Transportation Commission
RIVCOM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Agency
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane
WRCOG	Western Riverside Council of Governments

This page intentionally left blank

1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Temescal Valley Commerce Center (Project), which is located on the southeast corner of Temescal Canyon Road and Dawson Canyon Road in the County of Riverside, as shown in Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary, identify improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This traffic study has been prepared in accordance with the County of Riverside's Traffic Impact Analysis Guidelines and consultation with County staff during the traffic study scoping process. (1) The County approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

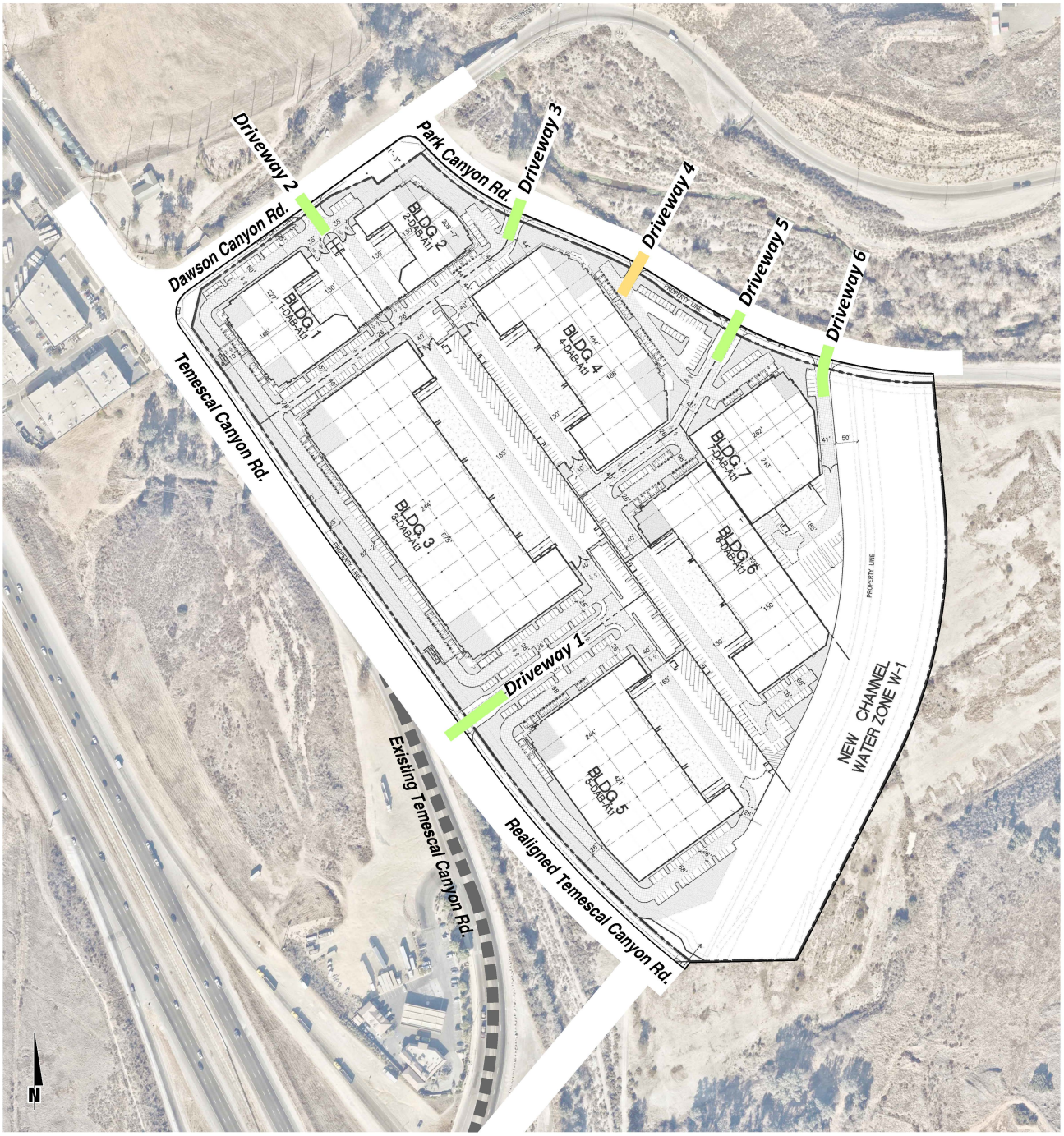
- Project to install traffic signals at the intersections of Temescal Canyon Road & Driveway 1 (#5) and modification to the existing traffic signal at Temescal Canyon Road & Dawson Canyon Road. If the Temescal Canyon Road is realigned, then the Project will contribute to the future traffic control and lane improvements at Temescal Canyon Road and Old Temescal Canyon Road (#6).
- Project to construct Temescal Canyon Road at its ultimate half-section width as an Arterial Highway (128-foot right-of-way) from Dawson Canyon Road to Driveway 1 consistent with the County's standards. The TA evaluates both without and with the Temescal Canyon Road extension in the event the extension and realignment are not completed. The Project will preserve the right-of-way necessary to accommodate the ultimate full-width section along the site frontage to provide for future lanes planned for the realignment of Temescal Canyon Road. Alternatively, if the existing alignment is maintained, the Project shall construct interim improvements to support Project access (see Section 1.6).
- Project to construct Dawson Canyon Road at its ultimate half-section width as an Industrial Collector (78-foot right-of-way) from Temescal Canyon Road to Park Canyon Road consistent with the County's standards.
- Project to construct Park Canyon Road at its ultimate half-section width as an Industrial Collector (78-foot right-of-way) from Dawson Canyon Road to the Project's southern boundary consistent with the County's standards.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

1.2 PROJECT OVERVIEW

The Project consists of the development of 637,718 square feet of Industrial Park use. A preliminary site plan for the proposed Project is shown in Exhibit 1-1. Access to the Project site will be accommodated via Temescal Canyon Road (via a single proposed signalized driveway), Dawson Canyon Road (one full access driveway), and Park Canyon Road (4 full access driveways). The Project is anticipated to be developed within a single phase with an Opening Year of 2024. Regional access to the Project site is available from the I-15 Freeway via Weirick Road and Temescal Canyon Road interchanges. Exhibit 1-2 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

EXHIBIT 1-1: PRELIMINARY SITE PLAN

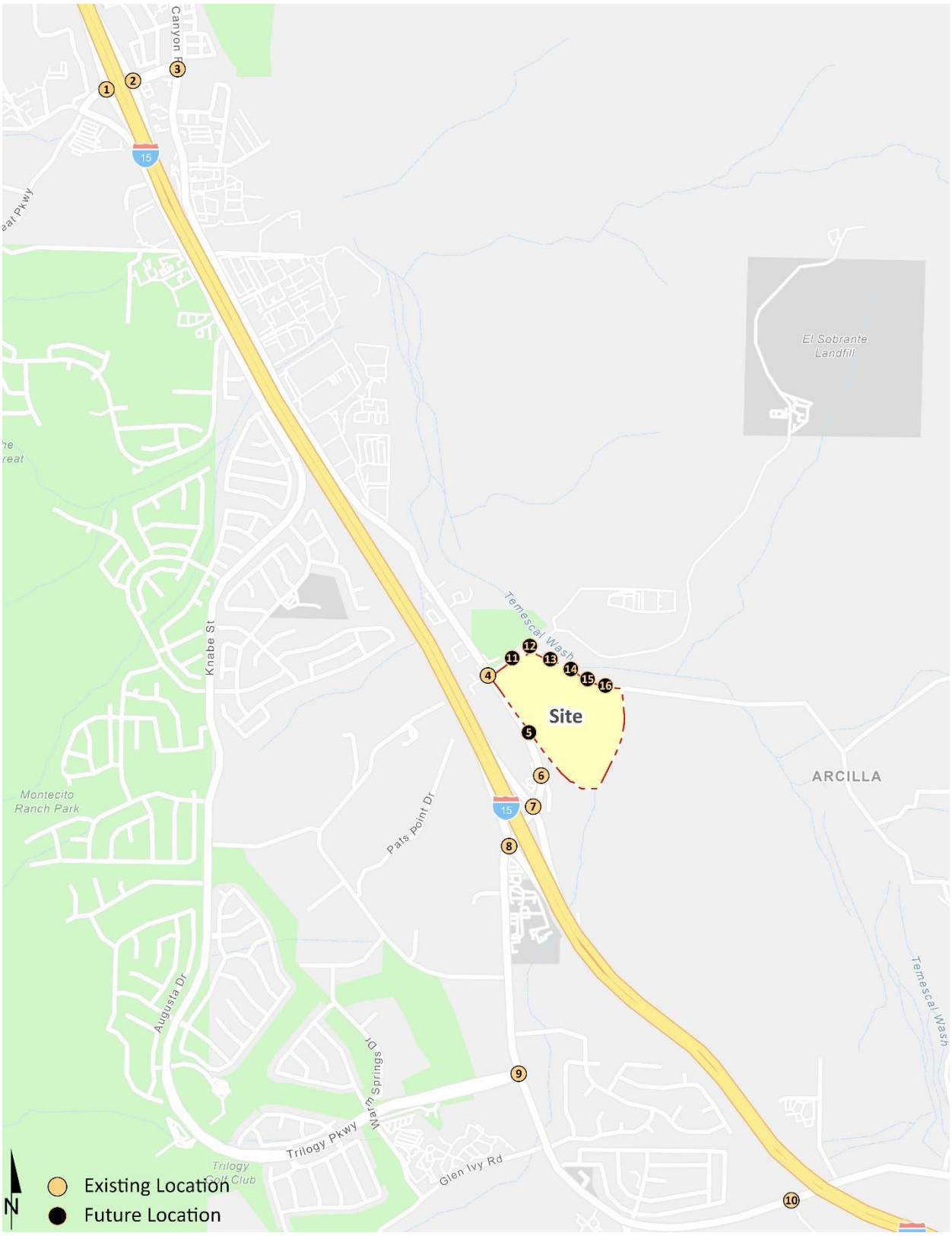


LEGEND:

= Passenger Cars Only

= Passenger Cars and Trucks

EXHIBIT 1-2: STUDY AREA



In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the Industrial Park land use (ITE Land Use Code 130) has been utilized. (2) The proposed Project is anticipated to generate 2,150 two-way trip-ends per day in actual vehicles, with 216 actual AM peak hour trips and 217 actual PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2024) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2024) Conditions – Without Temescal Canyon Road Extension
- EAPC (2024) Conditions – With Temescal Canyon Road Extension
- Horizon Year (2045) Without and With Project conditions – With Temescal Canyon Road Extension Only

1.3.1 EXISTING (2022) CONDITIONS

Information about Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 EAP (2024) CONDITIONS

The EAP (2024) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 4.04% (2 percent per year, compounded over 2 years) is included for EAP (2024) traffic conditions. The assumed ambient growth factor is based on the requirements per the County of Riverside traffic study guidelines. Consistent with Riverside County traffic study guidelines, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

1.3.3 EAPC (2024) CONDITIONS

The EAPC (2024) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 4.04% (2 percent per year, compounded over 2 years) is included for EAPC (2024) traffic conditions. It is assumed that the Serrano Specific Plan would construct the future Temescal Canyon Road extension along the northeast side of the I-15 Freeway. However, the Project may be built before the Serrano Specific Plan submits an implementing project. As such, the EAPC (2024) operations analysis evaluates both without and with the Temescal Canyon Road

extension. Traffic volumes have been redistributed under the With Temescal Canyon Road Extension scenario to reflect the shift in travel patterns due to the new connection.

Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2024 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in this traffic study (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2024 conditions.

1.3.4 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the County of Riverside refined version of the Riverside County Transportation Analysis Model (RIVCOM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis has been utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the County of Riverside (lead agency) General Plan. (3) Each of these regional transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

To ensure that this TA satisfies the County of Riverside's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by County of Riverside staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the County is included in Appendix 1.1 of this TA.

The 16 study area intersections shown in Exhibit 1-2 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with County of Riverside staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's traffic study guidelines. (1) The "50 peak hour trip" criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area).

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP Facility?
1	I-15 SB Ramps & Weirick Rd.	County, Corona, Caltrans	No
2	I-15 NB Ramps & Weirick Rd.	County, Corona, Caltrans	No
3	Temescal Canyon Rd. & Dos Lagos Dr.	County, Corona	No
4	Temescal Canyon Rd. & Dawson Canyon Rd.	County	No
5	Temescal Canyon Rd. & Driveway 1	County	No
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.	County	No
7	I-15 NB Ramps & Temescal Canyon Rd.	County, Caltrans	No
8	I-15 SB Ramps & Temescal Canyon Rd.	County, Caltrans	No
9	Temescal Canyon Rd. & Trilogy Pkwy.	County	No
10	Campbell Ranch Rd. & Temescal Canyon Rd.	County	No
11	Driveway 2 & Dawson Canyon Rd.	County	No
12	Park Canyon Rd. & Dawson Canyon Rd.	County	No
13	Park Canyon Rd. & Driveway 3	County	No
14	Park Canyon Rd. & Driveway 4	County	No
15	Park Canyon Rd. & Driveway 5	County	No
16	Park Canyon Rd. & Driveway 6	County	No

The intent of a Congestion Management Program (CMP) is to directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. (4) There are no study area intersections identified as a Riverside County CMP intersection.

1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions*, Section 5 *EAP (2024) Traffic Conditions*, Section 6 *EAPC (2024) Conditions*, and Section 7 *Horizon Year (2045) Conditions* include the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

#	Intersection	Existing AM	Existing PM	EAP (2024) AM	EAP (2024) PM	EAPC (2024) Without Temescal Canyon Road Extension AM	EAPC (2024) Without Temescal Canyon Road Extension PM	EAPC (2024) WithTemescal Canyon Road Extension AM	EAPC (2024) WithTemescal Canyon Road Extension PM	Horizon Year (2045) Without Project AM	Horizon Year (2045) Without Project PM	Horizon Year (2045) With Project AM	Horizon Year (2045) With Project PM
1	I-15 SB Ramps & Weirick Rd.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
2	I-15 NB Ramps & Weirick Rd.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
3	Temescal Canyon Rd. & Dos Lagos Dr.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
4	Temescal Canyon Rd. & Dawson Canyon Rd.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
5	Temescal Canyon Rd. & Driveway 1	N/A	N/A	A - D	A - D	A - D	A - D	A - D	A - D	N/A	N/A	A - D	A - D
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.	N/A	N/A	N/A	N/A	N/A	N/A	F	F	F	F	F	F
7	I-15 NB Ramps & Temescal Canyon Rd.	A - D	A - D	A - D	A - D	F	F	A - D	F	F	F	F	F
8	I-15 SB Ramps & Temescal Canyon Rd.	A - D	A - D	A - D	A - D	F	F	F	F	F	F	F	F
9	Temescal Canyon Rd. & Trilogy Pkwy.	A - D	A - D	A - D	A - D	F	F	A - D	A - D	E	A - D	E	A - D
10	Campbell Ranch Rd. & Temescal Canyon Rd.	A - D	A - D	A - D	A - D	F	A - D	F	A - D	E	A - D	E	A - D
11	Driveway 2 & Dawson Canyon Rd.	N/A	N/A	A - D	A - D	A - D	A - D	A - D	A - D	N/A	N/A	A - D	A - D
12	Park Canyon Rd. & Dawson Canyon Rd.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
13	Park Canyon Rd. & Driveway 3	N/A	N/A	A - D	A - D	A - D	A - D	A - D	A - D	N/A	N/A	A - D	A - D
14	Park Canyon Rd. & Driveway 4	N/A	N/A	A - D	A - D	A - D	A - D	A - D	A - D	N/A	N/A	A - D	A - D
15	Park Canyon Rd. & Driveway 5	N/A	N/A	A - D	A - D	A - D	A - D	A - D	A - D	N/A	N/A	A - D	A - D
16	Park Canyon Rd. & Driveway 6	N/A	N/A	A - D	A - D	A - D	A - D	A - D	A - D	N/A	N/A	A - D	A - D

= A - D = E = F

1.5.1 EXISTING (2022) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions.

1.5.2 EAP (2024) CONDITIONS

the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions.

1.5.3 EAPC (2024) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours for Without Temescal Canyon Road Extension conditions:

- I-15 NB Ramps & Temescal Canyon Road (#7) – LOS F AM and PM peak hours
- I-15 SB Ramps & Temescal Canyon Road (#8) – LOS F AM and PM peak hours
- Temescal Canyon Road & Trilogy Parkway (#9) – LOS F AM and PM peak hours
- Campbell Ranch Road & Temescal Canyon Road (#10) – LOS F AM peak hour only

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours for With Temescal Canyon Road Extension conditions:

- Old Temescal Canyon Road & Temescal Canyon Road (#6) – LOS F AM and PM peak hours
- I-15 NB Ramps & Temescal Canyon Road (#7) – LOS F PM peak hour only
- I-15 SB Ramps & Temescal Canyon Road (#8) – LOS F AM and PM peak hours
- Campbell Ranch Road & Temescal Canyon Road (#10) – LOS F AM peak hour only

1.5.4 HORIZON YEAR (2045) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) traffic conditions:

- Old Temescal Canyon Road & Temescal Canyon Road (#6) – LOS F AM and PM peak hours
- I-15 NB Ramps & Temescal Canyon Road (#7) – LOS F AM and PM peak hours
- I-15 SB Ramps & Temescal Canyon Road (#8) – LOS F AM and PM peak hours
- Temescal Canyon Road & Trilogy Parkway (#9) – LOS E AM peak hour only
- Campbell Ranch Road & Temescal Canyon Road (#10) – LOS E AM peak hour only

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown in Exhibit 1-3. The site adjacent queuing analysis worksheets are provided in Appendix 1.2.

The existing lane configuration and traffic control should be maintained at the intersection of Temescal Canyon Road & Dawson Canyon Road (#4) and Park Canyon Road & Dawson Canyon Road (#12).

Recommendation 1 **–** Temescal Canyon Road & Driveway 1 (#5) – The following improvements are necessary to accommodate site access if Temescal Canyon Road is realigned:

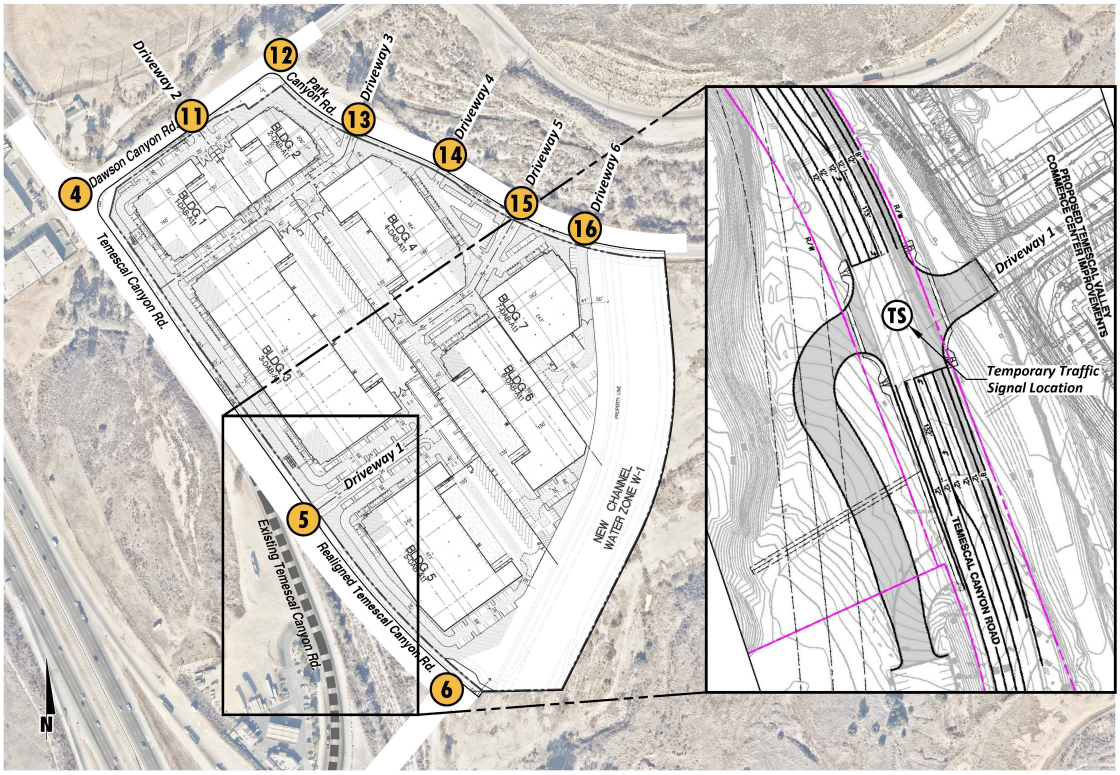
- Project to install a traffic signal.
- Project to construct a southbound left turn lane with a minimum of 100-feet of storage.
- Project to construct a westbound shared left-right turn lane.

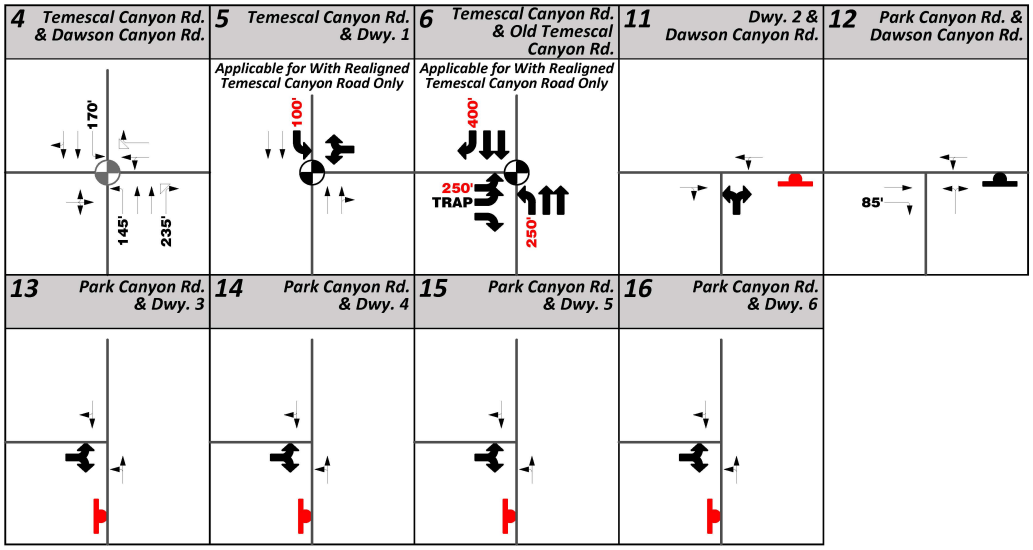
Alternative: Recommendation 1 **–** Temescal Canyon Road & Driveway 1 (#5) – The following improvements are necessary to accommodate site access if Temescal Canyon Road is not realigned:

- Project to install a traffic signal. The signal equipment will be in a temporary location as the signal equipment and lanes would be relocated with the realignment of Temescal Canyon Road.
- Project to construct a southbound left turn lane with a minimum of 100-feet of storage.
- Project to construct a westbound shared left-right turn lane.
- A northbound left turn lane with a minimum of 100-feet of storage will also be accommodated which will provide ingress access to the existing gas station which will be realigned with Driveway 1 in order to utilize the proposed signal.

Based on the intersection operations analysis and the anticipated traffic volumes, a northbound right turn lane is not necessary at Driveway 1 for acceptable operations.

EXHIBIT 1-3: SITE ACCESS RECOMMENDATIONS





LEGEND:

- = Traffic Signal
- = New Traffic Signal
- = Stop Sign
- = Stop Sign Improvement
- = Existing Lane
- = Lane Improvement
- 100' = Recommended Turn Pocket Length
- 100' = Minimum Turn Pocket Length
- TRAP = Trap lane

Recommendation 2 – Temescal Canyon Road & Old Temescal Canyon Road (#6) – The following improvements are necessary to accommodate site access (applicable only if Temescal Canyon Road is realigned):

- Project to install a traffic signal.
- Project to construct two southbound through lanes and a right turn lane with a minimum of 400-feet of storage. It should be noted, the southbound through lanes should remain unstriped until such time in the future when the Temescal Canyon Road extension is completed.
- Project to construct a northbound left turn lane with a minimum of 250-feet of storage and two through lanes. It should be noted, the northbound left turn and through lanes should remain unstriped until such time in the future when the Temescal Canyon Road extension is completed.
- Project to construct dual eastbound left turn lanes with a minimum of 250-feet of storage for the inside left turn lane only, and a right turn lane. It should be noted the eastbound right turn lane should remain unstriped until such time in the future when the Temescal Canyon Road extension is completed.

Note Recommendation 2 is not applicable if Temescal Canyon Road remains in existing alignment. The intersection would not exist without the future southeastern extension of Temescal Canyon Road and no realignment of Temescal Canyon Road.

Recommendation 3 – Driveway 2 & Dawson Canyon Road (#11) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the northbound approach (Project driveway).
- Project to construct a northbound shared left-right turn lane.

Recommendation 4 – Park Canyon Road & Driveway 3 (#13) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the eastbound approach (Project driveway).
- Project to construct an eastbound shared left-right turn lane.

Recommendation 5 – Park Canyon Road & Driveway 4 (#14) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the eastbound approach (Project driveway).
- Project to construct an eastbound shared left-right turn lane.

Recommendation 6 – Park Canyon Road & Driveway 5 (#15) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the eastbound approach (Project driveway).
- Project to construct an eastbound shared left-right turn lane.

Recommendation 7 – Park Canyon Road & Driveway 6 (#16) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the eastbound approach (Project driveway).
- Project to construct an eastbound shared left-right turn lane.

Recommendation 8 – Temescal Canyon Road is a north-south oriented roadway located on the Project's western boundary. Project to construct Temescal Canyon Road at its ultimate half-section width as an Arterial Highway (128-foot right-of-way) from Dawson Canyon Road to Driveway 1 consistent with the County's standards.

The TA evaluates both without and with the Temescal Canyon Road extension in the event the extension and realignment are not completed. The Project will preserve the right-of-way necessary to accommodate the ultimate full-width section along the site frontage to provide for future lanes planned for the realignment of Temescal Canyon Road. Alternatively, if the existing alignment is maintained, the Project shall construct interim improvements to support Project access

Recommendation 9 – Dawson Canyon Road is an east-west oriented roadway located on the Project's northern boundary. Project to construct Dawson Canyon Road at its ultimate half-section width as an Industrial Collector (78-foot right-of-way) from Temescal Canyon Road to Park Canyon Road consistent with the County's standards.

Recommendation 10 – Park Canyon Road is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Park Canyon Road at its ultimate half-section width as an Industrial Collector (78-foot right-of-way) from Dawson Canyon Road to the Project's southern boundary consistent with the County's standards.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.6.2 OFF-SITE RECOMMENDATIONS

A summary of the off-site intersection improvements is provided in Table 1-3. As shown in Table 1-3, the Project will construct the improvements identified, as discussed in Section 1.6.1 *Site Adjacent and Site Access Recommendations*.

1.7 TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 1-4). Given the proposed Industrial Park land use, a WB-50 truck (42.5-foot trailer) has been utilized for the purposes of this analysis. As shown in Exhibit 1-4, the following curb radius changes are necessary in order to accommodate the ingress and egress of heavy trucks:

- Driveway 3 at Park Canyon Road should be modified to provide a 35-foot curb radius on the southwest corner.
- Driveway 6 at Park Canyon Road should be modified to provide a 30-foot curb radius on the southeast corner and widen the drive aisle by 5-feet (40-feet total width).

Driveway 1 at Temescal Canyon Road, Driveway 2 at Dawson Canyon Road, and Driveway 5 at Park Canyon Road are anticipated to accommodate the wide turning radius of heavy trucks as designed.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

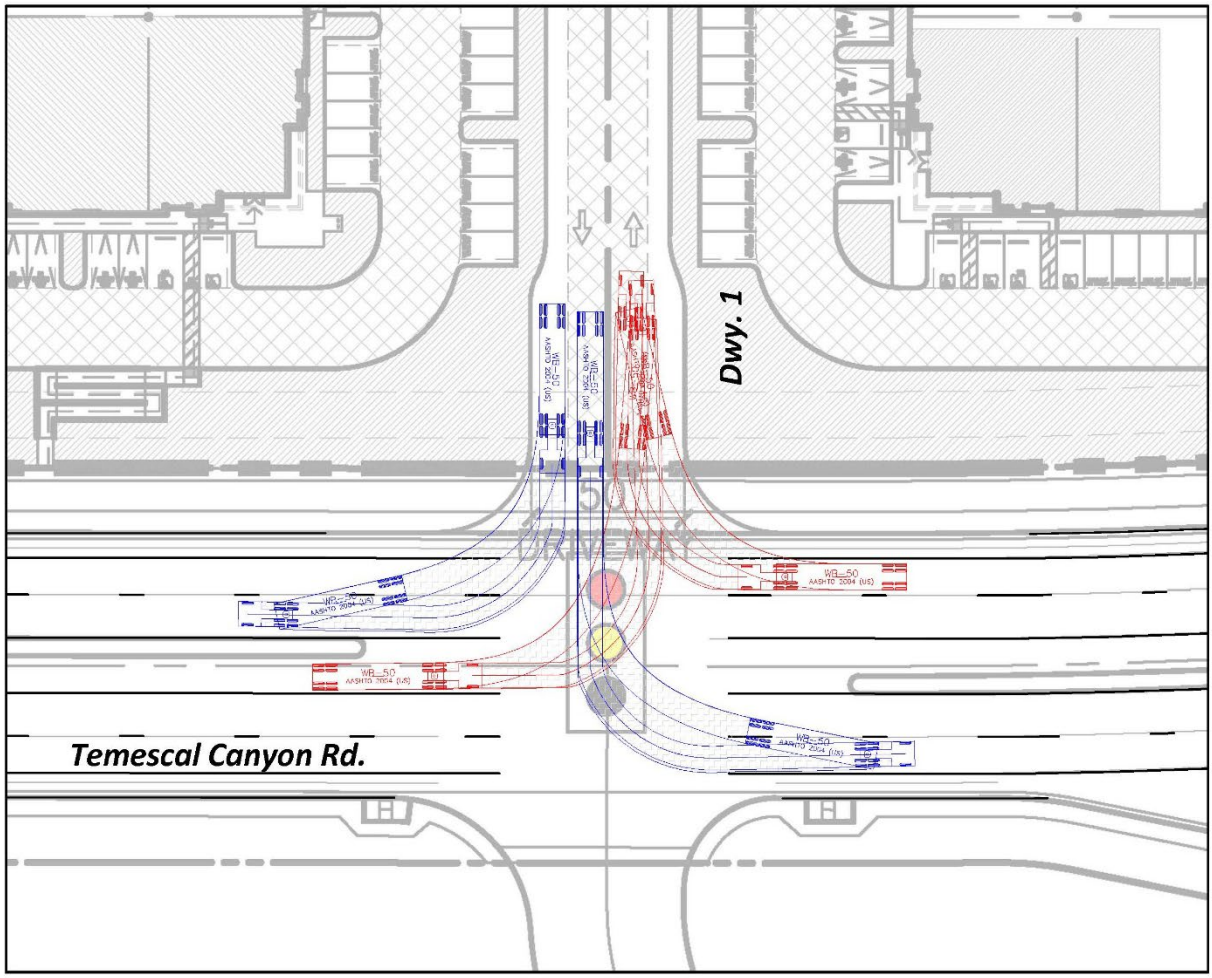
#	Intersection Location	Jurisdiction	Analysis Scenario						Improvements in DIF[1,2]	Project Responsibility	Project Fair Share
			Existing (2022)	EAP (2024)	EAPC (2024) Without Temescal Canyon Road Extension	EAPC (2024) With Temescal Canyon Road Extension	2045 Without Project	2045 With Project			
5	Temescal Canyon Rd. & Driveway 1	County of Riverside	Does Not Exist	Install a Traffic Signal	Same	Same	Not Applicable	Same as EAP	No	Construct	--
				Add SB left turn lane	Same	Same	Not Applicable	Same as EAP	No	Construct	
				Add WB shared left-right turn lane	Same	Same	Not Applicable	Same as EAP	No	Construct	
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.	County of Riverside	Does Not Exist	Install a Traffic Signal	Same	Same	Same	Same	Yes (DIF)	Construct	7.1%
				Add NB left turn lane	Same	Same	Same	Same	No	Construct	
				Add NB through lane	Same	Same	Same	Same	No	Construct	
				Add 2nd NB through lane	Same	Same	Same	Same	No	Construct	
				Add SB through lane	Same	Same	Same	Same	No	Construct	
				Add 2nd SB through lane	Same	Same	Same	Same	No	Construct	
				Add SB right turn lane	Same	Same	Same	Same	No	Construct	
				Add EB left turn lane	Same	Same	Same	Same	No	Construct	
				Add 2nd EB left turn lane	Same	Same	Same	Same	No	Construct	
						Add 2nd NB left turn lane	Same	Same	No	Fair Share	
						Add EB right turn lane	Same	Same	No	Fair Share	
						Modify the traffic signal to implement overlap phasing for the SB and EB right turn lanes	Same	Same	No	Fair Share	
7	I-15 NB Ramps & Temescal Canyon Rd.	County of Riverside, Caltrans	None	None	Add NB right turn lane	Same	Same	Same	Yes (TUMF)[3]	Fees	--
					Add 2nd NB right turn lane	Same	Same	Same	Yes (TUMF)[3]	Fees	
					Add 2nd EB left turn lane	No longer Necessary	Same as EAPC (2024) Without Temescal Canyon Road Extension	Same as EAPC (2024) Without Temescal Canyon Road Extension	Yes (TUMF)[3]	Fees	
8	I-15 SB Ramps & Temescal Canyon Rd.	County of Riverside, Caltrans	None	None	Add SB left turn lane	Same	Same	Same	Yes (TUMF)[3]	Fees	--
					Add 2nd WB left turn lane	Same	Same	Same	Yes (TUMF)[3]	Fees	
9	Temescal Canyon Rd. & Trilogy Pkwy.	County of Riverside	None	None	Add 2nd NB through lane	No Longer Necessary	Same as EAPC (2024) Without Temescal Canyon Road Extension	Same as EAPC (2024) Without Temescal Canyon Road Extension	Yes (TUMF)	Fees	--
					Add 2nd SB through lane	No Longer Necessary	No Longer Necessary	No Longer Necessary	Yes (TUMF)	Fees	
10	Campbell Ranch Rd. & Temescal Canyon Rd.	County of Riverside	None	None	Add 2nd EB through lane	No Longer Necessary	No Longer Necessary	No Longer Necessary	Yes (TUMF)	Fees	--
					Add 2nd WB through lane	Same	Same	Same	Yes (TUMF)	Fees	

[1] Improvements included in regional/County DIF programs have been identified as such.

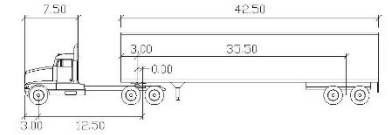
[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at the discretion of the County.

[3] Although the interchange is identified as a TUMF interchange, the intersection is not currently identified on the Northwest Zone 5 Year Transportation Improvement Program Amendment (adopted September 30, 2017).

EXHIBIT 1-4: TRUCK ACCESS (PAGE 1 OF 5)



LEGEND:



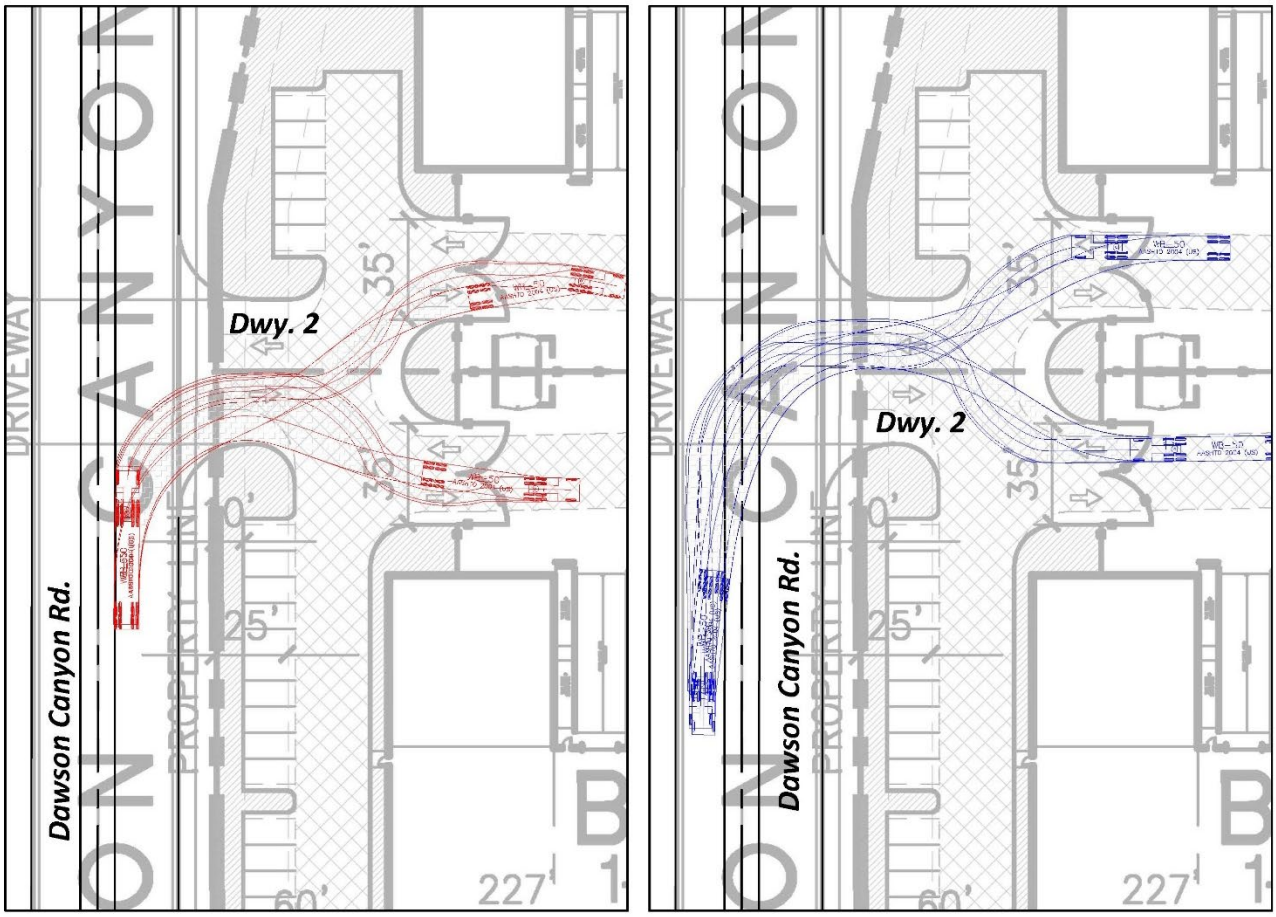
WB-50

feet

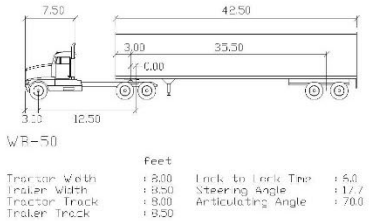
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

GRAPHIC SCALE
0 30 60
1"=60'

EXHIBIT 1-4: TRUCK ACCESS (PAGE 2 OF 5)



LEGEND:



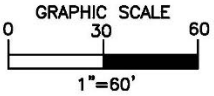
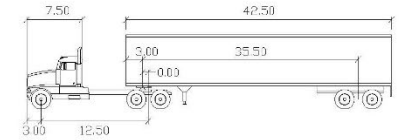


EXHIBIT 1-4: TRUCK ACCESS (PAGE 3 OF 5)



LEGEND:



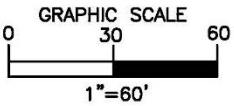
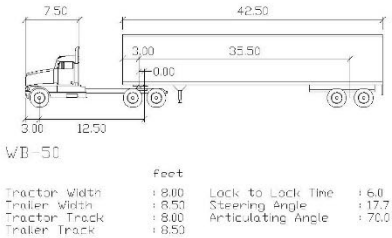




EXHIBIT 1-4: TRUCK ACCESS (PAGE 4 OF 5)



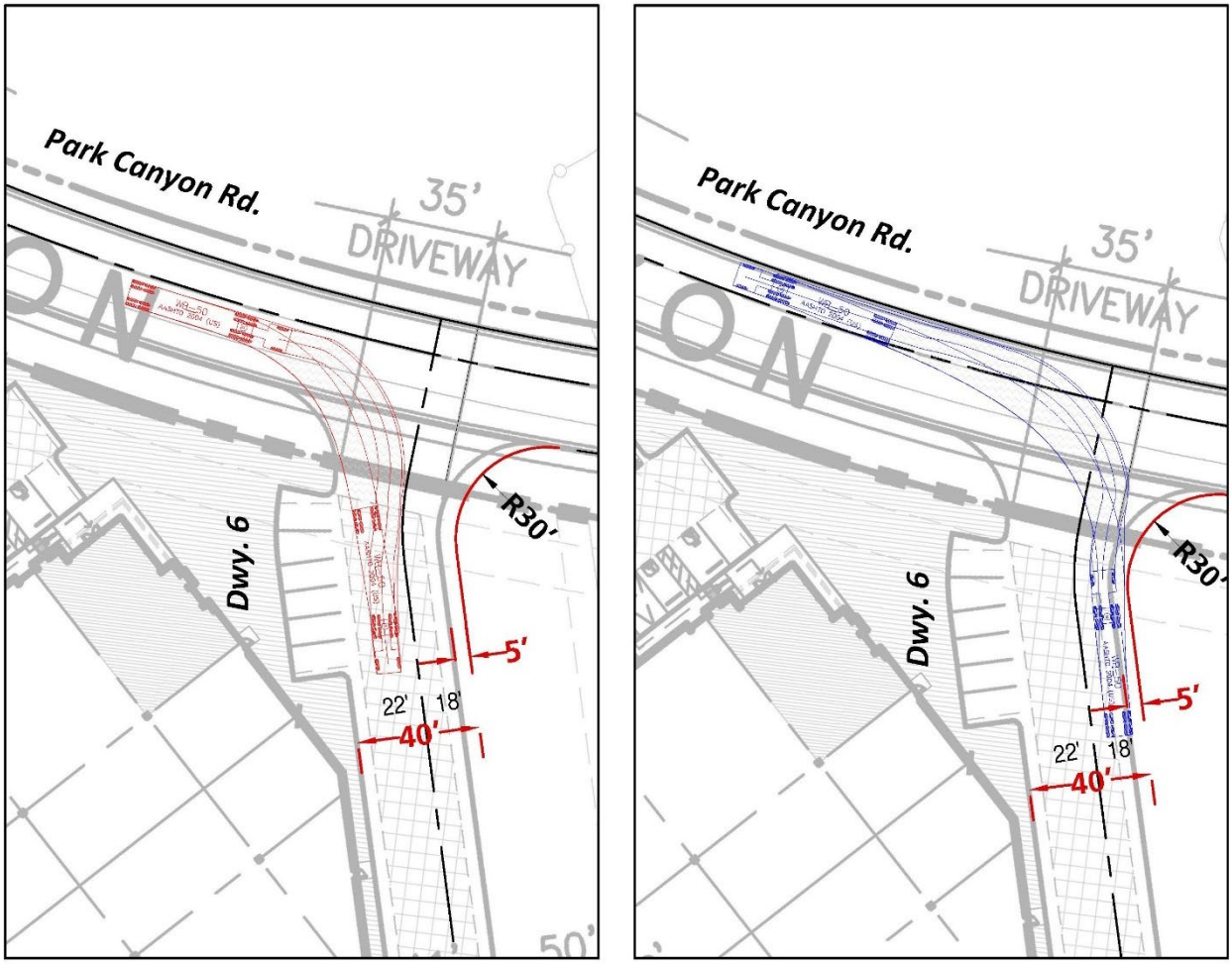
LEGEND:



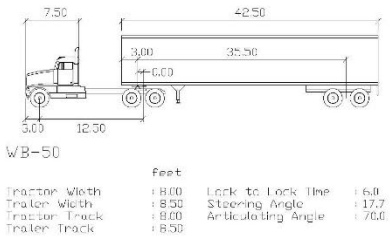
GRAPHIC SCALE
0 30 60
1"=60'

N

EXHIBIT 1-4: TRUCK ACCESS (PAGE 5 OF 5)



LEGEND:



GRAPHIC SCALE
0 30 60
1"=60'

N

2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with County of Riverside's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses LOS at an intersection in terms of delay time for the various intersection approaches. (5) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The County of Riverside and City of Corona require signalized intersection operations analysis based on the methodology described in the HCM. (5) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

Consistent with the Riverside County CMP, a saturation flow rate of 1900 vehicles per hour green per lane (vphgpl) has been utilized for all intersections for all scenarios.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values

over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (5)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside requires the operations of unsignalized intersections to be evaluated using the methodology described in the HCM. (5) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported as the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (6)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections that are 40 miles per hour or below and rural warrants have been used where speeds exceed 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
5	Temescal Canyon Rd. & Driveway 1
11	Driveway 2 & Dawson Canyon Rd.
12	Park Canyon Rd. & Dawson Canyon Rd.
13	Park Canyon Rd. & Driveway 3
14	Park Canyon Rd. & Driveway 4
15	Park Canyon Rd. & Driveway 5
16	Park Canyon Rd. & Driveway 6

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2024) Traffic Conditions*, Section 6 *EAPC (2024) Conditions*, and Section 7 *Horizon Year (2045) Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 OFF-RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-15 Freeway at the Weirick Road and Temescal Canyon Road interchanges. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-15 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies have been obtained from each of the applicable surrounding jurisdictions.

2.5.1 COUNTY OF RIVERSIDE

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within a Community Development Area of the Temescal Canyon Area Plan. (1)

2.5.2 CITY OF CORONA

In accordance with the City of Corona's General Plan, the following intersection LOS criteria from the General Plan shall be applied:

LOS C or better shall be maintained for local intersections in residential/industrial areas.

LOS D or better shall be maintained on collector and arterial intersections.

LOS E will be permitted at specific ramp-to-arterial intersections, and other locations as approved by the City Engineer.

LOS D has been utilized for the intersections within the jurisdiction of the City of Corona.

2.5.3 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. (7) If an existing State highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways and intersections is LOS D. Consistent with the County of Riverside and City of Corona, LOS threshold of LOS D will be used as the target LOS.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria have been utilized for the County of Riverside, City of Corona, and Caltrans. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency will occur if the Project contributes peak hour trips to pre-project traffic conditions.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the County TUMF and/or Development Impact Fee (DIF) programs will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the County Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

Project Fair Share % = Project Traffic / (2045 Total Traffic – Existing (2022) Traffic)

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the County of Riverside General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and off-ramp queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 16 existing and future intersections as shown previously in Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the County of Riverside. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on Temescal Canyon Area Plan, are described subsequently. Exhibit 3-2 shows the Temescal Canyon Area Plan Circulation Element and Exhibit 3-3 illustrates the County of Riverside General Plan roadway cross-sections.

Arterial Highways can accommodate six travel lines. These facilities primarily serve through traffic to which access from abutting property shall be kept at a minimum. The following roadway is classified as an Arterial Highway within the study area:

- Temescal Canyon Road

Major Highways can accommodate four travel lanes. These facilities serve property zoned for major industrial and commercial uses, or to serve through traffic. The following roadways are classified as a Major Highway within the study area:

- Weirick Road
- Dos Lagos Drive
- Temescal Canyon Road (at I-15 interchange and from Trilogy Parkway to Campbell Ranch Road)
- Trilogy Parkway
- Campbell Ranch Road

Collectors can accommodate two travel laves. These facilities provide access to residential land use, or commercial and industrial land use in the form of a cul-de-sac. The following roadway is classified as a collector within the study area:

- Temescal Canyon Road (from I-15 interchange to Trilogy Parkway)

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 1 OF 2)

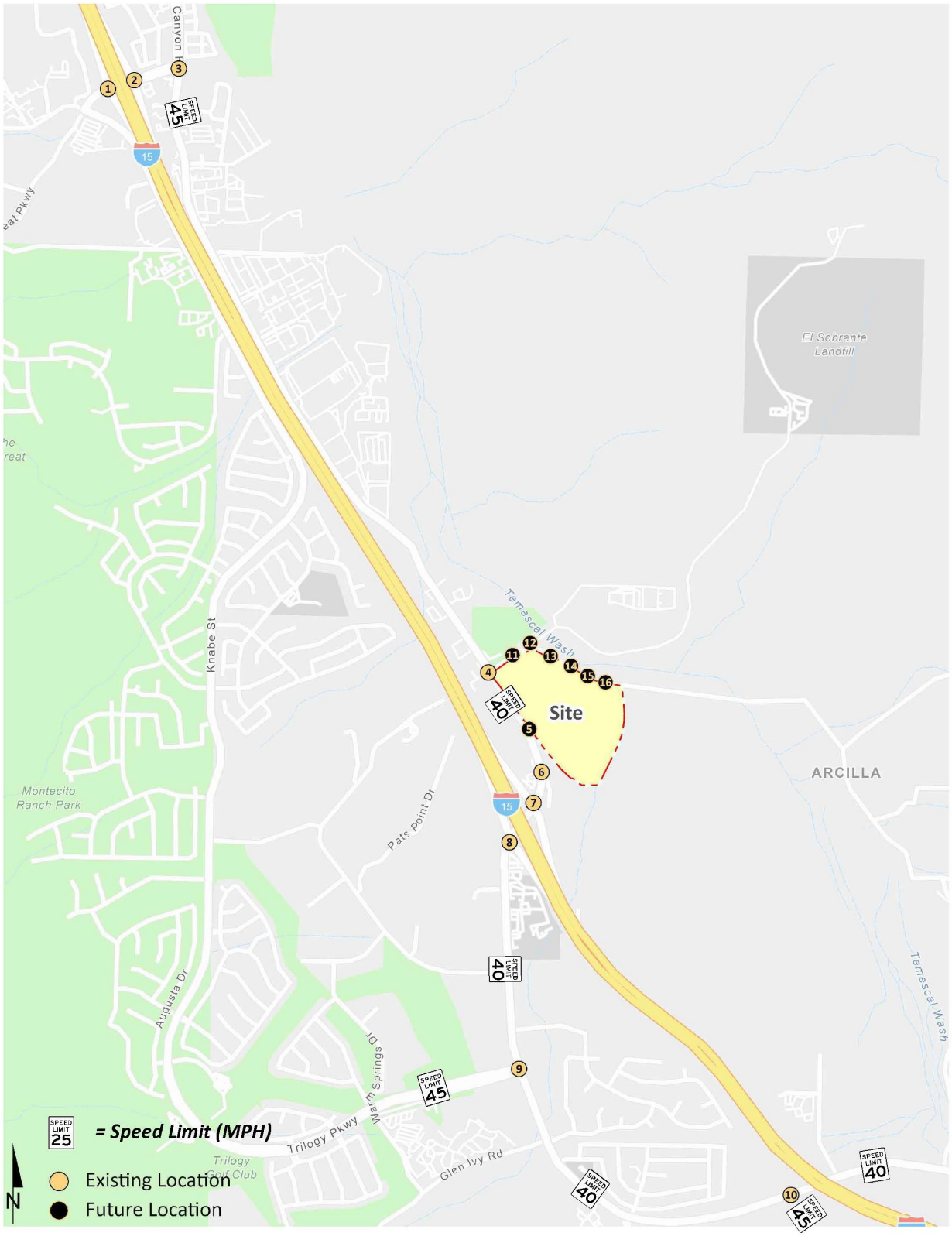


EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 2 OF 2)

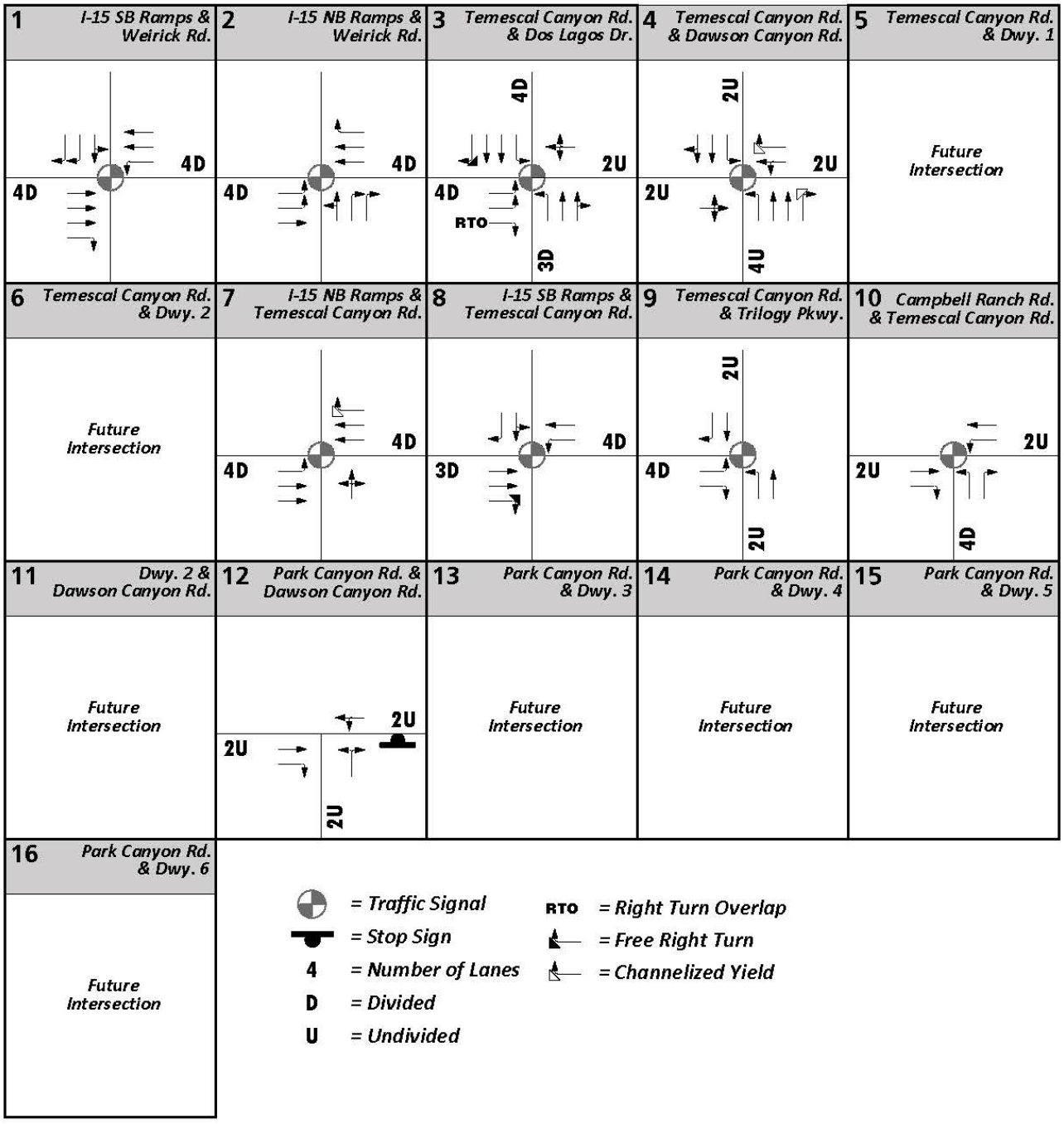


EXHIBIT 3-2: TEMESCAL CANYON AREA PLAN CIRCULATION ELEMENT

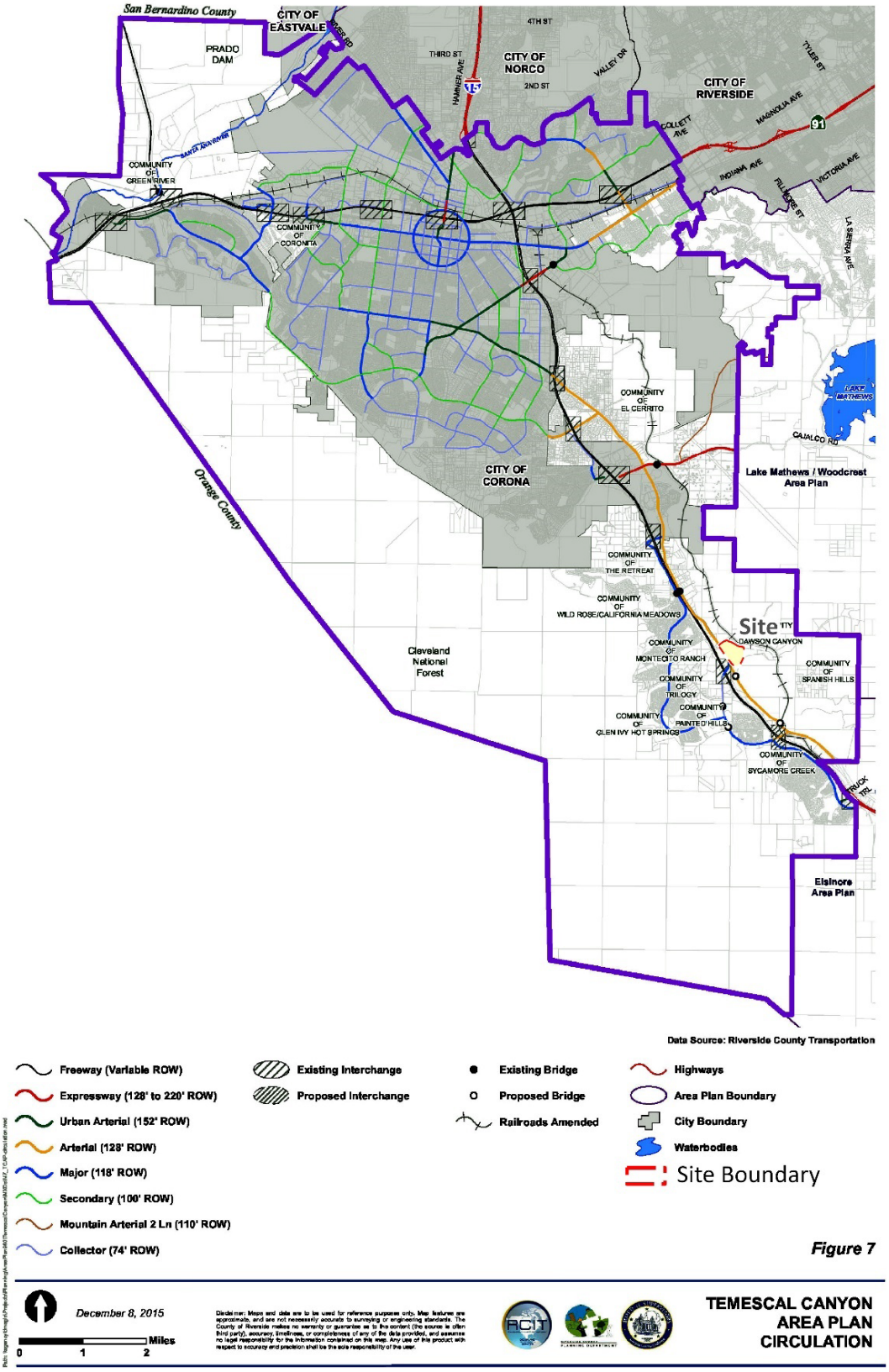
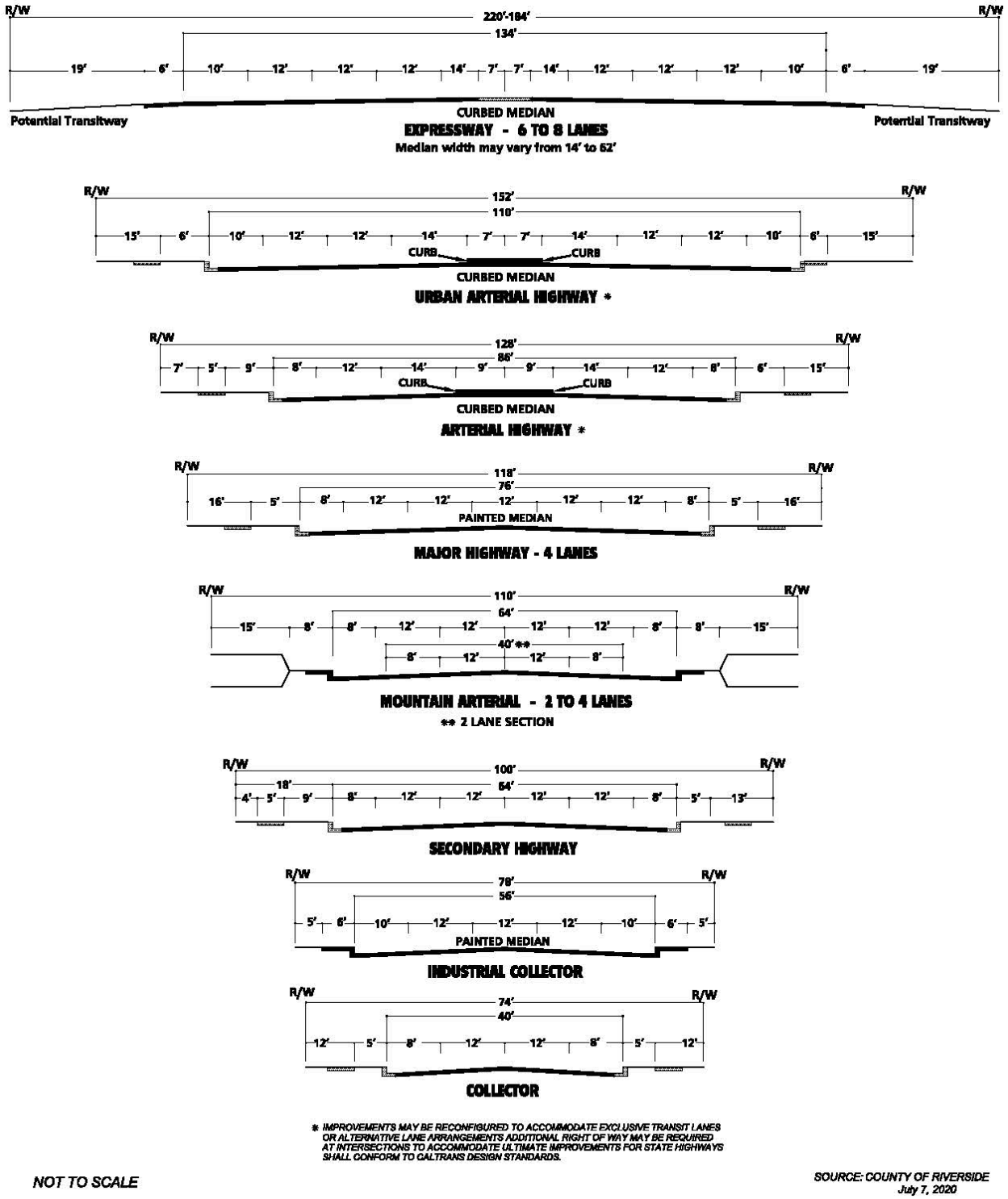


EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



3.2 CITY OF CORONA GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-4 shows the City of Corona General Plan Circulation Element.

3.3 BICYCLE & PEDESTRIAN FACILITIES

In an effort to promote alternative modes of transportation, the County of Riverside also includes a trails and bikeway system. The Temescal Canyon Area Plan trails and bikeway system, shown in Exhibit 3-5, shows the proposed trails connected with major features within the County. There is a proposed historic trail along Temescal Canyon Road, a proposed design guidelines trail along Temescal Canyon Road and Dawson Canyon Road, and a proposed community trail on the south side of the Project site. Exhibit 3-6 shows the City of Corona existing and proposed bike facilities.

Existing pedestrian facilities within the study area are shown in Exhibit 3-7. As shown in Exhibit 3-7, there are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in August 2022 indicate light pedestrian and bicycle activity within the study area.

3.4 TRANSIT SERVICE

The study area within the County of Riverside is currently served by Riverside Transit Agency (RTA), a public transit agency serving various jurisdictions within Riverside County. Based on a review of the existing transit routes within the vicinity of the proposed Project, RTA Route 205 runs along Temescal Canyon Road along the Project's frontage and could potentially serve the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with RTA to potentially provide bus service to the site. Existing transit routes in the vicinity of the study area are illustrated in Exhibit 3-8. The City of Corona transit routes are shown in Exhibit 3-9.

3.5 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in August 2022. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

EXHIBIT 3-4: CITY OF CORONA CIRCULATION ELEMENT

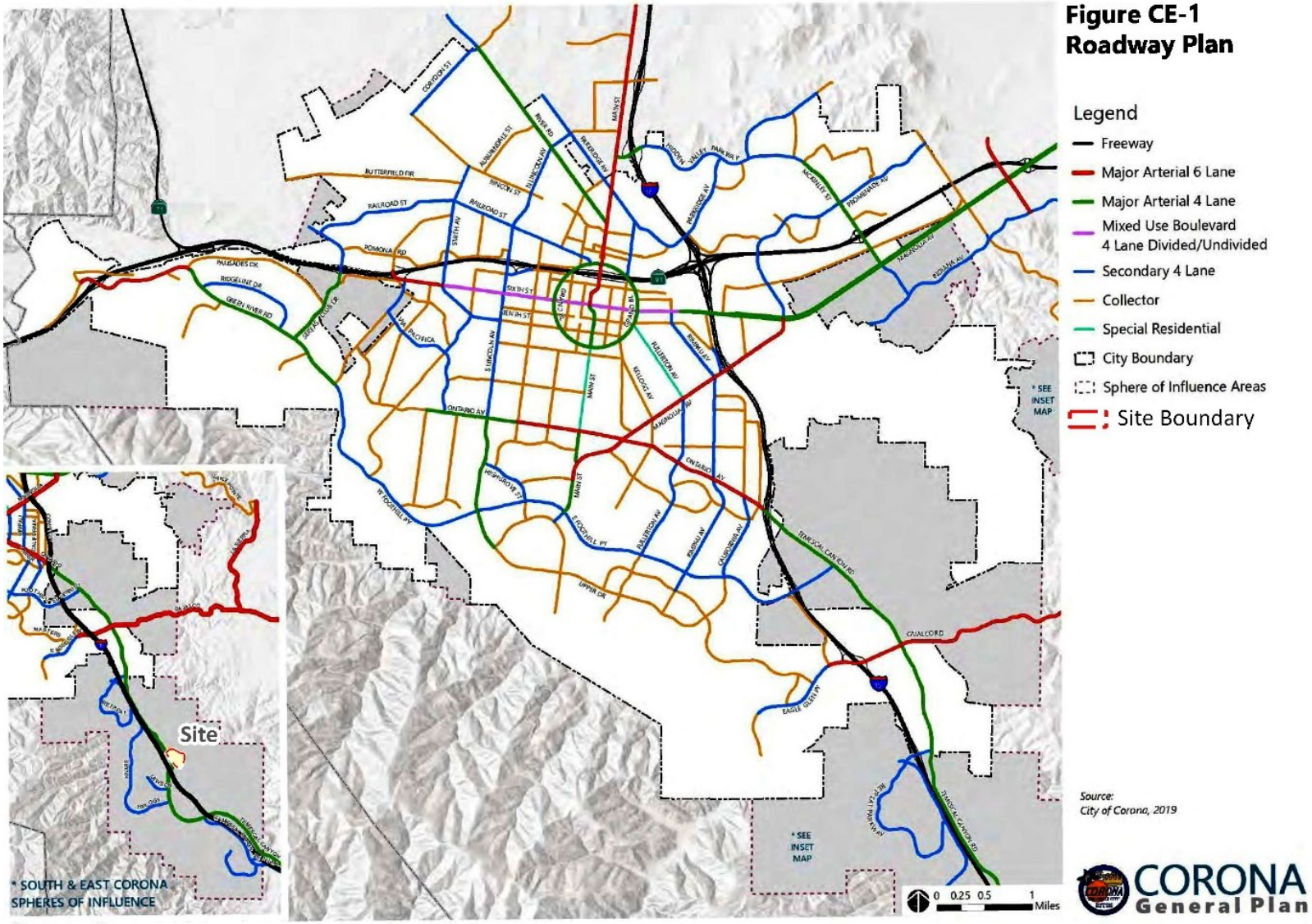


EXHIBIT 3-5: TEMESCAL CANYON AREA PLAN BICYCLE FACILITIES

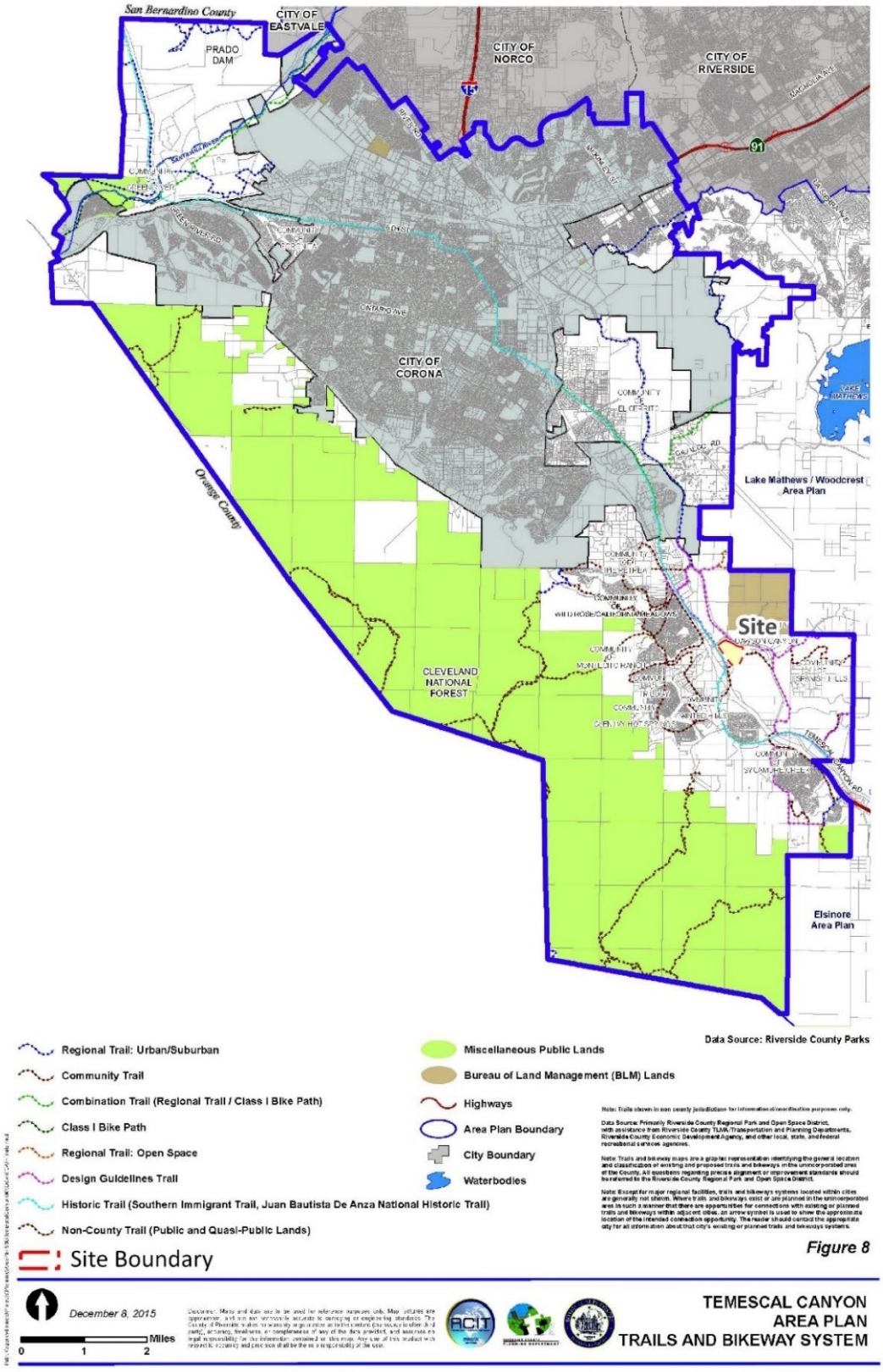


EXHIBIT 3-6: CITY OF CORONA BICYCLE FACILITIES

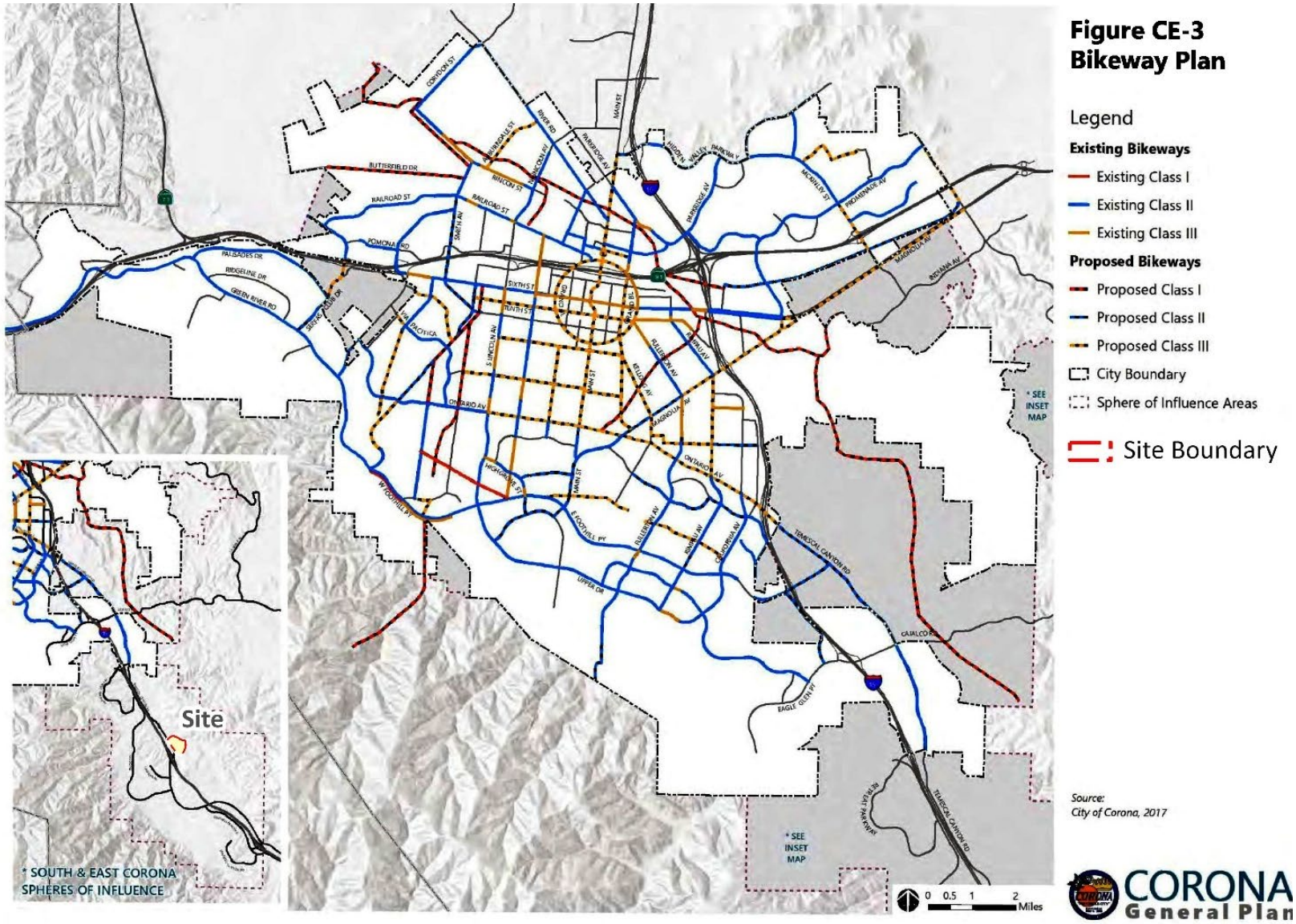


EXHIBIT 3-7: EXISTING PEDESTRIAN FACILITIES

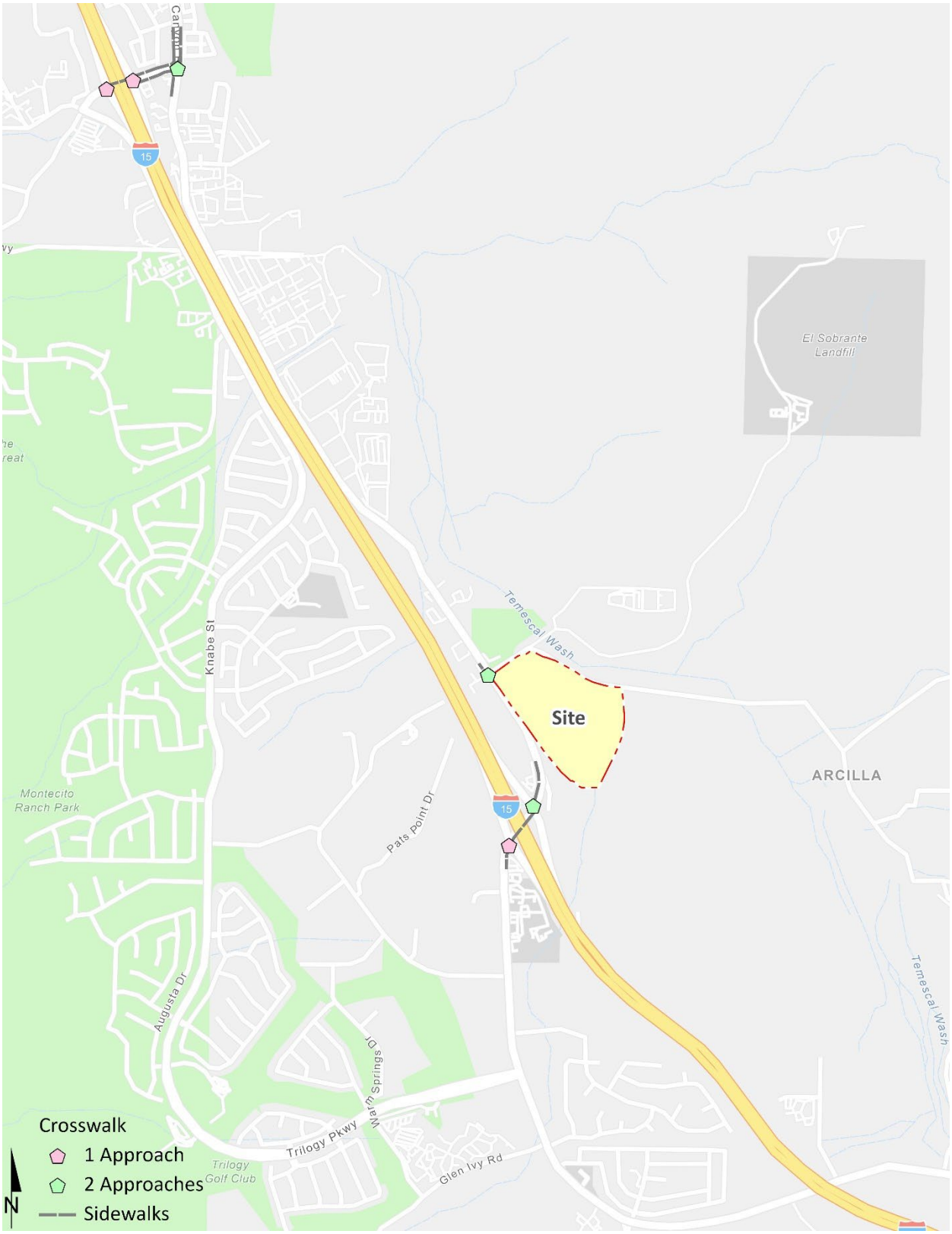


EXHIBIT 3-8: EXISTING TRANSIT ROUTES

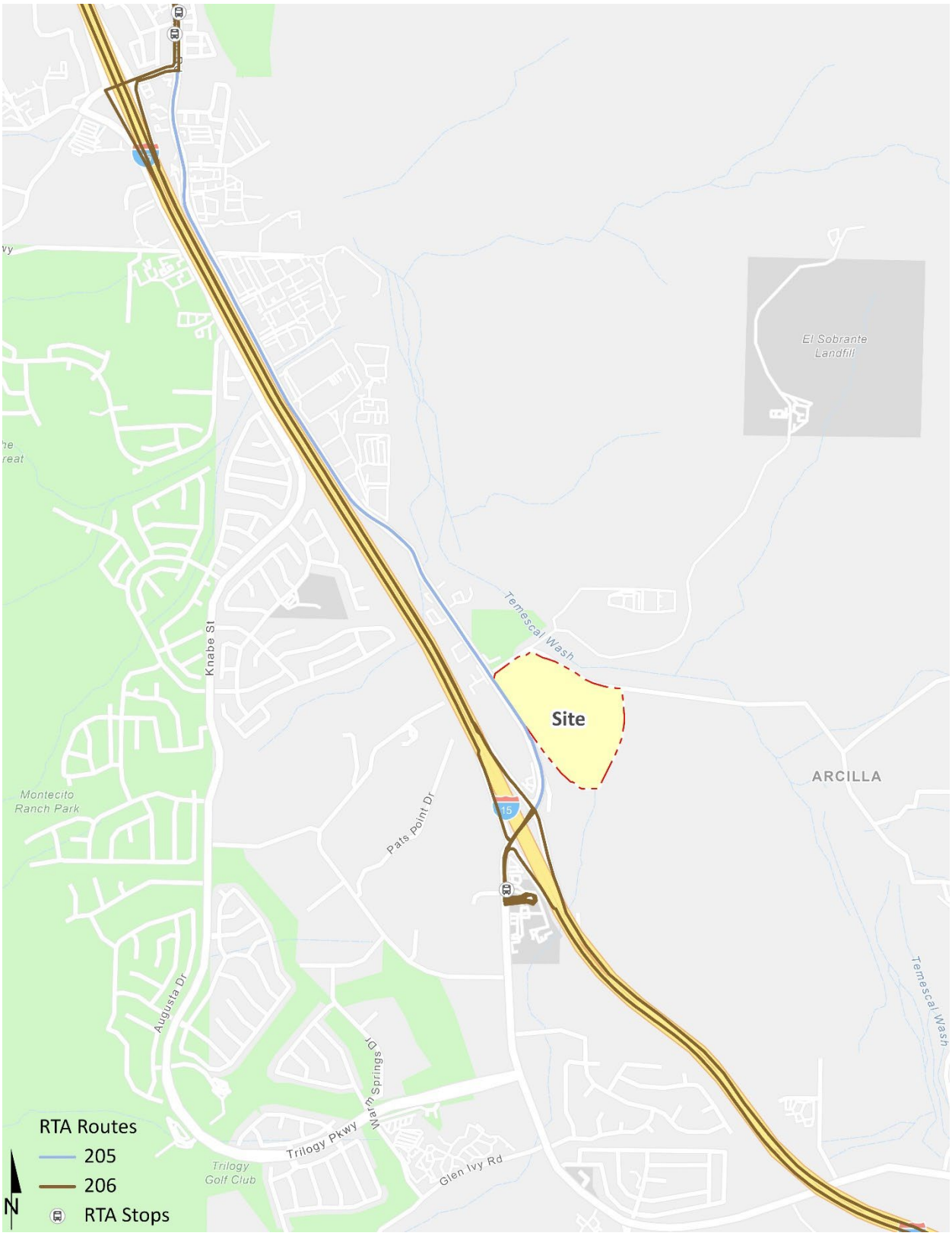
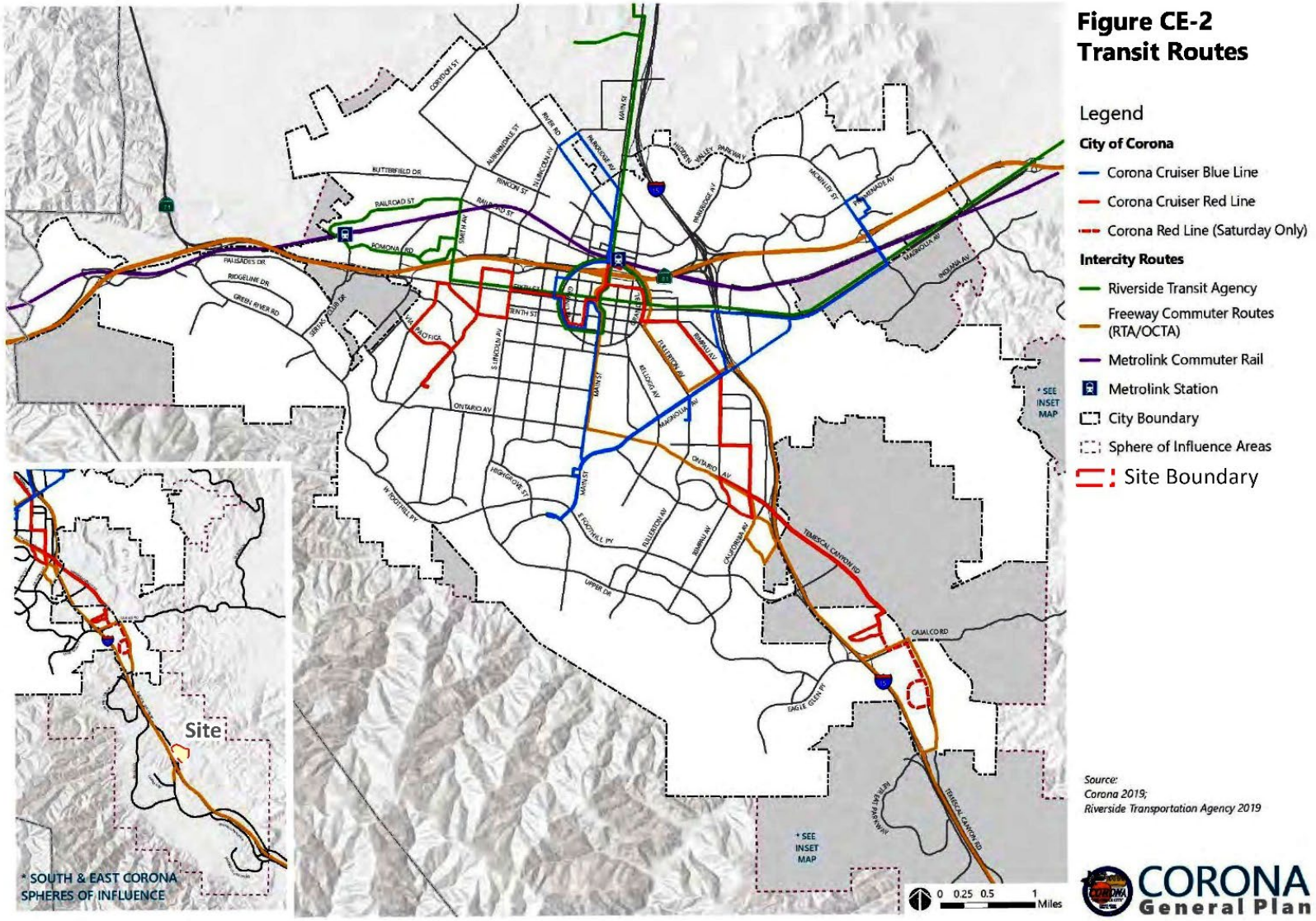


EXHIBIT 3-9: CITY OF CORONA TRANSIT ROUTES



Existing weekday ADT volumes are shown in Exhibit 3-10. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 13.69 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.30 percent. As such, the above equation utilizing a factor of 13.69 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.30 percent (i.e., 1/0.0730 = 13.69) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday and weekend peak hour intersection volumes, in actual vehicles, are also shown in Exhibit 3-10.

To represent the effect large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into passenger car equivalent (PCE). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For this analysis, the following PCE factors have been used to estimate each turning movement: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks. These factors are consistent with the values recommended for use in the County's Guidelines.

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that the study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no study area intersections that currently meet a traffic signal warrant under Existing (2022) traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

EXHIBIT 3-10: EXISTING (2022) TRAFFIC VOLUMES

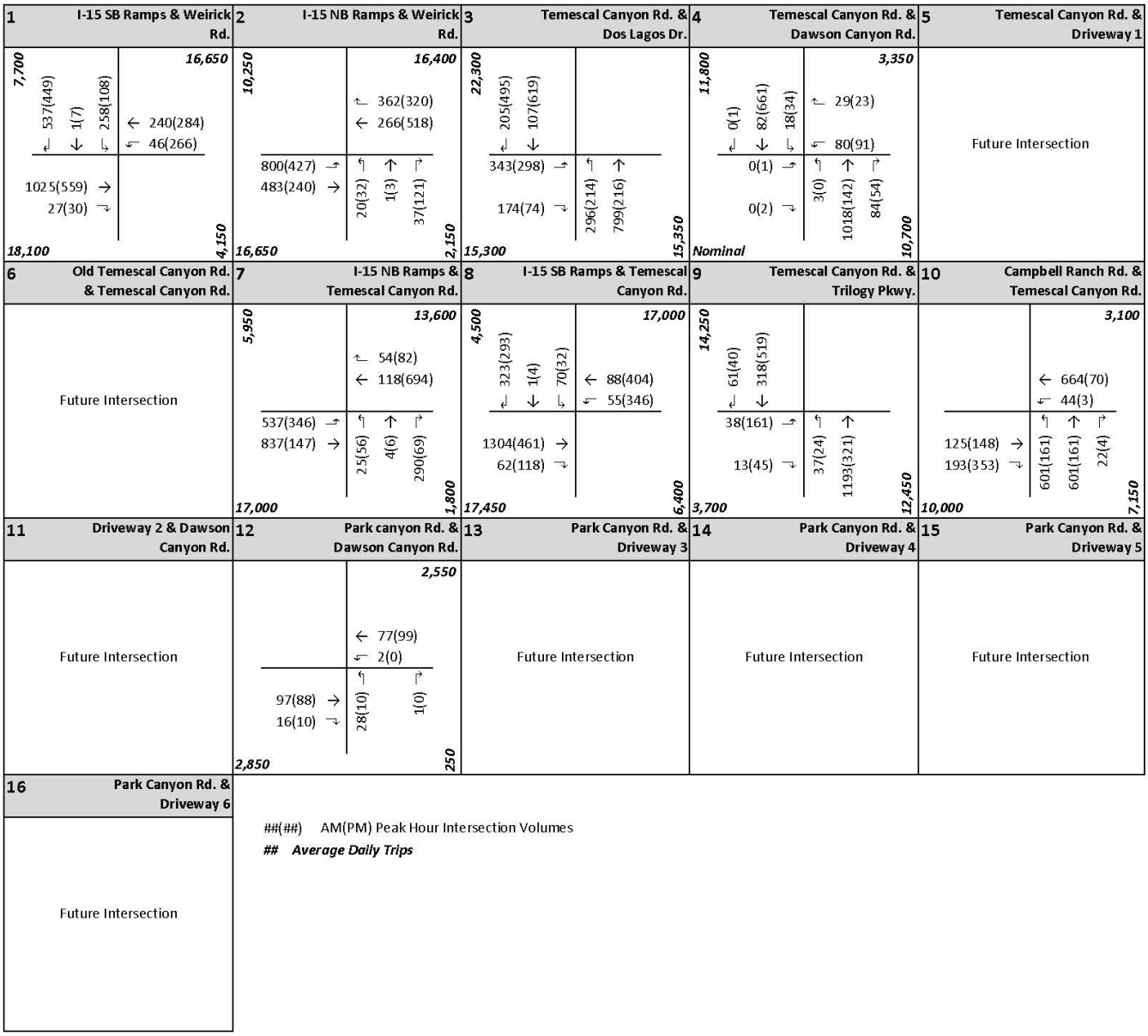


TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	I-15 SB Ramps & Weirick Rd.	TS	19.2	23.2	B	C
2	I-15 NB Ramps & Weirick Rd.	TS	26.0	21.5	C	C
3	Temescal Canyon Rd. & Dos Lagos Dr.	TS	17.4	18.5	B	B
4	Temescal Canyon Rd. & Dawson Canyon Rd.	TS	11.2	8.3	B	A
5	Temescal Canyon Rd. & Driveway 1		Future Intersection			
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.		Future Intersection			
7	I-15 NB Ramps & Temescal Canyon Rd.	TS	8.7	11.8	A	B
8	I-15 SB Ramps & Temescal Canyon Rd.	TS	14.2	13.0	B	B
9	Temescal Canyon Rd. & Trilogy Pkwy.	TS	10.6	11.4	B	B
10	Campbell Ranch Rd. & Temescal Canyon Rd.	TS	41.9	11.2	D	B
11	Driveway 2 & Dawson Canyon Rd.		Future Intersection			
12	Park Canyon Rd. & Dawson Canyon Rd.	CSS	10.7	10.7	B	B
13	Park Canyon Rd. & Driveway 3		Future Intersection			
14	Park Canyon Rd. & Driveway 4		Future Intersection			
15	Park Canyon Rd. & Driveway 5		Future Intersection			
16	Park Canyon Rd. & Driveway 6		Future Intersection			

[1] Per the Highway Capacity Manual (6th 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

3.8 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-15 Freeway at the Weirick Road and Temescal Canyon Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-15 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2022) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM
I-15 SB Ramps & Weirick Rd. (#1)	SBL/T	360	270	153	Yes	Yes
	SBR	1,260	42	47	Yes	Yes
I-15 NB Ramps & Weirick Rd. (#2)	NBL/T	390	45	62	Yes	Yes
	NBR	1,250	10	32	Yes	Yes
I-15 NB Ramps & Temescal Canyon Rd. (#7)	NBL/T/R	1,340	191	130	Yes	Yes
I-15 SB Ramps & Temescal Canyon Rd. (#8)	SBL/T	1,330	115	70	Yes	Yes
	SBR	530	84	68	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

3.9 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are currently operating at a deficient LOS under Existing (2022) traffic conditions.

3.9.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 3-1, all study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions. As such, no improvements have been identified.

3.9.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Existing (2022) traffic conditions. As such, no improvements have been identified.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. A preliminary site plan for the proposed Project is shown previously in Exhibit 1-1. The Project is anticipated to be developed in one phase with an opening year of 2024. As indicated in Exhibit 1-1, access to the Project site will be accommodated via Temescal Canyon Road (via proposed signalized driveway), Dawson Canyon Road (full access driveway), and Park Canyon Road (4 full access driveways). The Project is anticipated to be developed within a single phase with an Opening Year of 2024. Regional access to the Project site is available from the I-15 Freeway via Weirick Road and Temescal Canyon Road interchanges.

4.1 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.

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) were used to estimate the trip generation. For the purposes of this analysis, the following land use code and vehicle mix have been utilized for each building:

- Based on the types of uses anticipated to be developed within the business park area, the trip generation rates for ITE land use code 130 (Industrial Park) have been used to derive site specific trip generation estimates for up to 677,103 square feet of the Project. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in County's Guidelines.

The Project trip generation rates are provided in Table 4-1. Trip generation summary for the Project in actual vehicles is shown in Table 4-2. As shown in Table 4-2, the Project is anticipated to generate a total of 2,150 two-way trips per day with 216 AM peak hour trips and 217 PM peak hour trips (actual vehicles). The trip generation summary for the Project in PCE is also shown in Table 4-2. For the purposes of the peak hour intersection operations analyses, the PCE trip generation has been utilized.

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.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. It is assumed that the Serrano Specific Plan would construct the future Temescal Canyon Road extension along the northeast side of the I-15 Freeway. However, the Project may be built before the Serrano Specific Plan submits an implementing project. As such, the EAPC (2024) operations analysis evaluates both without and with the Temescal Canyon Road extension. For Horizon Year (2045) conditions, it is assumed the Temescal Canyon Road extension will be completed, therefore the Without Temescal Canyon Road Extension condition is not evaluated.

The Project trip distribution patterns are shown on the following exhibits:

- Exhibit 4-1 for Trucks
- Exhibits 4-2 for Passenger Cars (Without Temescal Canyon Road Extension)
- Exhibits 4-3 for Passenger Cars (With Temescal Canyon Road Extension)

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 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 weekday peak hour intersection turning movement volumes, in actual vehicles, are shown in Exhibits 4-4 and 4-5 for Without and With Temescal Canyon Road Extension, respectively.

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

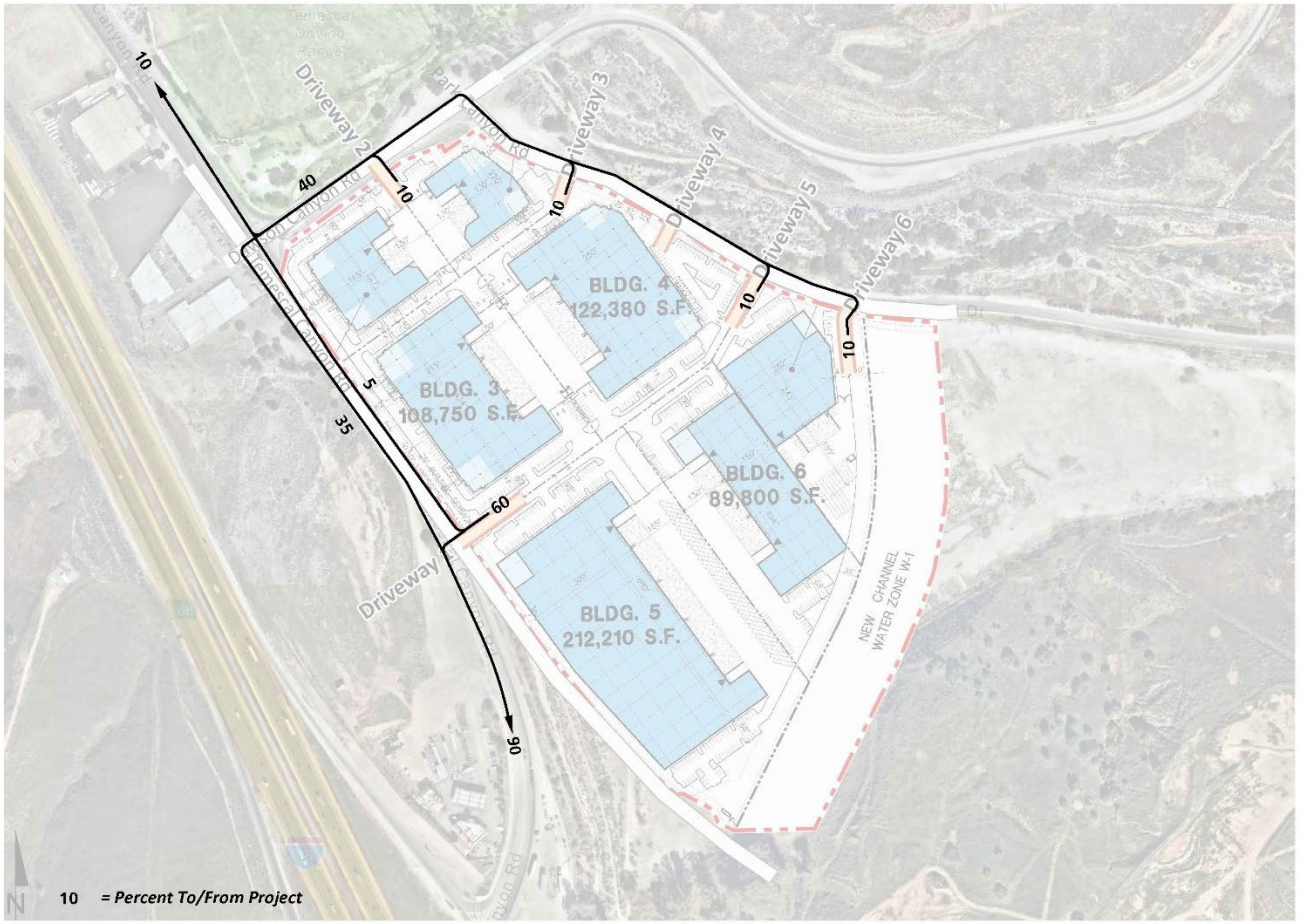


EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION (PAGE 2 OF 2)

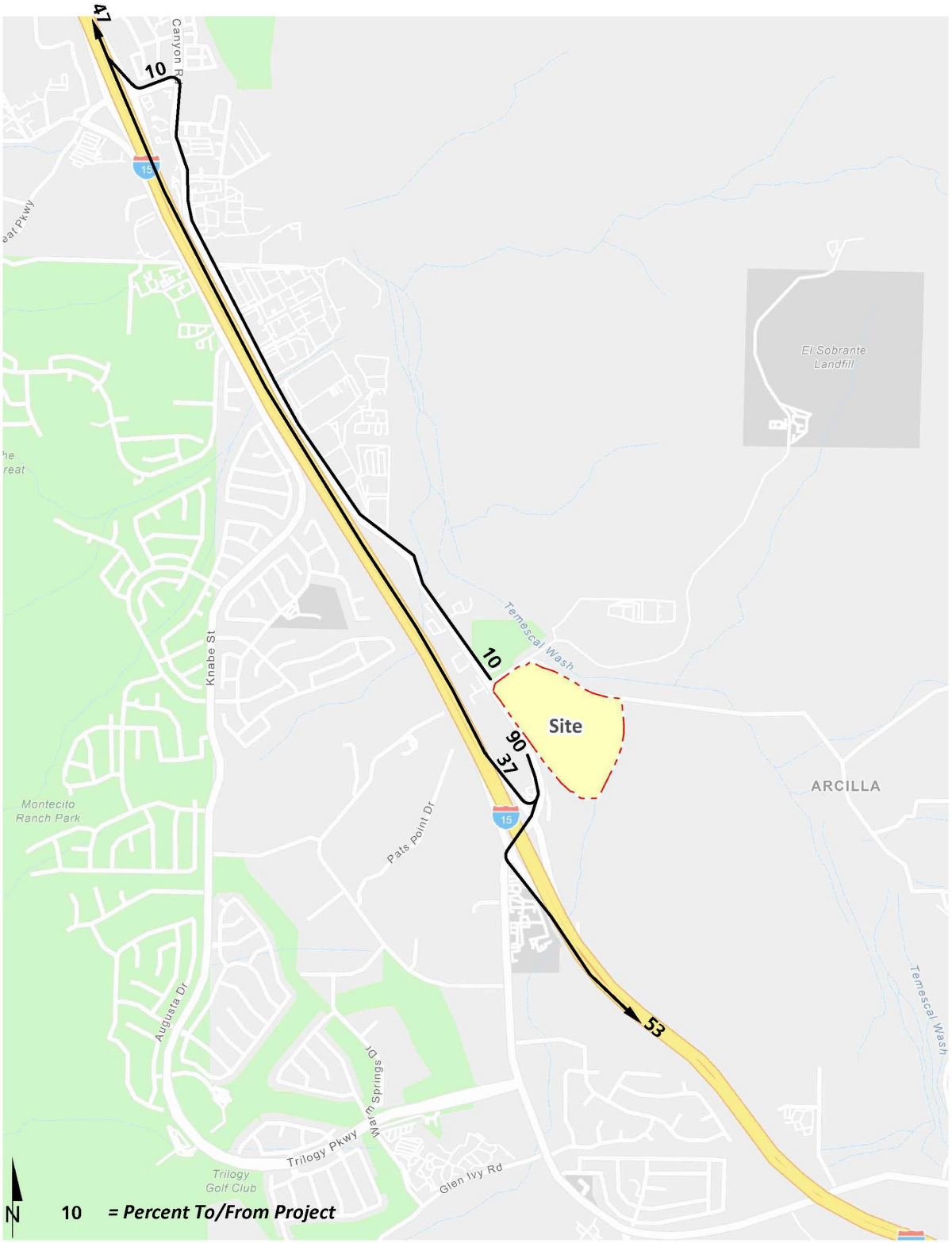


EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION – WITHOUT TEMESCAL CANYON ROAD EXTENSION (PAGE 1 OF 2)

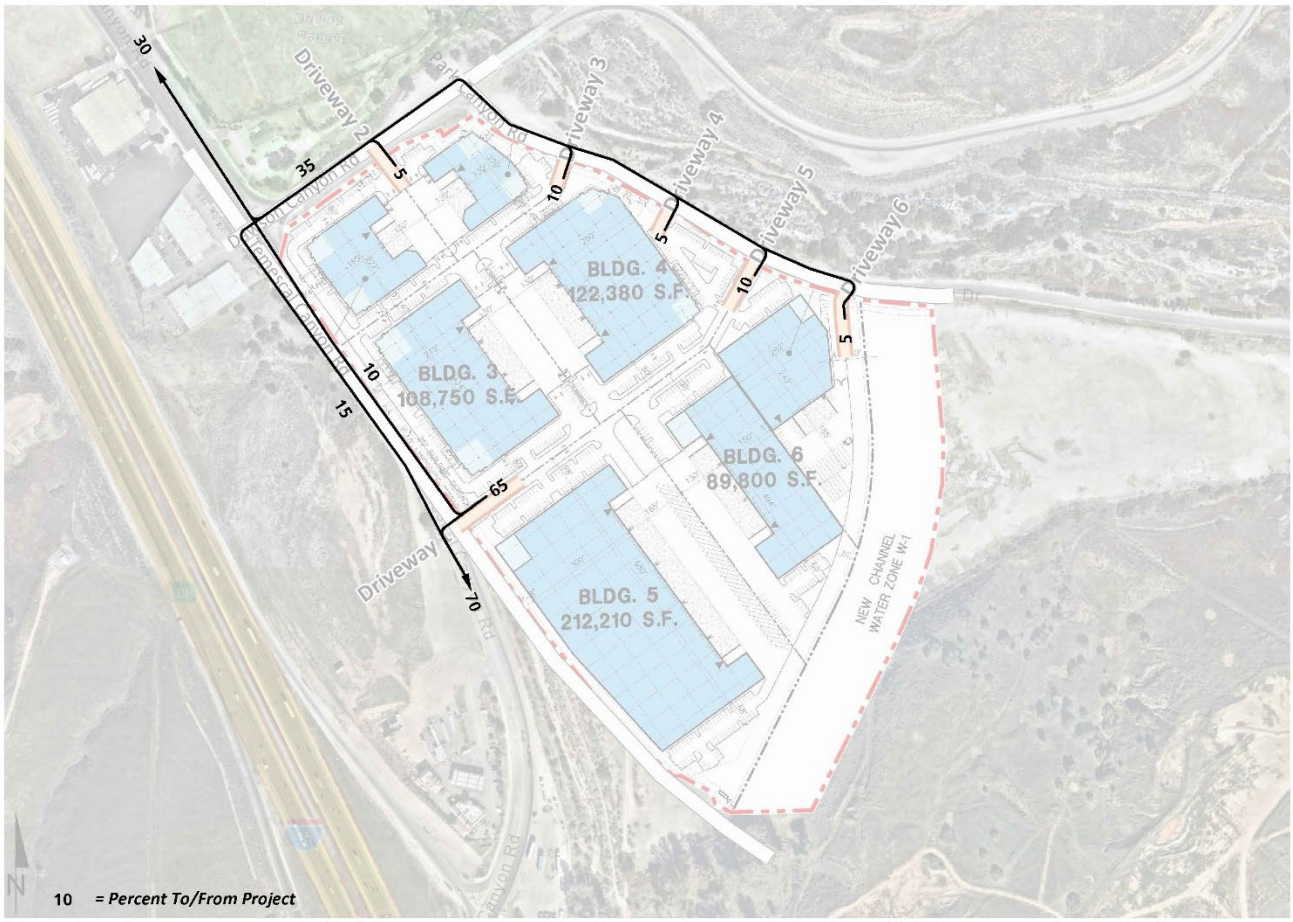


EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION – WITHOUT TEMESCAL CANYON ROAD EXTENSION (PAGE 2 OF 2)

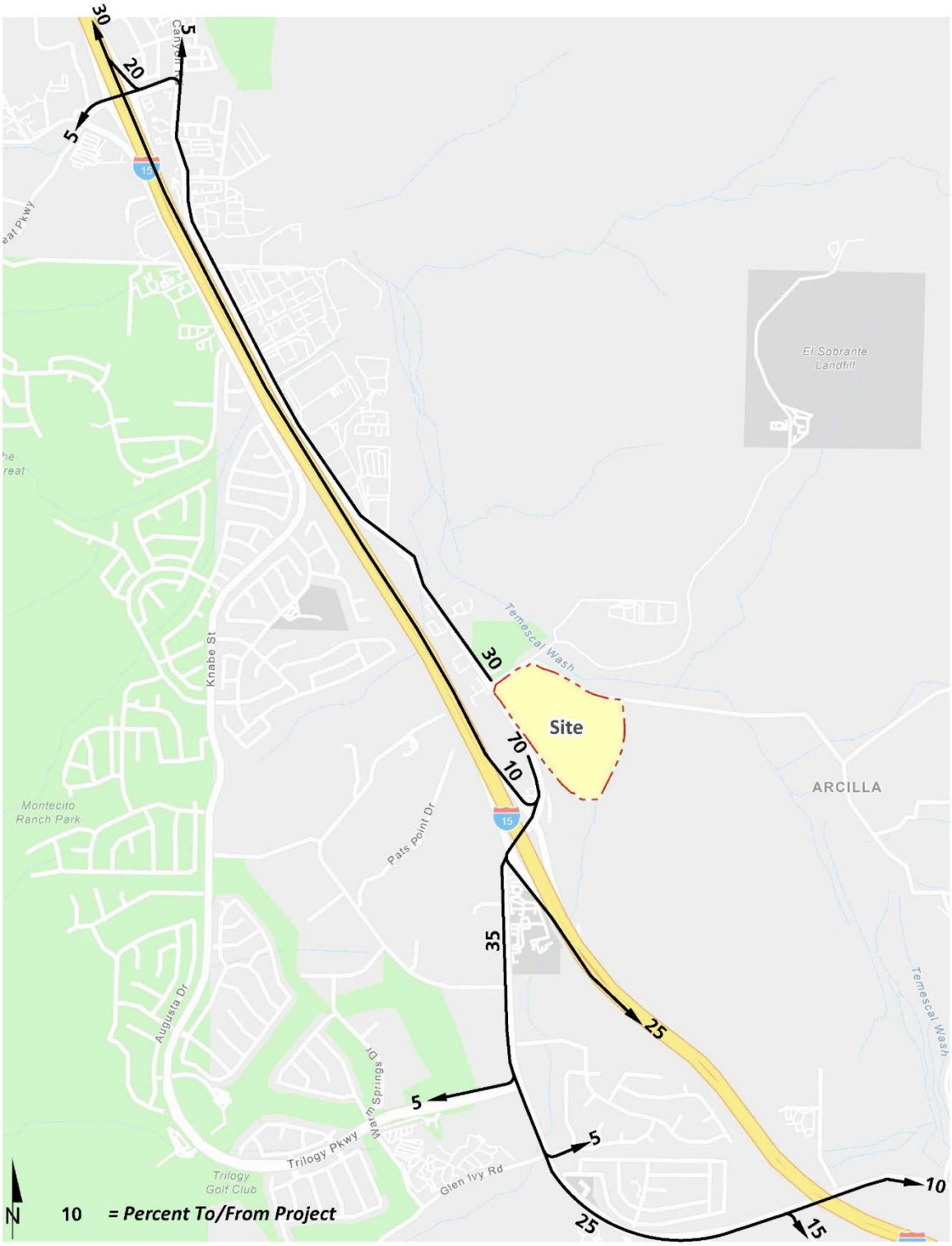


EXHIBIT 4-3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION – WITH TEMESCAL CANYON ROAD EXTENSION (PAGE 1 OF 2)

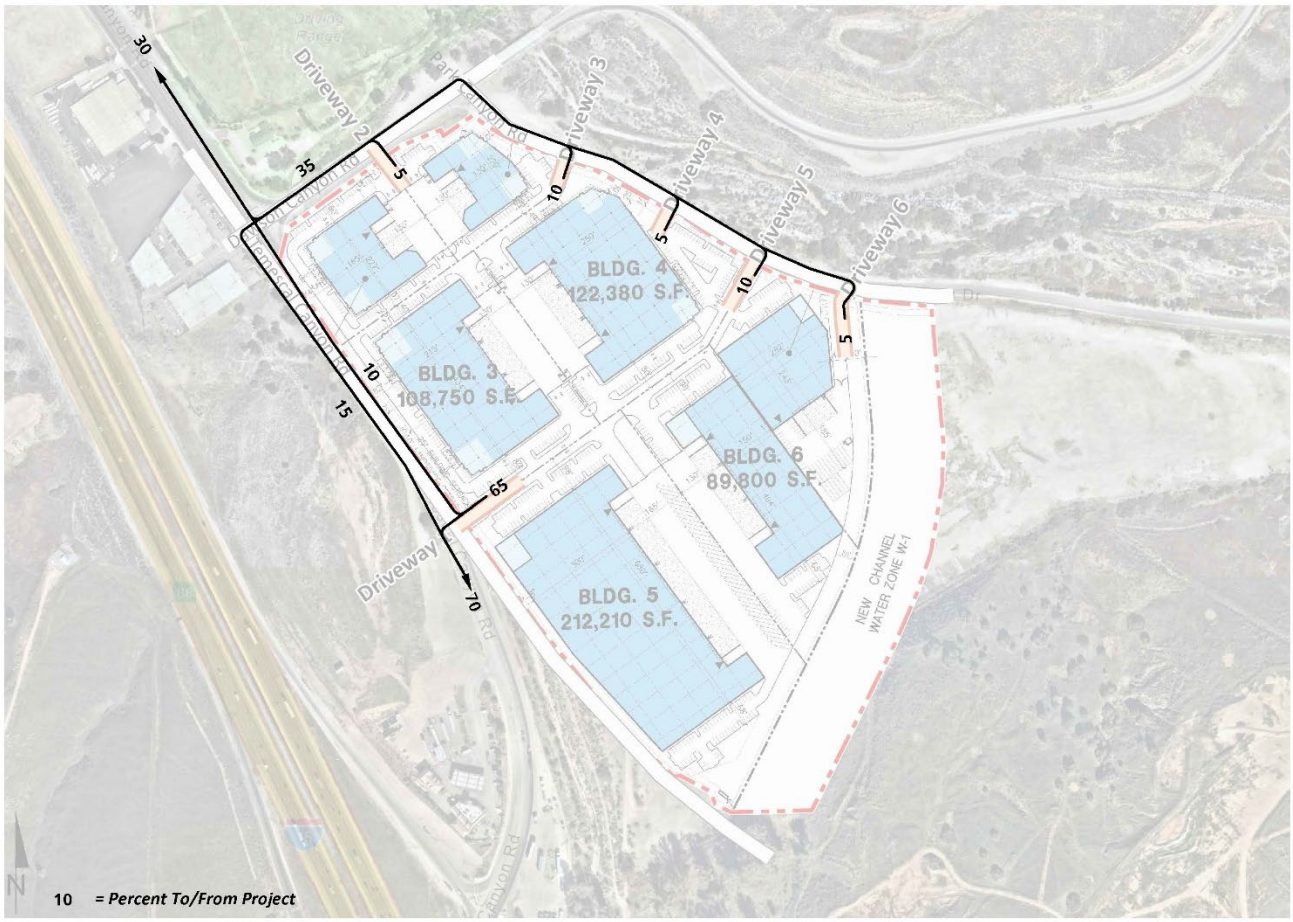


EXHIBIT 4-3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION – WITH TEMESCAL CANYON ROAD EXTENSION (PAGE 2 OF 2)

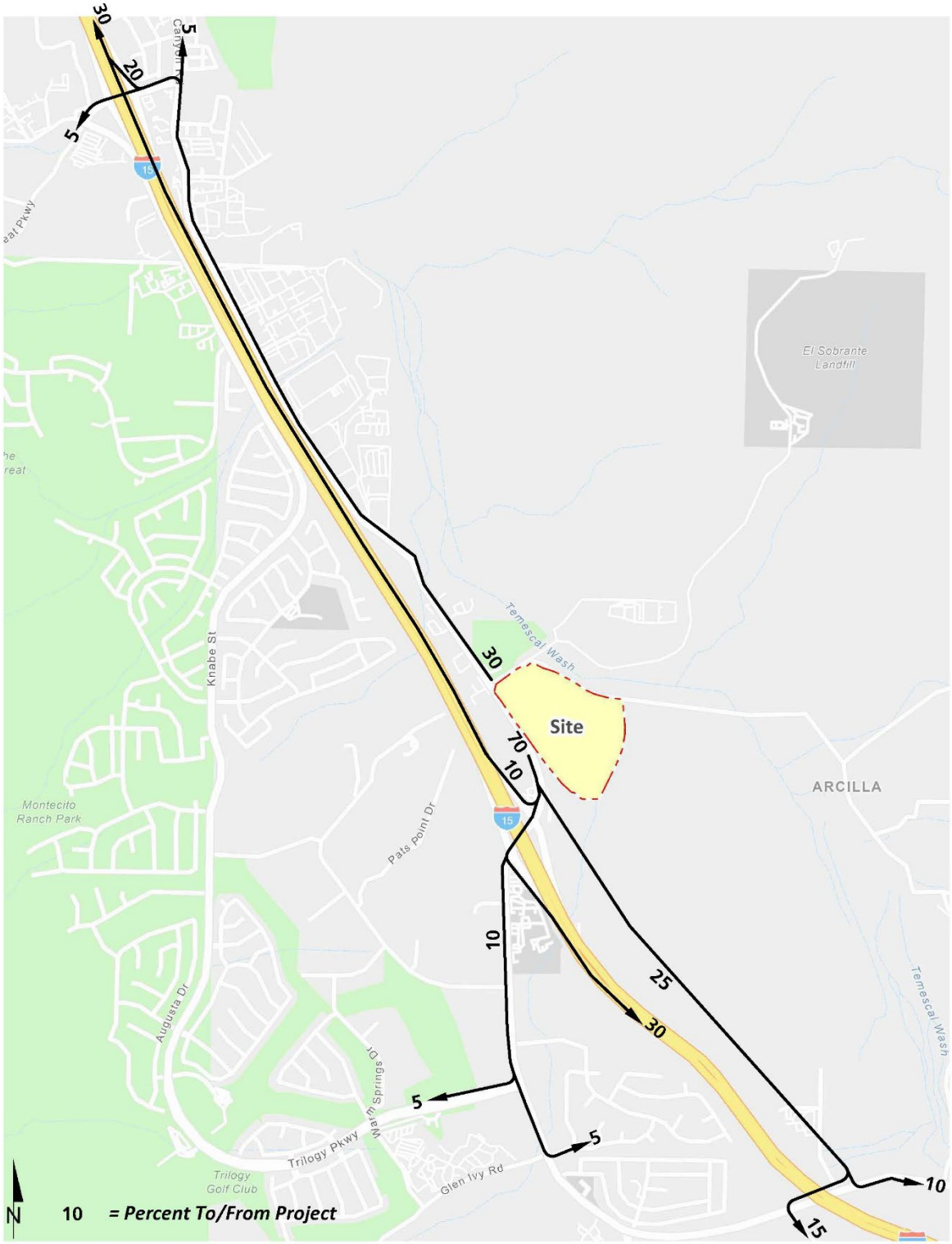


EXHIBIT 4-4: PROJECT ONLY TRAFFIC VOLUMES – WITHOUT TEMESCAL CANYON ROAD EXTENSION

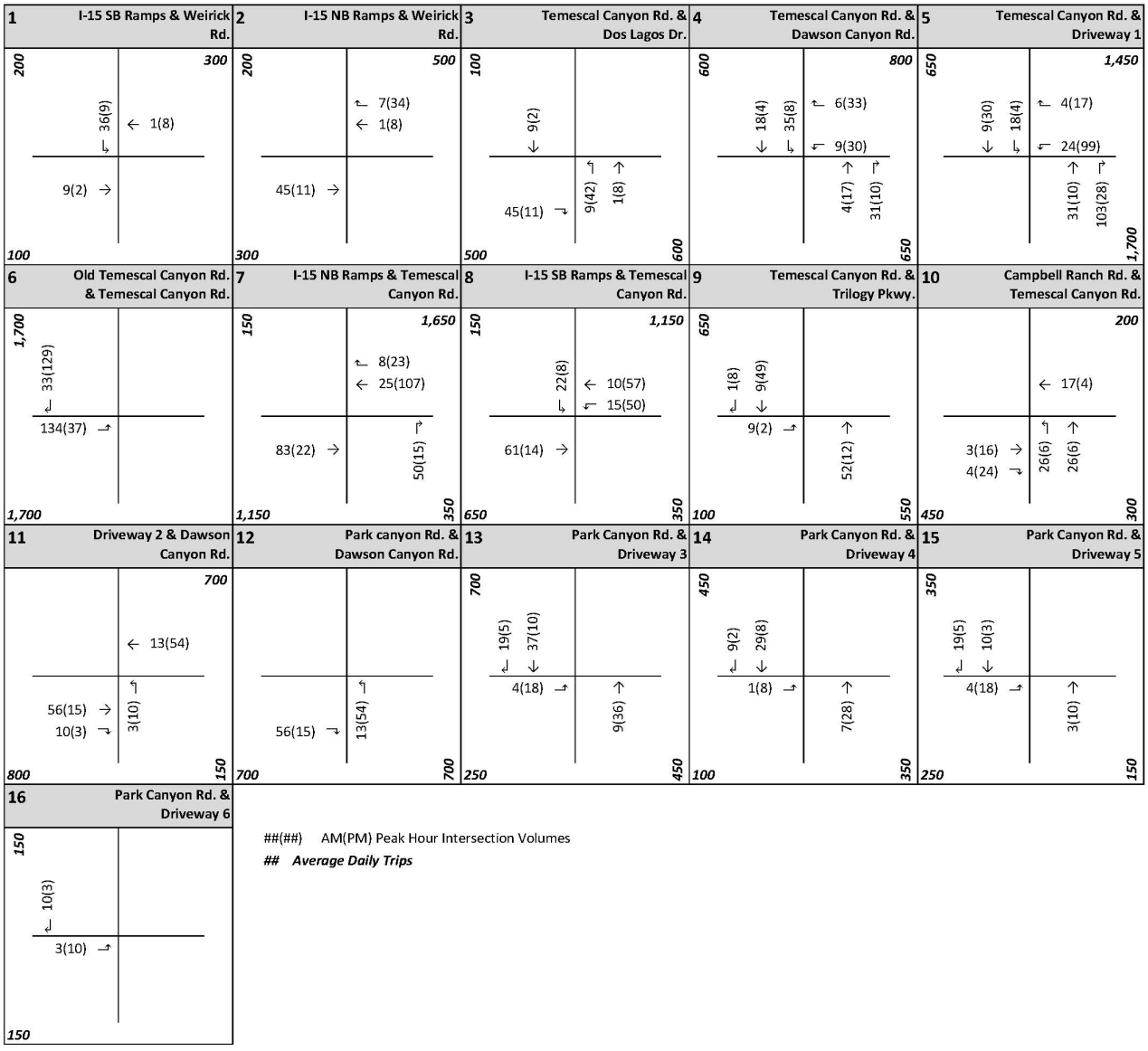
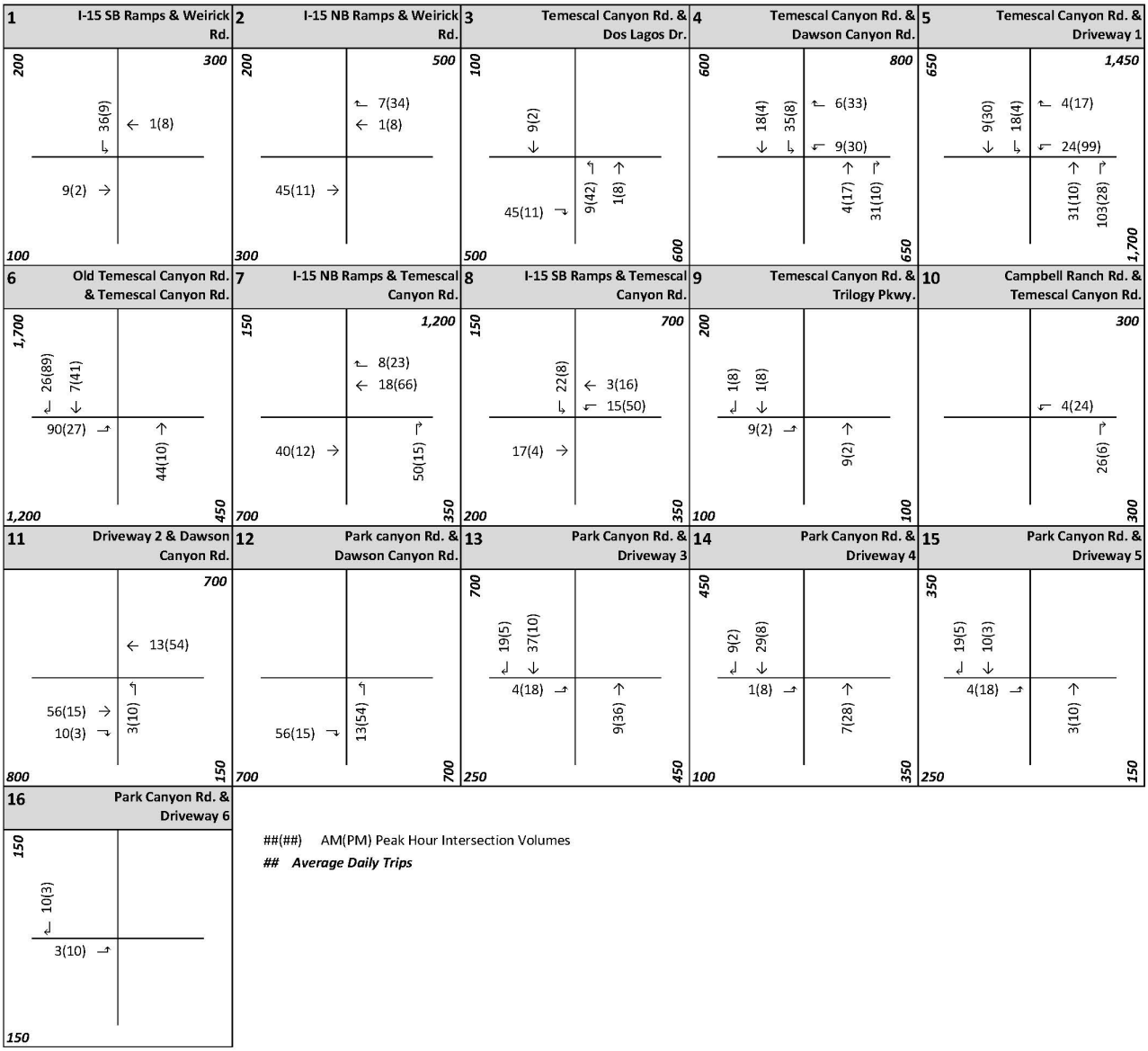


EXHIBIT 4-5: PROJECT ONLY TRAFFIC VOLUMES – WITH TEMESCAL CANYON ROAD EXTENSION



4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2024 traffic conditions. The total ambient growth is 4.04% for 2024 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. 2024 traffic volumes are provided in Section 5 and Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine With Project forecasts.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-6 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Without Project forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. The Cumulative Only ADT and peak hour intersection turning movement volumes. In actual vehicles, for Without and With Temescal Canyon Road Extension are shown in Exhibits 4-7 and 4-8, respectively.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2024) and EAPC (2024) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2024 from the year 2022. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2024 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project.

EXHIBIT 4-6: CUMULATIVE DEVELOPMENT LOCATION MAP

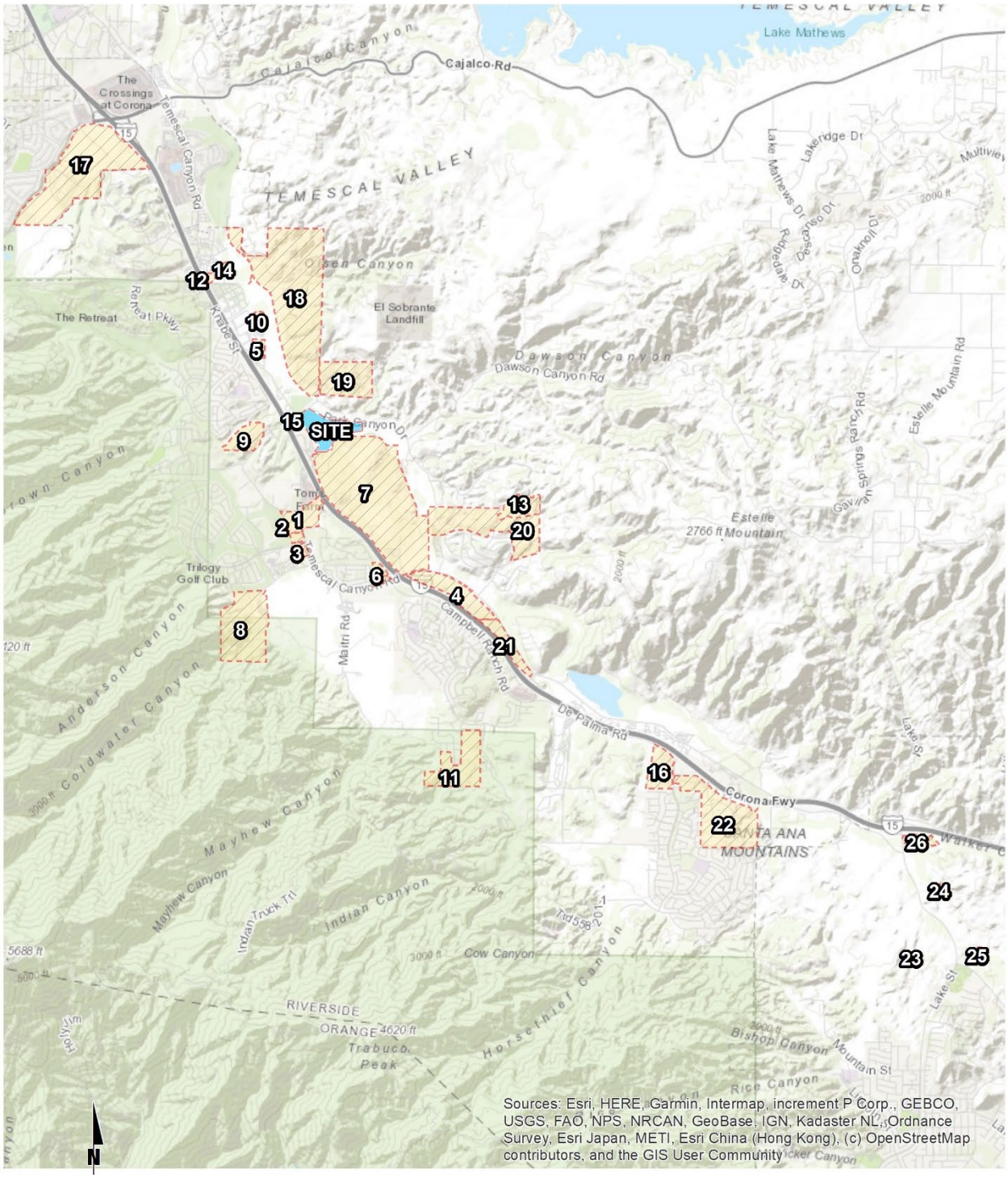


EXHIBIT 4-7: CUMULATIVE ONLY TRAFFIC VOLUMES – WITHOUT TEMESCAL CANYON ROAD EXTENSION

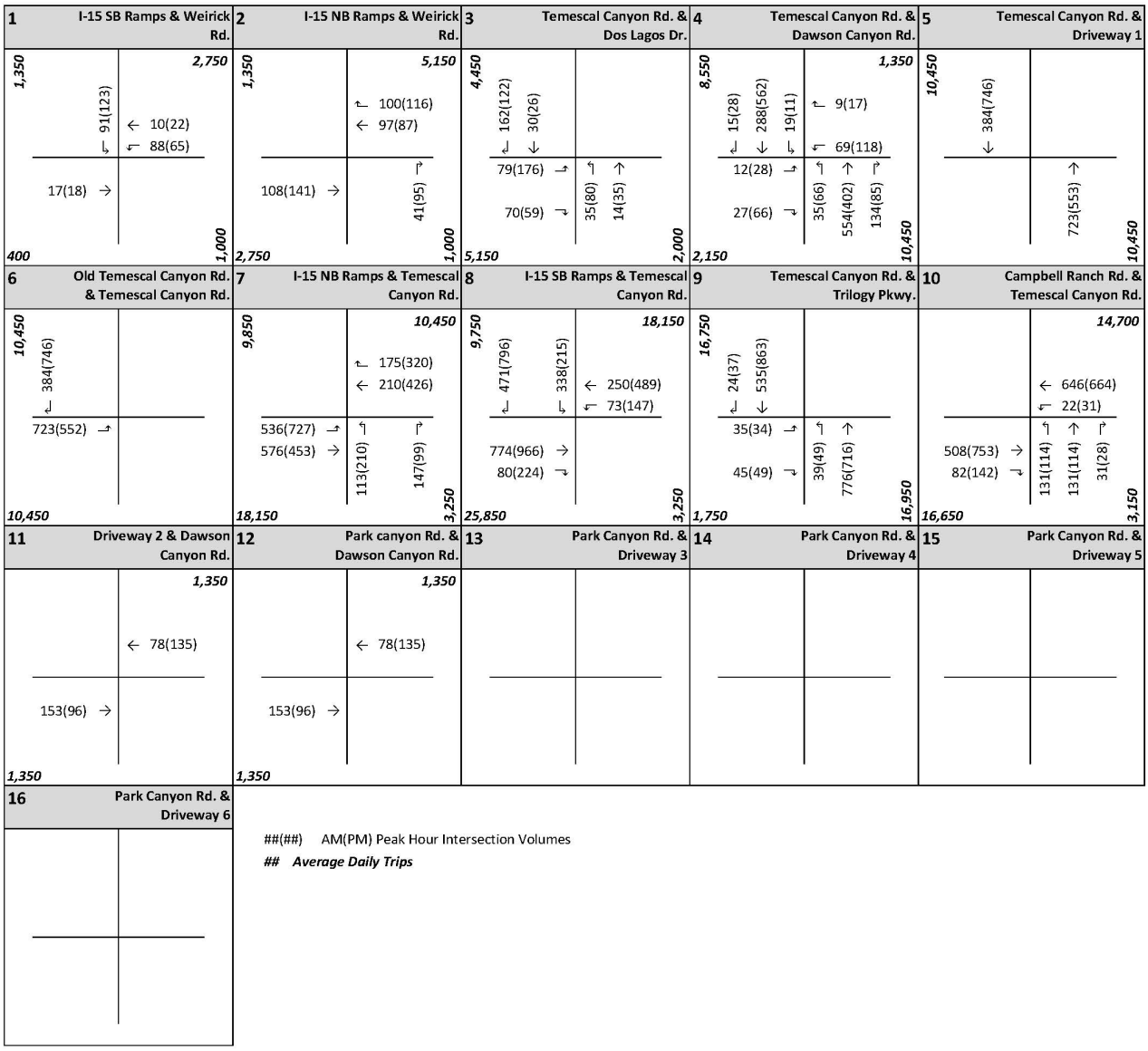


EXHIBIT 4-8: CUMULATIVE ONLY TRAFFIC VOLUMES – WITH TEMESCAL CANYON ROAD EXTENSION

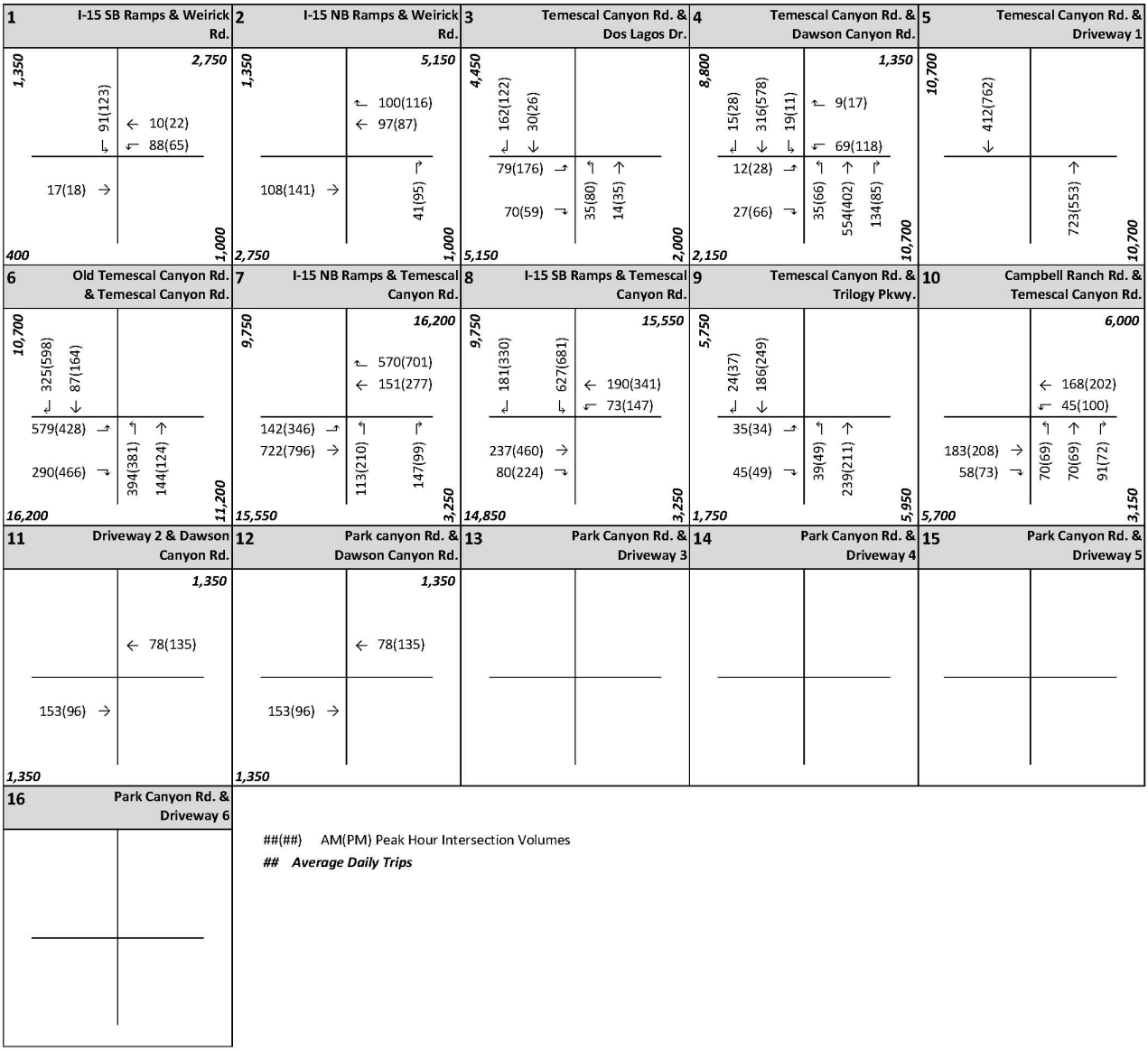


TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

#	Name	Land Use	Quantity [1]	
County of Riverside:				
1	CUP03481	Shopping Center	480.000	TSF
2	PP25776	Church	73.600	TSF
		Private School	216	STU
		Pre-School	96	STU
3	Glen Ivy Senior Community	Assisted Living	165	Beds
		Senior Adult Housing - Attached	76	DU
4	Specific Plan No. 00374 (TTM No. 34476)[2]	Fast Food w/ Drive Thru	3.500	TSF
		Business Park	476.150	TSF
		High Turnover Restaurant	13.460	TSF
		Daycare Center	10.000	TSF
		Hotel	320	ROOMS
		Shopping Center	117.740	TSF
		General Office	103.300	TSF
		Mini-Warehouse	381	UNITS
5	22740 Temescal Canyon Warehouse	Warehouse	201.844	TSF
6	Temescal Canyon	SFDR	93	DU
7	Specific Plan No. 00353 (Serrano Specific Plan) [3]	Light Industrial	6,600.994	TSF
		Shopping Center	172.150	TSF
8	Glen Ivy Resort Expansion	Single Family Detached Residential	62	DU
		Multifmaily Residential	203	DU
		Resort Hotel	210	Rooms
		Shopping Center	122.729	TSF
9	TR33688	Single Family Residential	49	DU
10	PP 25397	Manufacturing	60.300	TSF
11	TR 37027, TR37154 & TR37155	Single Family Detached Residential	116	DU
12	PP22355	Fast Food w/ Drive Thru	2.500	TSF
		Retail	30.214	TSF
13	TTM No. 37554 & 37556	Single Family Residential	143	DU
14	PPT180006	Warehousing	30.250	TSF
15	CUP190053	Marijuana Dispensary	8.582	TSF
16	Horsethief Canyon Residential	Single Family Residential	230	DU
17	Arantine Hills Specific Plan (50% built)	Single Family Residential	549	DU
		Multi-Family Residential	1,072	DU
		Passive Park	4.0	AC
		Active Park	11.0	AC
		General Office	59.000	TSF
		Business Park	230.900	TSF
		Specialty Retail	59.000	TSF
		Shopping Center	396.400	TSF

#	Name	Land Use	Quantity [1]	
18	Olsen Canyon	Surface Mining	2.0	MTPY
19	PP24226 (Leinen Business Park)	Manufacturing	135.421	TSF
20	Toscana Phase 2	Single Family Residential	501	DU
		Active Park	5.0	AC
		Passive Park	0.9	AC
21	CUP 3712 (Phase 1 + Phase 2)	Gas Station w/ Market and Car Wash	12	DU
		Fast Food w/ Drive Thru	6.800	TSF
		High Turnover Restaurant	20.000	TSF
		General Office	56.000	TSF
		Shopping Center	46.900	TSF
		Supermarket	43.000	TSF
		Pharmacy w/ Drive Thru	14.000	TSF
		Bank w/ Drive Thru	3.500	TSF
22	Renaissance Ranch Specific Plan	High-Cube Cold Storage	423.403	TSF
		High-Cube Fulfillment	740.956	TSF
		High-Cube Warehouse	740.956	TSF
		Manufacturing	211.702	TSF
		Warehouse	156.816	TSF
		Industrial Park	235.224	TSF
City of Lake Elsinore:				
23	Alberhill Villages	Single Family Residential	9,536	DU
24	Alberhill Ridge (Tract 35001)	Single Family Residential	1,056	DU
		Apartments	345	DU
		Shopping Center	679.000	TSF
		General Office	679.000	TSF
25	Alberhill Ranch	Single Family Residential	362	DU
26	Lake Street/I-15 Property	Public RV Storage & Self Storage	13.3	AC
		Gas Station w/ Market	12	VFP

[1] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; MTPY = Million Tons Per Year; STU = Students; VFP = Vehicle Fueling Positions

[2] Land Use and Quantity Source: Specific Plan No. 00374 (TTM No. 34476) TIA, Urban Crossroads, Inc., August 18, 2008.

[3] Source: Serrano Commerce Center TIA, Kunzman Associates, November 20, 2008.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- EAP (2024)
  - Existing 2022 counts
  - Ambient growth traffic (4.04%)
  - Project traffic

- EAPC (2024)
  - Existing 2022 counts
  - Ambient growth traffic (4.04%)
  - Cumulative Development traffic
  - Project traffic

4.8 HORIZON YEAR TRAFFIC FORECASTS

Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing and Horizon Year traffic conditions. The base model year for the RIVCOM regional model is Year 2018 and the future year model is Year 2045.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. However, review of the resulting model growth indicates negative growth for some of the study area intersections. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or EAPC traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year forecasts. Horizon Year turning volumes were compared to EAPC volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between EAPC and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2022) and Horizon Year traffic conditions. Future estimated peak hour traffic data was used for new intersections

and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. The only instance when the EAPC forecasts would not be used to manually adjust the Horizon Year forecasts is if there are new proposed roadway connections/facilities that would explain the change in travel patterns within the study area.

The future Horizon Year Without Project peak hour turning movements were then reviewed by Urban Crossroads for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis.

This Page Intentionally Left Blank

5 EAP (2024) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2024) conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2024) conditions are consistent with those shown previously in Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP (2024) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 EAP (2024) GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes, in actual vehicles, which can be expected for EAP (2024) traffic conditions are shown in Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for EAP (2024) traffic conditions, which indicates the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions. The intersection operations analysis worksheets for EAP (2024) traffic conditions are included in Appendix 5.1 of this TA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2024) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under EAP (2024) traffic conditions (see Appendix 5.2).

EXHIBIT 5-1: EAP (2024) TRAFFIC VOLUMES

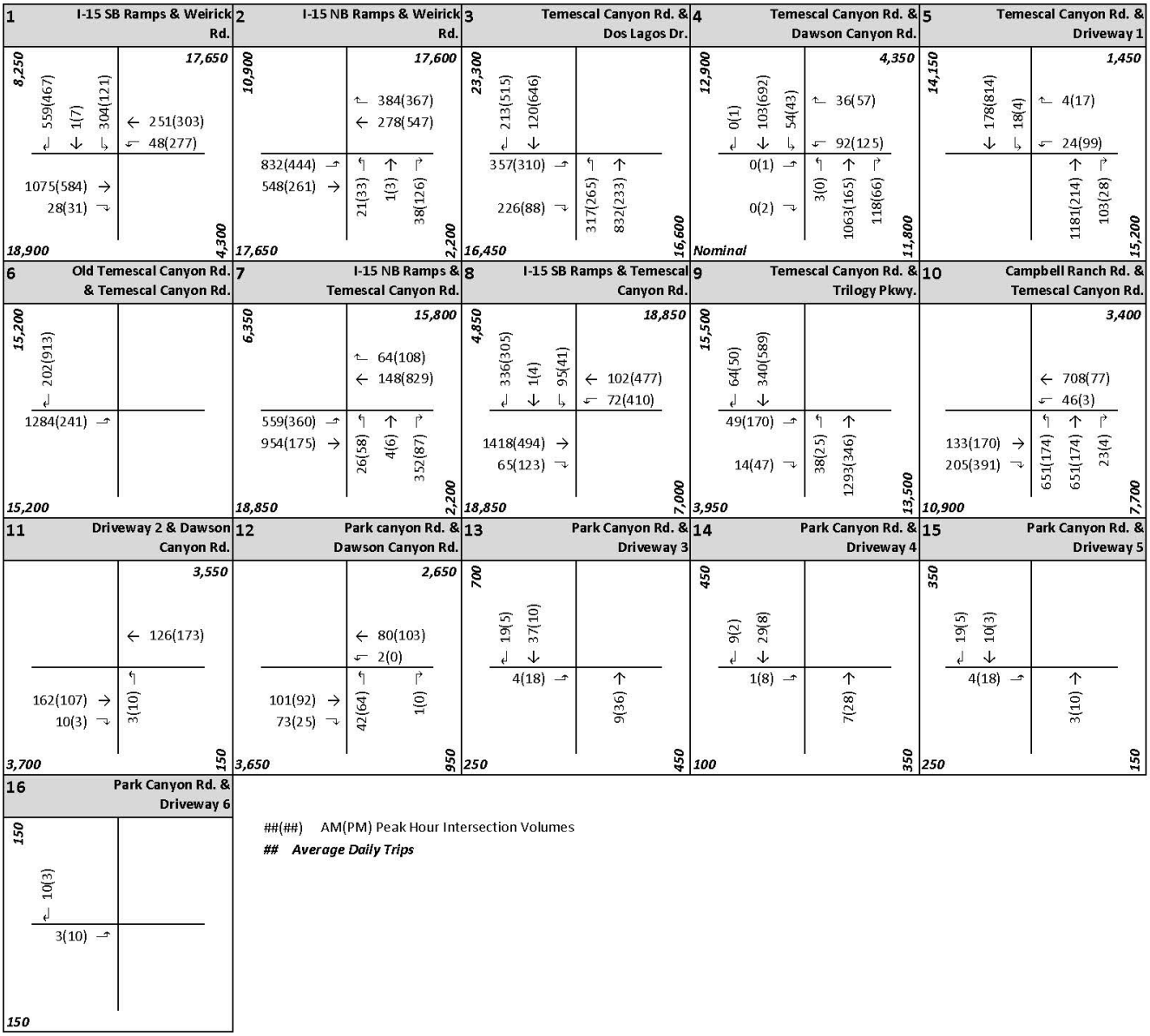


TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2024) CONDITIONS

#	Intersection	Traffic Control[2]	Existing (2022) Delay[1] (secs.) AM	Existing (2022) Delay[1] (secs.) PM	Existing (2022) Level of Service AM	Existing (2022) Level of Service PM	EAP (2024) Delay[1] (secs.) AM	EAP (2024) Delay[1] (secs.) PM	EAP (2024) Level of Service AM	EAP (2024) Level of Service PM
1	I-15 SB Ramps & Weirick Rd.	TS	19.2	23.2	B	C	20.4	23.7	C	C
2	I-15 NB Ramps & Weirick Rd.	TS	26.0	21.5	C	C	26.0	21.4	C	C
3	Temescal Canyon Rd. & Dos Lagos Dr.	TS	17.4	18.5	B	B	17.5	19.5	B	B
4	Temescal Canyon Rd. & Dawson Canyon Rd.	TS	11.2	8.3	B	A	12.6	8.9	B	A
5	Temescal Canyon Rd. & Driveway 1	**CSS**	Future Intersection				6.7	7.7	A	A
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.		Future Intersection				Future Intersection			
7	I-15 NB Ramps & Temescal Canyon Rd.	TS	8.7	11.8	A	B	10.6	13.9	B	B
8	I-15 SB Ramps & Temescal Canyon Rd.	TS	14.2	13.0	B	B	17.0	14.7	B	B
9	Temescal Canyon Rd. & Trilogy Pkwy.	TS	10.6	11.4	B	B	16.1	11.8	B	B
10	Campbell Ranch Rd. & Temescal Canyon Rd.	TS	41.9	11.2	D	B	54.8	11.6	D	B
11	Driveway 2 & Dawson Canyon Rd.	**CSS**	Future Intersection				11.9	11.8	B	B
12	Park Canyon Rd. & Dawson Canyon Rd.	CSS	10.7	10.7	B	B	11.1	11.5	B	B
13	Park Canyon Rd. & Driveway 3	**CSS**	Future Intersection				8.9	8.9	A	A
14	Park Canyon Rd. & Driveway 4	**CSS**	Future Intersection				8.8	8.8	A	A
15	Park Canyon Rd. & Driveway 5	**CSS**	Future Intersection				8.7	8.7	A	A
16	Park Canyon Rd. & Driveway 6	**CSS**	Future Intersection				8.6	8.6	A	A

[1] Per the Highway Capacity Manual (6th 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

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

5.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for EAP (2024) are presented in Table 5-2. As shown in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for EAP (2024) traffic conditions queuing analysis are provided in Appendix 5.3.

TABLE 5-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EAP (2024) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2022) 95th Percentile Queue (Feet) AM Peak	Existing (2022) 95th Percentile Queue (Feet) PM Peak	Existing (2022) Acceptable? [1] AM	Existing (2022) Acceptable? [1] PM	EAP (2024) 95th Percentile Queue (Feet) AM Peak	EAP (2024) 95th Percentile Queue (Feet) PM Peak	EAP (2024) Acceptable? [1] AM	EAP (2024) Acceptable? [1] PM
I-15 SB Ramps & Weirick Rd. (#1)	SBL/T	360	270	153	Yes	Yes	330	169	Yes	Yes
	SBR	1,260	42	47	Yes	Yes	42	47	Yes	Yes
I-15 NB Ramps & Weirick Rd. (#2)	NBL/T	390	45	62	Yes	Yes	45	63	Yes	Yes
	NBR	1,250	10	32	Yes	Yes	11	32	Yes	Yes
I-15 NB Ramps & Temescal Canyon Rd. (#7)	NBL/T/R	1,340	191	130	Yes	Yes	330	156	Yes	Yes
I-15 SB Ramps & Temescal Canyon Rd. (#8)	SBL/T	1,330	115	70	Yes	Yes	160	97	Yes	Yes
	SBR	530	84	68	Yes	Yes	92	78	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

5.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are currently operating at a deficient LOS under EAP (2024) traffic conditions.

5.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 5-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under EAP (2024) traffic conditions. As such, no improvements have been identified.

5.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAP (2024) traffic conditions. As such, no improvements have been identified.

6 EAPC (2024) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAPC (2024) traffic conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC (2024) conditions are consistent with those shown previously in Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2024) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2024) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).
- The Temescal Canyon Road Extension is assumed to be completed for With Temescal Canyon Road Extension conditions only.

6.2 EAPC (2024) TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04%, the addition of traffic generated by cumulative development projects, and the addition of Project traffic. The weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles, which can be expected for EAPC (2024) traffic conditions for Without and With Temescal Canyon Road Extension conditions are shown in Exhibits 6-1 and 6-2, respectively.

6.3 INTERSECTION OPERATIONS ANALYSIS

6.3.1 WITHOUT TEMESCAL CANYON ROAD EXTENSION

EAPC (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for EAPC (2024) Without Temescal Canyon Road Extension traffic conditions, which indicates that the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours:

- I-15 NB Ramps & Temescal Canyon Road (#7) – LOS F AM and PM peak hours
- I-15 SB Ramps & Temescal Canyon Road (#8) – LOS F AM and PM peak hours
- Temescal Canyon Road & Trilogy Parkway (#9) – LOS F AM and PM peak hours
- Campbell Ranch Road & Temescal Canyon Road (#10) – LOS F AM peak hour only

The intersection operations analysis worksheets for EAPC (2024) Without Temescal Canyon Road Extension traffic conditions are included in Appendix 6.1.

EXHIBIT 6-1: EAPC (2024) TRAFFIC VOLUMES – WITHOUT TEMESCAL CANYON ROAD EXTENSION

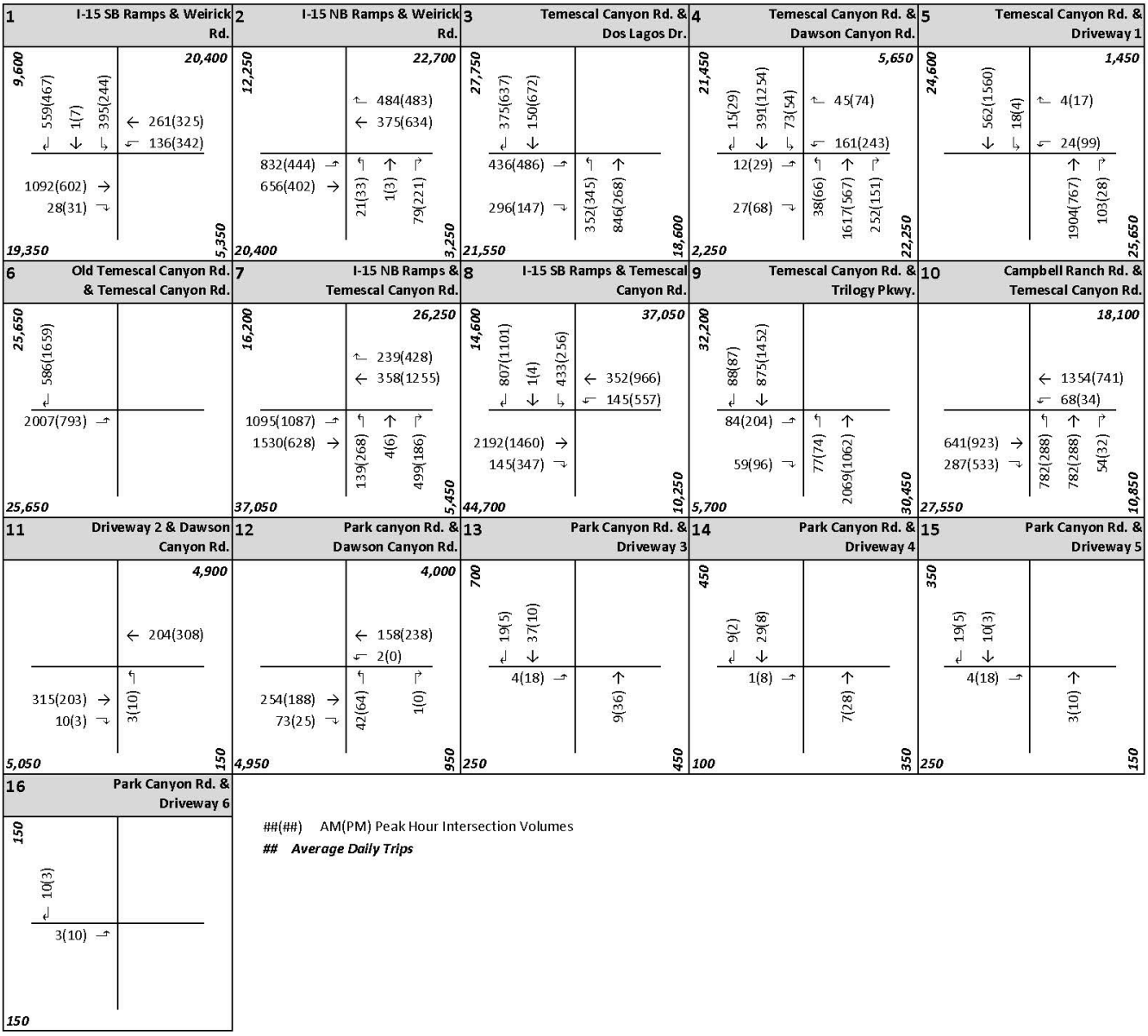


EXHIBIT 6-2: EAPC (2024) TRAFFIC VOLUMES – WITH TEMESCAL CANYON ROAD EXTENSION

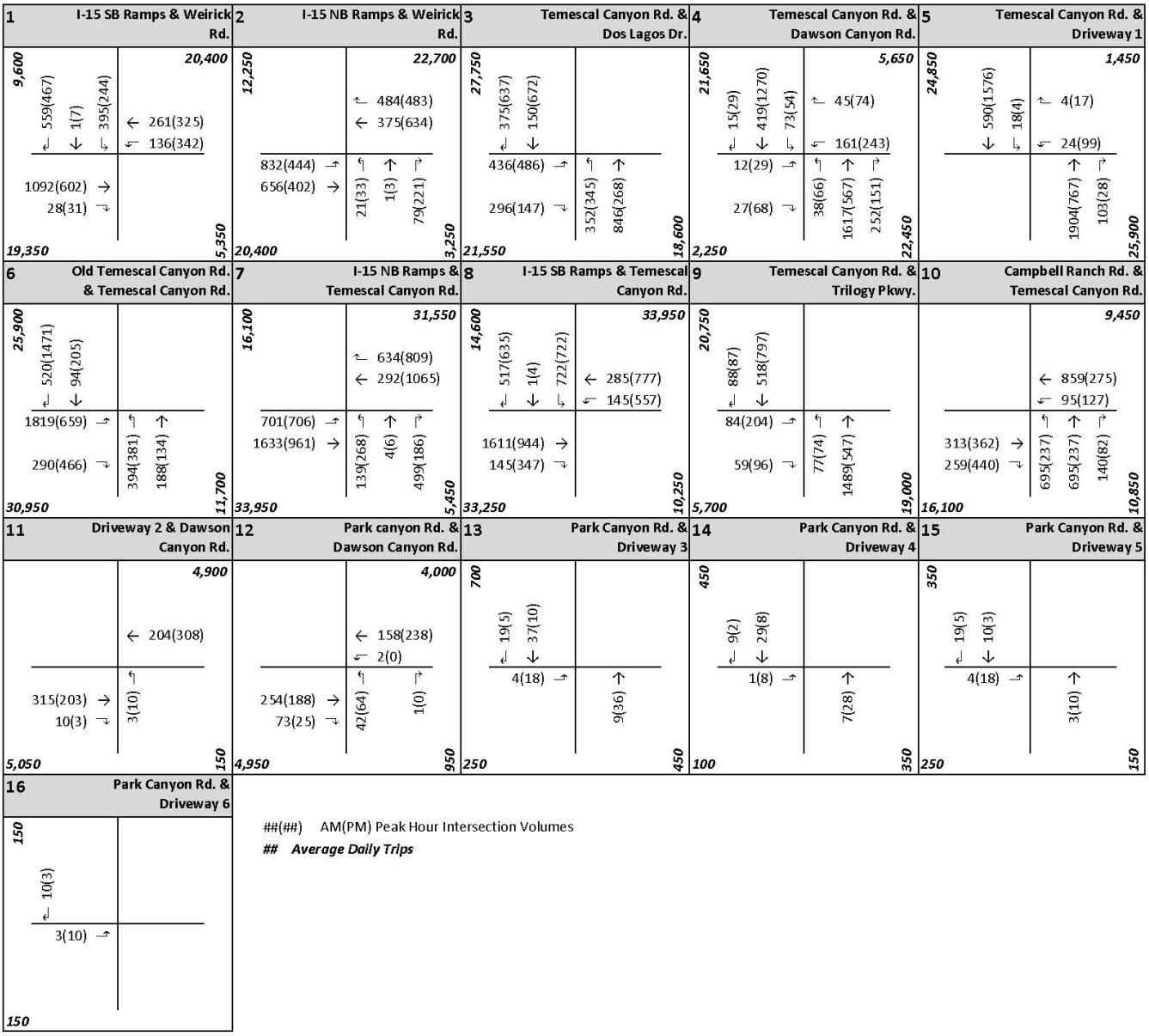


TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2024) CONDITIONS

#	Intersection	Traffic Control[2]	EAPC (2024) - Without Temescal Canyon Road Extension Delay[1] (secs.) AM	PM	Level of Service AM	PM	EAPC (2024) - With Temescal Canyon Road Extension Delay[1] (secs.) AM	PM	Level of Service AM	PM
1	I-15 SB Ramps & Weirick Rd.	TS	27.8	29.3	C	C	27.8	29.3	C	C
2	I-15 NB Ramps & Weirick Rd.	TS	27.1	21.6	C	C	27.1	21.6	C	C
3	Temescal Canyon Rd. & Dos Lagos Dr.	TS	19.3	25.2	B	C	19.3	25.2	B	C
4	Temescal Canyon Rd. & Dawson Canyon Rd.	TS	20.1	19.7	C	B	20.0	20.0	B	B
5	Temescal Canyon Rd. & Driveway 1	**TS**	8.2	7.5	A	A	8.1	7.5	A	A
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.	**TS**	Future Intersection				**>200.0**	**>200.0**	**F**	**F**
7	I-15 NB Ramps & Temescal Canyon Rd.	TS	**94.1**	**>200.0**	**F**	**F**	37.1	**82.3**	D	**F**
8	I-15 SB Ramps & Temescal Canyon Rd.	TS	**173.0**	**>200.0**	**F**	**F**	**130.4**	**164.3**	**F**	**F**
9	Temescal Canyon Rd. & Trilogy Pkwy.	TS	**148.9**	**91.2**	**F**	**F**	41.9	14.9	D	B
10	Campbell Ranch Rd. & Temescal Canyon Rd.	TS	**>200.0**	20.4	**F**	C	**86.1**	14.6	**F**	B
11	Driveway 2 & Dawson Canyon Rd.	**CSS**	14.7	14.6	B	B	14.7	14.6	B	B
12	Park Canyon Rd. & Dawson Canyon Rd.	CSS	13.7	14.5	B	B	13.7	14.5	B	B
13	Park Canyon Rd. & Driveway 3	**CSS**	8.9	8.9	A	A	8.9	8.9	A	A
14	Park Canyon Rd. & Driveway 4	**CSS**	8.8	8.8	A	A	8.8	8.8	A	A
15	Park Canyon Rd. & Driveway 5	**CSS**	8.7	8.7	A	A	8.7	8.7	A	A
16	Park Canyon Rd. & Driveway 6	**CSS**	8.6	8.6	A	A	8.6	8.6	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th 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

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

6.3.2 WITH TEMESCAL CANYON ROAD EXTENSION

EAPC (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for EAPC (2024) With Temescal Canyon Road Extension traffic conditions, which indicates that the following study area intersection is anticipated to operate at an unacceptable LOS during the peak hours:

- Old Temescal Canyon Road & Temescal Canyon Road (#6) – LOS F AM and PM peak hours
- I-15 NB Ramps & Temescal Canyon Road (#7) – LOS F PM peak hour only
- I-15 SB Ramps & Temescal Canyon Road (#8) – LOS F AM and PM peak hours
- Campbell Ranch Road & Temescal Canyon Road (#10) – LOS F AM peak hour only

The intersection operations analysis worksheets for EAPC (2024) With Temescal Canyon Road Extension traffic conditions are included in Appendix 6.2.

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAPC (2024) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under EAPC (2024) Without and With Temescal Canyon Road Extension (see Appendices 6.3 and 6.4).

6.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for EAPC (2024) are presented in Table 6-2. As shown in Table 6-2, the following movement is anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for both Without and With Temescal Canyon Road Extension conditions:

- I-15 SB Ramps & Temescal Canyon Road (#8), SB right turn lane – PM peak hour only

Worksheets for EAPC (2024) traffic conditions queuing analysis for Without and With Temescal Canyon Road Extension are provided in Appendices 6.5 and 6.6, respectively.

TABLE 6-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EAPC (2024) CONDITIONS

			EAPC (2024) - Without Temescal				EAPC (2024) - With Temescal Canyon			
		Available Stacking	95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Distance (Feet)	AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
I-15 SB Ramps & Weirick Rd. (#1)	SBL/T	360	437	301	No	Yes	437 [3]	301	Yes	Yes
	SBR	1,260	41	44	Yes	Yes	41	44	Yes	Yes
I-15 NB Ramps & Weirick Rd. (#2)	NBL/T	390	45	63	Yes	Yes	45	63	Yes	Yes
	NBR	1,250	27	41	Yes	Yes	27	41	Yes	Yes
I-15 NB Ramps & Temescal Canyon Rd. (#7)	NBL/T/R	1,340	959 [2]	705 [2]	Yes	Yes	967 [2]	705 [2]	Yes	Yes
I-15 SB Ramps & Temescal Canyon Rd. (#8)	SBL/T	1,330	680 [2]	364 [2]	Yes	Yes	1,201 [2]	1,223 [2]	Yes	Yes
	SBR	530	812 [2,3]	**1,746** [2,3]	Yes	**No**	521 [2]	**816** [2,3]	Yes	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

6.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under EAPC (2024) traffic conditions.

6.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under EAPC (2024) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). The effectiveness of the recommended improvement strategies to address EAPC (2024) traffic deficiencies are presented in Table 6-3. Worksheets for EAPC (2024), with improvements, intersection operations for Without and With Temescal Canyon Road are provided in Appendices 6.7 and 6.8, respectively.

TABLE 6-3: INTERSECTION ANALYSIS FOR EAPC (2024) CONDITIONS WITH IMPROVEMENTS

		Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
	Control [3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
6 Old Temescal Canyon Rd. & Temescal Canyon Rd.																	
Without Temescal Canyon Road Extension:		Not Applicable															
With Temescal Canyon Road Extension:	**TS**	**2**	**2**	0	0	**2**	**1>**	**2**	0	**1>**	0	0	0	17.8	26.5	B	C
7 I-15 NB Ramps & Temescal Canyon Rd.																	
Without Temescal Canyon Road Extension:	TS	0	1	**2**	0	0	0	**2**	2	0	0	2	1	12.5	51.6	B	D
With Temescal Canyon Road Extension:	TS	0	1	**2**	0	0	0	1	2	0	0	2	1	13.6	53.4	B	D
8 I-15 SB Ramps & Temescal Canyon Rd.																	
Without Temescal Canyon Road Extension:	TS	0	0	0	**1**	1	1	0	2	1>>	**2**	1	0	43.9	34.6	D	C
With Temescal Canyon Road Extension:	TS	0	0	0	**1**	1	1	0	2	1>>	**2**	1	0	44.8	47.6	D	D
9 Temescal Canyon Rd. & Trilogy Pkwy.																	
Without Temescal Canyon Road Extension:	TS	1	**2**	0	1	**2**	0	1	0	1	0	0	0	9.8	12.4	A	B
With Temescal Canyon Road Extension:		Not Applicable															
10 Campbell Ranch Rd. & Temescal Canyon Rd.																	
Without Temescal Canyon Road Extension:	TS	1	0	1	0	0	0	0	**2**	1	1	**2**	0	54.9	12.3	D	B
With Temescal Canyon Road Extension:	TS	1	0	1	0	0	0	0	1	1	1	**2**	0	36.2	14.5	D	B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing; >> = Free-right Turn

[2] Per the Highway Capacity Manual (6th 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.

[3] TS = Traffic Signal; **TS** = Improvement

6.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under EAPC (2024) traffic conditions and are shown in Table 6-4. The improvements are consistent with the intersection improvements identified in Table 6-3.

TABLE 6-4: PEAK HOUR QUEUING SUMMARY FOR EAPC (2024) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)[4]	EAPC (2024) Without Temescal 95th Percentile Queue (Feet) AM Peak	EAPC (2024) Without Temescal 95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM	EAPC (2024) With Temescal Canyon 95th Percentile Queue (Feet) AM Peak	EAPC (2024) With Temescal Canyon 95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM
I-15 SB Ramps & Temescal Canyon Rd. (#8)	SBL/T	**1,500**	747 [2]	321	Yes	Yes	1,075 [2]	1,110 [2]	Yes	Yes
	SBR	530	135	719 [2]	Yes	Yes	295	762 [2,3]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

[4] **1,500** = Improvement

Worksheets for EAPC (2024) conditions, with improvements, off-ramp queuing analysis worksheets for Without and With Temescal Canyon Road Extension are provided in Appendices 6.9 and 6.10, respectively.

This Page Intentionally Left Blank

7 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Horizon Year (2045) conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2045) conditions are consistent with those shown previously in Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project (Project Buildout) to provide site access are also assumed to be in place for Horizon Year (2045) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Other parallel facilities, that although not evaluated for the purposes of this analysis, are anticipated to be in place for Horizon Year traffic conditions and would affect the travel patterns within the study area.
- The Temescal Canyon Road Extension is assumed to be completed.

7.2 HORIZON YEAR (2045) TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from RIVCOM, plus the traffic generated by the proposed Project for With Project conditions only. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2045) Without and With Project traffic conditions are shown in Exhibits 7-1 and 7-2, respectively.

7.3 INTERSECTION OPERATIONS ANALYSIS

Horizon Year (2045) conditions peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 7-1 for Horizon Year (2045) conditions which indicate the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- Old Temescal Canyon Road & Temescal Canyon Road (#6) – LOS F AM and PM peak hours
- I-15 NB Ramps & Temescal Canyon Road (#7) – LOS F AM and PM peak hours
- I-15 SB Ramps & Temescal Canyon Road (#8) – LOS F AM and PM peak hours
- Temescal Canyon Road & Trilogy Parkway (#9) – LOS E AM peak hour only
- Campbell Ranch Road & Temescal Canyon Road (#10) – LOS E AM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic, under Horizon Year (2045) With Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2045) Without and With Project traffic conditions are included in Appendices 7.1 and 7.2, respectively.

EXHIBIT 7-1: HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES

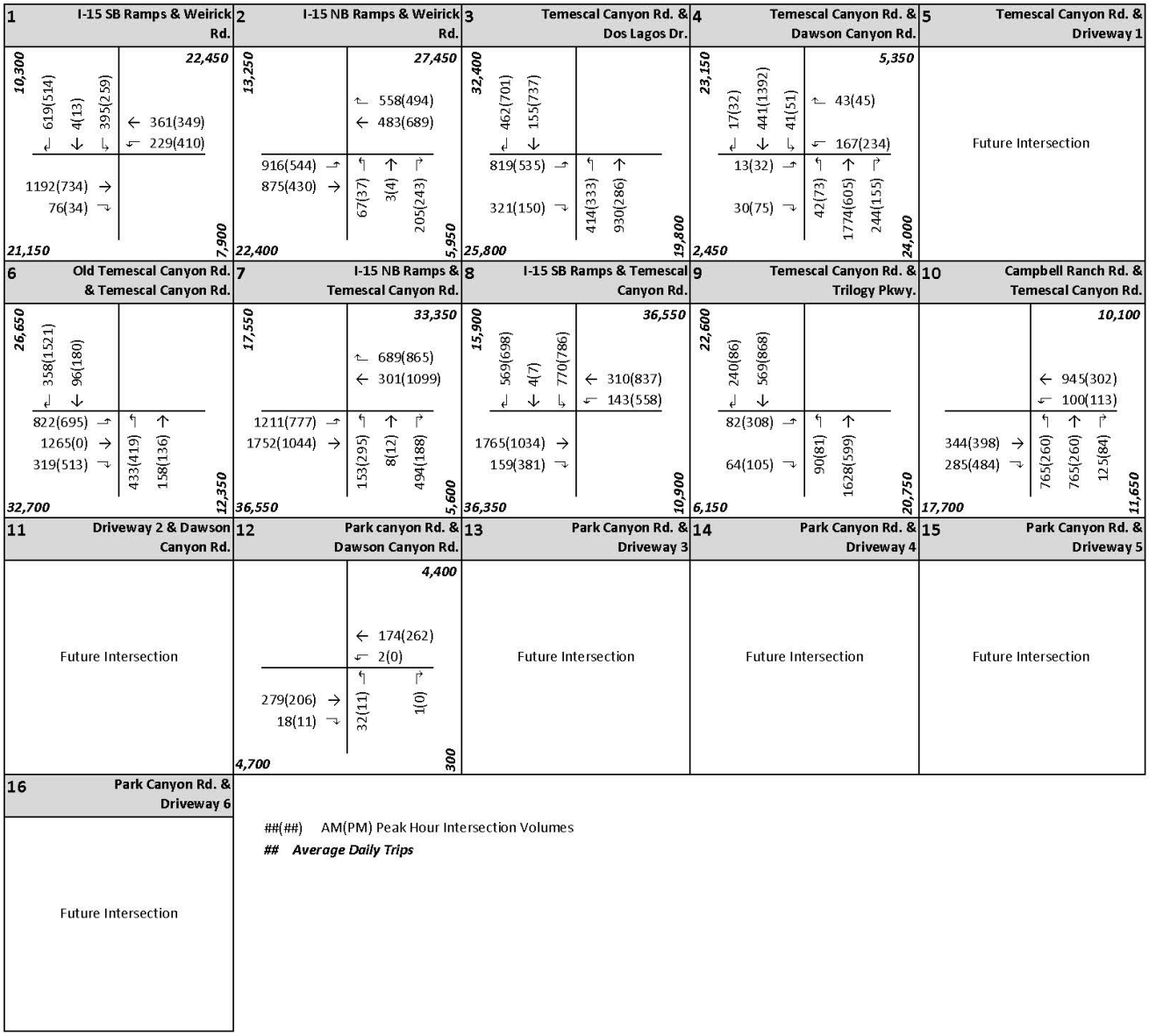


EXHIBIT 7-2: HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUMES

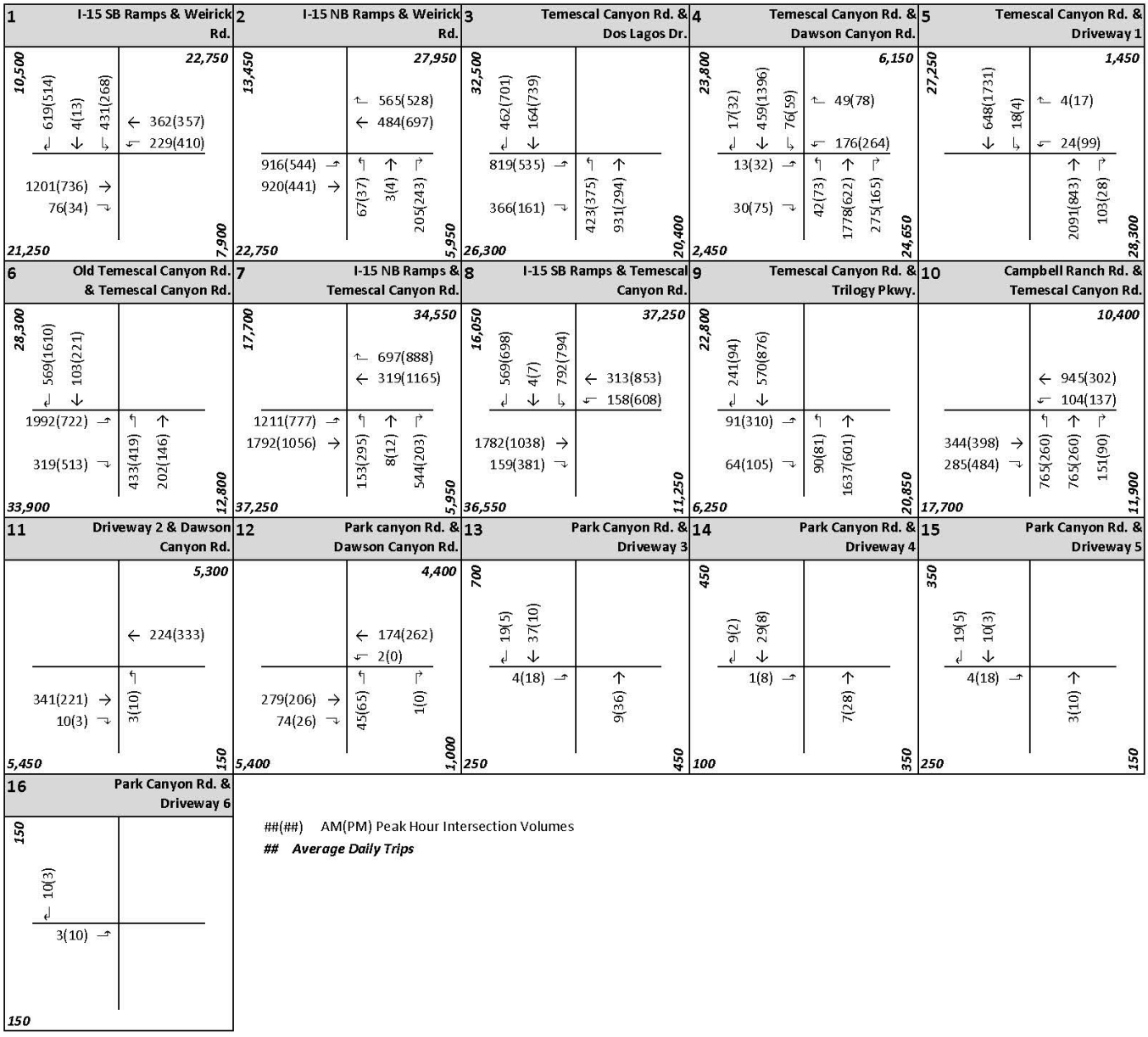


TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

			2045 Without Project				2045 With Project			
		Traffic Control[2]	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	30.3	31.3	C	C	32.1	32.7	C	C
2	I-15 NB Ramps & Weirick Rd.	TS	30.2	24.3	C	C	30.5	24.1	C	C
3	Temescal Canyon Rd. & Dos Lagos Dr.	TS	31.0	25.0	C	C	31.1	28.1	C	C
4	Temescal Canyon Rd. & Dawson Canyon Rd.	TS	14.2	15.7	B	B	16.3	26.5	B	C
5	Temescal Canyon Rd. & Driveway 1	**CSS**	Future Intersection				8.5	7.6	A	A
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.	**TS**	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
7	I-15 NB Ramps & Temescal Canyon Rd.	TS	**93.2**	**88.6**	**F**	**F**	**100.7**	**111.9**	**F**	**F**
8	I-15 SB Ramps & Temescal Canyon Rd.	TS	**131.0**	**167.1**	**F**	**F**	**140.3**	**>200.0**	**F**	**F**
9	Temescal Canyon Rd. & Trilogy Pkwy.	TS	**57.7**	22.3	**E**	C	**58.3**	26.1	**E**	C
10	Campbell Ranch Rd. & Temescal Canyon Rd.	TS	**75.6**	14.8	**E**	B	**78.0**	15.6	**E**	B
11	Driveway 2 & Dawson Canyon Rd.	**CSS**	Future Intersection				13.0	15.5	C	C
12	Park Canyon Rd. & Dawson Canyon Rd.	CSS	12.0	11.9	B	B	12.2	15.5	B	C
13	Park Canyon Rd. & Driveway 3	**CSS**	Future Intersection				8.8	8.9	A	A
14	Park Canyon Rd. & Driveway 4	**CSS**	Future Intersection				8.7	8.8	A	A
15	Park Canyon Rd. & Driveway 5	**CSS**	Future Intersection				8.6	8.7	A	A
16	Park Canyon Rd. & Driveway 6	**CSS**	Future Intersection				8.5	8.6	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th 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

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

7.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2045) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under Horizon Year (2045) Without and With Project conditions (see Appendices 7.3 and 7.4).

7.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Horizon Year (2045) conditions are presented in Table 7-2. As shown in Table 7-2, the following movement is anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows:

- I-15 SB Ramps & Temescal Canyon Road (#8), SB shared left-through lane – PM peak hour only
- I-15 SB Ramps & Temescal Canyon Road (#8), SB right turn lane – AM and PM peak hours

TABLE 7-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2045) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2045 Without Project 95th Percentile Queue (Feet) AM Peak	2045 Without Project 95th Percentile Queue (Feet) PM Peak	2045 Without Project Acceptable? [1] AM	2045 Without Project Acceptable? [1] PM	2045 With Project 95th Percentile Queue (Feet) AM Peak	2045 With Project 95th Percentile Queue (Feet) PM Peak	2045 With Project Acceptable? [1] AM	2045 With Project Acceptable? [1] PM
I-15 SB Ramps & Weirick Rd. (#1)	SBL/T	360	441 [3]	319	Yes	Yes	493 [2]	331	Yes	Yes
	SBR	1,260	42	46	Yes	Yes	42	46	Yes	Yes
I-15 NB Ramps & Weirick Rd. (#2)	NBL/T	390	106	68	Yes	Yes	106	68	Yes	Yes
	NBR	1,250	41	43	Yes	Yes	41	43	Yes	Yes
I-15 NB Ramps & Temescal Canyon Rd. (#7)	NBL/T/R	1,340	981 [2]	757 [2]	Yes	Yes	1,093 [2]	799 [2]	Yes	Yes
I-15 SB Ramps & Temescal Canyon Rd. (#8)	SBL/T	1,330	1,282 [2]	**1,333** [2]	Yes	**No**	**1,332** [2]	**1,357** [2]	**No**	**No**
	SBR	530	**616** [2]	**970** [2]	**No**	**No**	**631** [2]	**978** [2]	**No**	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

Worksheets for Horizon Year (2045) Without and With Project traffic conditions queuing analysis are provided in Appendices 7.5 and 7.6, respectively.

7.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Horizon Year (2045) traffic conditions.

7.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Horizon Year (2045) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). The effectiveness of the recommended improvement strategies to address Horizon Year (2045) traffic deficiencies are presented in Table 7-3. Worksheets for Horizon Year (2045), with improvements, intersection operations for Without and With Project are provided in Appendices 7.7 and 7.8, respectively.

TABLE 7-3: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS WITH IMPROVEMENTS

	Traffic	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
6 Old Temescal Canyon Rd. & Temescal Canyon Rd.																	
Without Project:	**TS**	**1**	**2**	0	0	**2**	**1>**	**2**	0	**1>**	0	0	0	48.0	45.8	D	D
With Project:	**TS**	**2**	**2**	0	0	**2**	**1>**	**2**	0	**1>**	0	0	0	52.2	53.8	D	D
7 I-15 NB Ramps & Temescal Canyon Rd.																	
Without Project:	TS	0	1	**2**	0	0	0	**2**	2	0	0	2	1	11.7	22.0	B	C
With Project:	TS	0	1	**2**	0	0	0	**2**	2	0	0	2	1	11.8	28.5	B	C
8 I-15 SB Ramps & Temescal Canyon Rd.																	
Without Project:	TS	0	0	0	**1**	1	1	0	2	1>>	**2**	1	0	28.7	26.3	C	C
With Project:	TS	0	0	0	**1**	1	1	0	2	1>>	**2**	1	0	31.0	34.0	C	C
9 Temescal Canyon Rd. & Trilogy Pkwy.																	
Without Project:	TS	1	**2**	0	1	1	0	1	0	1	0	0	0	9.5	21.8	A	C
With Project:	TS	1	**2**	0	1	1	0	1	0	1	0	0	0	9.6	25.5	A	C
10 Campbell Ranch Rd. & Temescal Canyon Rd.																	
Without Project:	TS	1	0	1	0	0	0	0	1	1	1	**2**	0	29.8	14.7	C	B
With Project:	TS	1	0	1	0	0	0	0	1	1	1	**2**	0	30.9	15.5	C	B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing; >> = Free-right Turn

[2] Per the Highway Capacity Manual (6th 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.

[3] TS = Traffic Signal; **TS** = Improvement

7.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Horizon Year (2045) traffic conditions and are shown in Table 7-4. The improvements are consistent with the intersection improvements identified in Table 7-3.

TABLE 7-4: PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2045) CONDITIONS WITH IMPROVEMENTS

			2045 Without Project				2045 With Project			
		Available Stacking	95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Distance (Feet)[4]	AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
I-15 SB Ramps & Temescal Canyon Rd. (#8)	SBL/T	**1,500**	1,149 [2]	1,116 [2]	Yes	Yes	1,201 [2]	1,142 [2]	Yes	Yes
	SBR	530	357	854 [2,3]	Yes	Yes	374	859 [2,3]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

[4] **1,500** = Improvement

Worksheets for Horizon Year (2045) Without and With Project conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendices 7.9 and 7.10, respectively.

8 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the County of Riverside are funded through a combination of improvements constructed by the Project, development impact fee programs or fair share contributions. Fee programs applicable to the Project are described below.

8.1 COUNTY OF RIVERSIDE DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Temescal Canyon Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2020. (8) A comprehensive review of the DIF program is now planned in order to update the nexus study. This will result in development of a revised "needs list" extending the program time horizon from 2010 to 2030.

The cost of signalizing DIF network intersections is identified under the Traffic Signals component of the DIF program. County staff generally define DIF eligible intersections as those consisting of two intersecting general plan roadways. If the intersection meets this requirement, it is potentially eligible for up to $235,000 of credit, which is subject to negotiations with the County.

8.2 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study, the most recently updated in 2016 to address major changes in the right of way acquisition and improvement cost factors. (3) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

8.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. The RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

8.4 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for fee credit or reimbursement through the program where appropriate (to be determined at the County's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 8-1 for the applicable deficient study area intersection and for each applicable phase. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 8-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing (2022)	Project	2040 With Project	Total New Traffic	Project % of New Traffic[1]
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.					
		1,267	167	3,618	2,351	**7.1%**
		950	167	3,631	2,681	6.2%

[1] **BOLD =** Highest fair share percentage is highlighted.

9 REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines.* County of Riverside : s.n., December 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 2017.
4. **VRPA Technologies, Inc. for Riverside County Transportation Commission.** *Riverside County Long Range Transportation Study.* County of Riverside : VRPA Technologies, Inc., December 2019.
5. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
6. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
7. —. *Guide for the Preparation of Traffic Impact Studies.* December 2002.
8. **Willdan Financial Services.** *County of Riverside Development Impact Fee Study Update.* County of Riverside : s.n., 2013.

This page intentionally left blank

APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

This Page Intentionally Left Blank

EXHIBIT B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No. CUP200044
Related Cases-
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Corona Clay
Project Address: Southeast corner of Temescal Canyon Road and Dawson Canyon Road
Project Description: 677,103 square feet of industrial park use

	Consultant	Developer
Name:	Urban Crossroads Inc. - Charlene So	Dawson Canyon LLC - Matt Englhard
Address:	1133 Camelback St. #8329	1177 San Vicente Bl., Suite 780
	Newport Beach, CA 92658	Los Angeles, CA 90049
Telephone:	(949) 861-0177	
Email:	cso@urbanxroads.com	

A. Trip Generation Source: ITE Trip Generation Manual (11th Edition, 2021)

Current GP Land Use	Commercial Retail/Community Center	Proposed Land Use	Light Industrial	
Current Zoning	Mineral Resources & Related Mfg (MRA)	Proposed Zoning	Manufacturing-Medium (M-M)	

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips				**205**	**67**	**272**	(PCE)
PM Trips				**66**	**206**	**272**	(PCE)

Internal Trip Allowance ☐ Yes ■ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ■ No (0 % Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution:

N **varies** % S **varies** % E **varies** % W **varies** %

C. Background Traffic

Project Build-out Year: 2024 Annual Ambient Growth Rate: 2 %
Phase Year(s) N/A

Other area Projects to be analyzed: To be provided by the County, also from other surrounding agencies
Model/Forecast Methodology: RivTAM or RIVCOM?
RIVCOM

D. Study Intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies).* (See Exhibit 2)

1. I-15 SB Ramps & Weirick Rd.
2. I-15 NB Ramps & Weirick Rd.
3. Temescal Canyon Rd. & Dos Lagos Dr.
4. Temescal Canyon Rd. & Dawson Canyon Rd.
5. Temescal Canyon Rd. & Driveway 1
6. Old Temescal Canyon Rd. & Temescal Canyon Rd. - Future
7. I-15 NB Ramps & Temescal Canyon Rd.
8. I-15 SB Ramps & Temescal Canyon Rd.
9. Temescal Canyon Rd. & Trilogy Pkwy.
10. Campbell Ranch Rd. & Temescal Canyon Rd.
11. Driveway 2 & Dawson Canyon Rd.
12. Park Canyon Rd. & Dawson Canyon Rd.
13. Park Canyon Rd. & Driveway 3
14. Park Canyon Rd. & Driveway 4
15. Park Canyon Rd. & Driveway 5
16. Park Canyon Rd. & Driveway 6
17.
18.
19.
20.

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

1.
2.

F. Other Jurisdictional Impacts

Is this project within a City's Sphere of influence or one mile radius of City boundaries? ■ Yes ☐ No

If so, name of City jurisdiction: City of Corona, Caltrans District 8

G. Site Plan (please attach reduced copy)

H. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted", or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

VMT to be addressed in a separate document.

I. Existing Conditions
Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts: New traffic counts will be conducted once local schools are back in session for 2022-2023 school year

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

Recommended by:

Charlene So 6/17/2022

Consultant's Representative — Date

Approved Scoping Agreement:

Eva Covarrubias 08/03/2022

Riverside County Transportation Department — Date

Scoping Agreement Revised on 8/3/2022

URBAN CROSSROADS

August 3, 2022

Mr. Kevin Tsang
County of Riverside
4080 Lemon Street, 8th Floor
Riverside, CA 92501

CORONA CLAY TRAFFIC ANALYSIS SCOPING AGREEMENT (REVISED)

Mr. Kevin Tsang,

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Corona Clay development (**Project**), which is located on the southeast corner of Temescal Canyon Road and Dawson Canyon Road in unincorporated County of Riverside. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

PROJECT DESCRIPTION

The Project is anticipated to have an Opening Year of 2024. The Project consists of the development of a 677,103 square foot industrial park. A preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the Project site will be accommodated via Temescal Canyon Road (via proposed signalized driveway), Dawson Canyon Road (full access driveway), and Park Canyon Road (4 full access driveways).

Provide signal warrants.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. The following trip generation rate and vehicle mix were utilized for calculating the trip generation for the proposed Project:

- Based on the types of uses anticipated to be developed within the business park area, the trip generation rates for ITE land use code 130 (Industrial Park) have been used to derive site specific trip generation estimates for up to 677,103 square feet of the Project. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County's Guidelines. Trip generation rates are summarized on Table 1 for actual vehicles and PCE.

TABLE 1: 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									
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.

Per the County's Guidelines, any operations analysis is to utilize the PCE trip generation. The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE are shown on Table 2. The proposed Project is anticipated to generate 2,282 two-way trip-ends per day with 230 AM peak hour trips and 230 PM peak hour trips (see Table 2). PCE based trip generation for the Project is also summarized on Table 2.

TABLE 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	677.103	TSF							
Passenger Cars:			174	29	203	40	163	203	1,896
2-axle Trucks:			2	2	4	2	3	5	64
3-axle Trucks:			3	3	6	2	3	5	80
4+-axle Trucks:			8	9	17	6	11	17	242
Total Truck Trips (Actual Vehicles):			13	14	27	10	17	27	386
Total Trips (Actual Vehicles)[2]			**187**	**43**	**230**	**50**	**180**	**230**	**2,282**
Passenger Car Equivalent (PCE):									
Industrial Park	677.103	TSF							
Passenger Cars:			174	29	203	40	163	203	1,896
2-axle Trucks:			3	4	7	3	4	7	98
3-axle Trucks:			5	6	11	4	7	11	160
4+-axle Trucks:			23	28	51	19	32	51	726
Total Truck Trips (PCE):			31	38	69	26	43	69	984
Total Trips (PCE)[2]			**205**	**67**	**272**	**66**	**206**	**272**	**2,880**

[1] TSF = thousand square feet

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

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. Project passenger car and truck distribution patterns are based on existing travel patterns determined from existing traffic counts at the study area intersections. Exhibits 2 and 3 show the Project truck and passenger car trip distribution patterns, respectively. To the extent feasible, the Project passenger car and truck trip distribution patterns identified are based on existing traffic count data available at the study area intersections (see Attachment A).

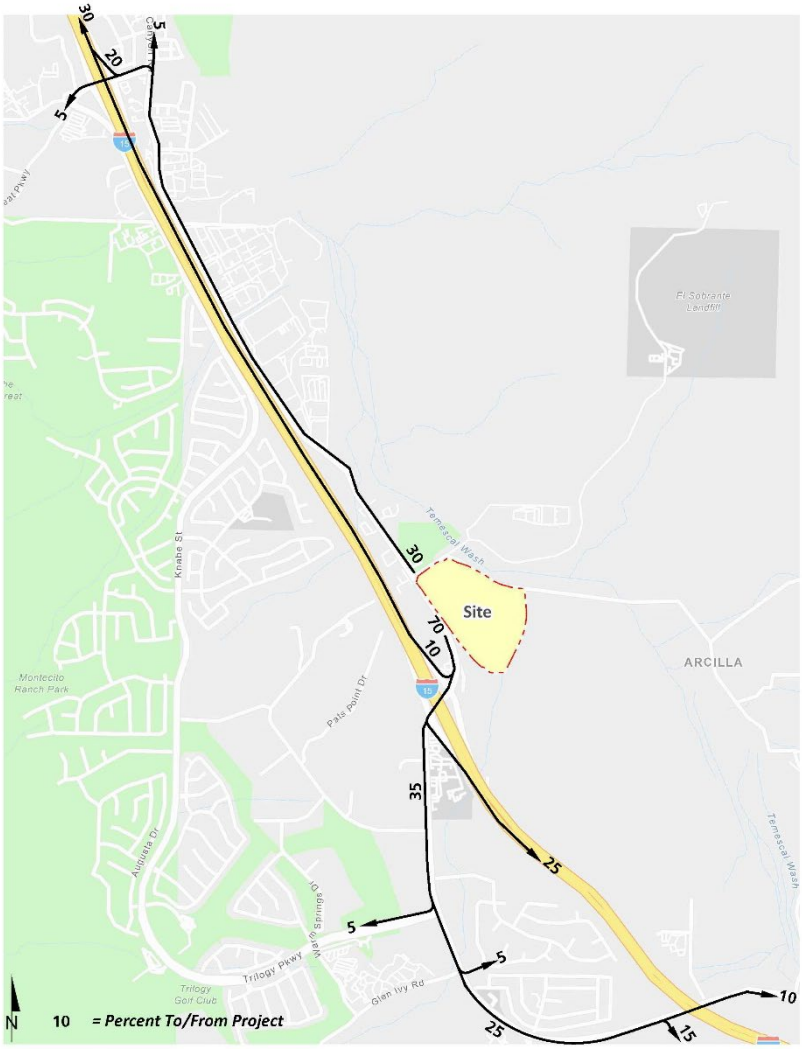
EXHIBIT 2: PROJECT (TRUCK) TRIP DISTRIBUTION

* Used for both Without and With Temescal Canyon Road Extension

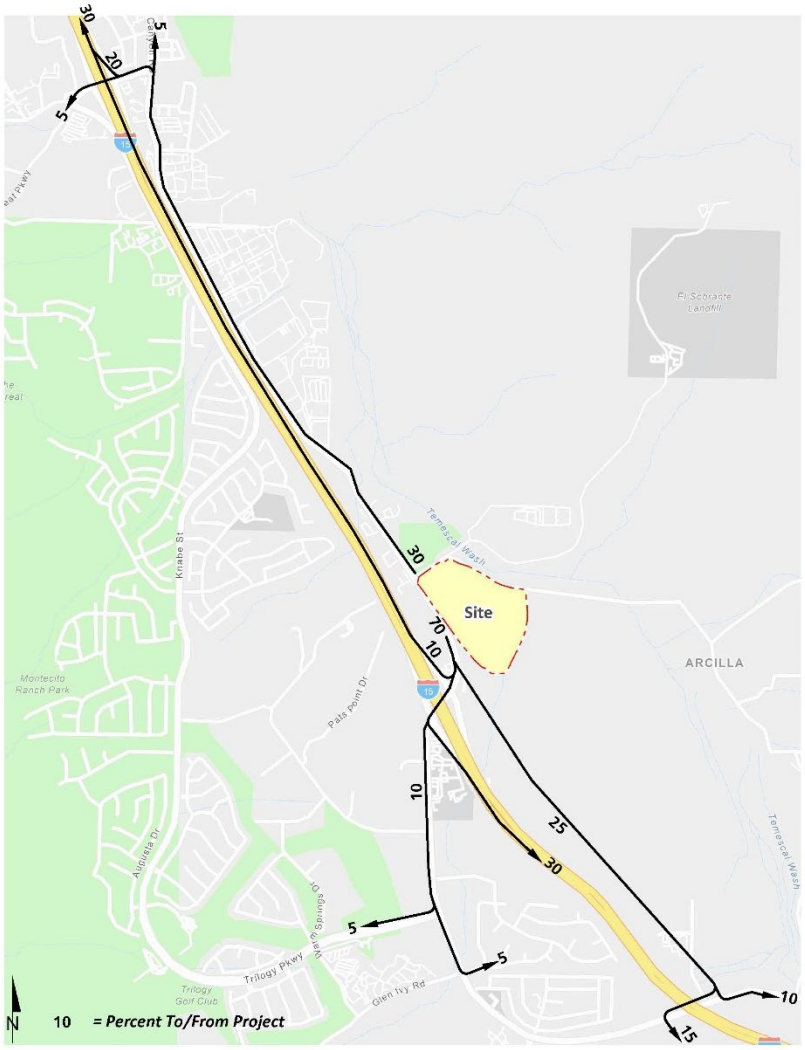


EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

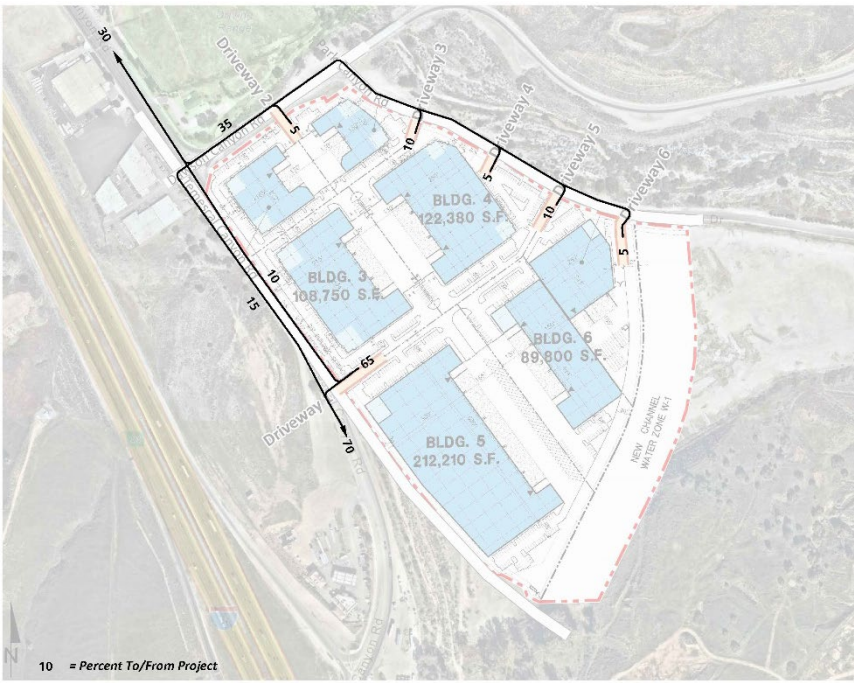
Without Temescal Canyon Road Extension:



With Temescal Canyon Road Extension:



At Site Driveways:



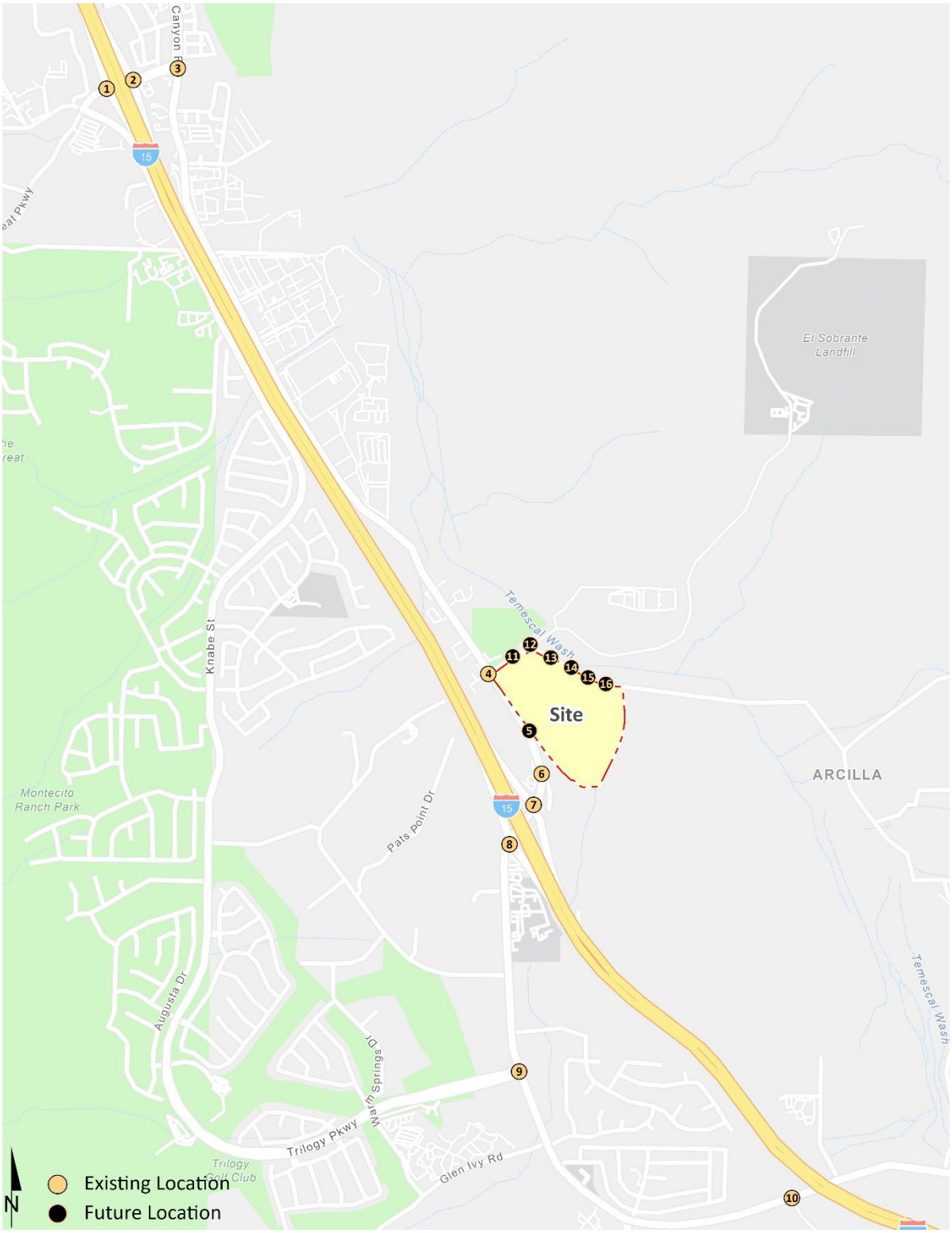
ANALYSIS SCENARIOS

Consistent with the County's Guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2024) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2024) Conditions – Without Temescal Canyon Road Extension
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2024) Conditions – With Temescal Canyon Road Extension
- Horizon Year (2045) Without and With Project conditions – With Temescal Canyon Road Extension Only

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. It is requested that the County confirm whether the RivTAM or RIVCOM traffic model should be utilized for developing the Horizon Year (2045) long-range traffic forecasts. The study area that is proposed to be evaluated is shown on Exhibit 4.

EXHIBIT 4: STUDY AREA



CUMULATIVE PROJECTS

It is requested that the County of Riverside provide current cumulative projects within the study area for inclusion in the Traffic Analysis. A preliminary map and summary table are provided on Exhibit 5 and Table 3.

EXHIBIT 5: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP

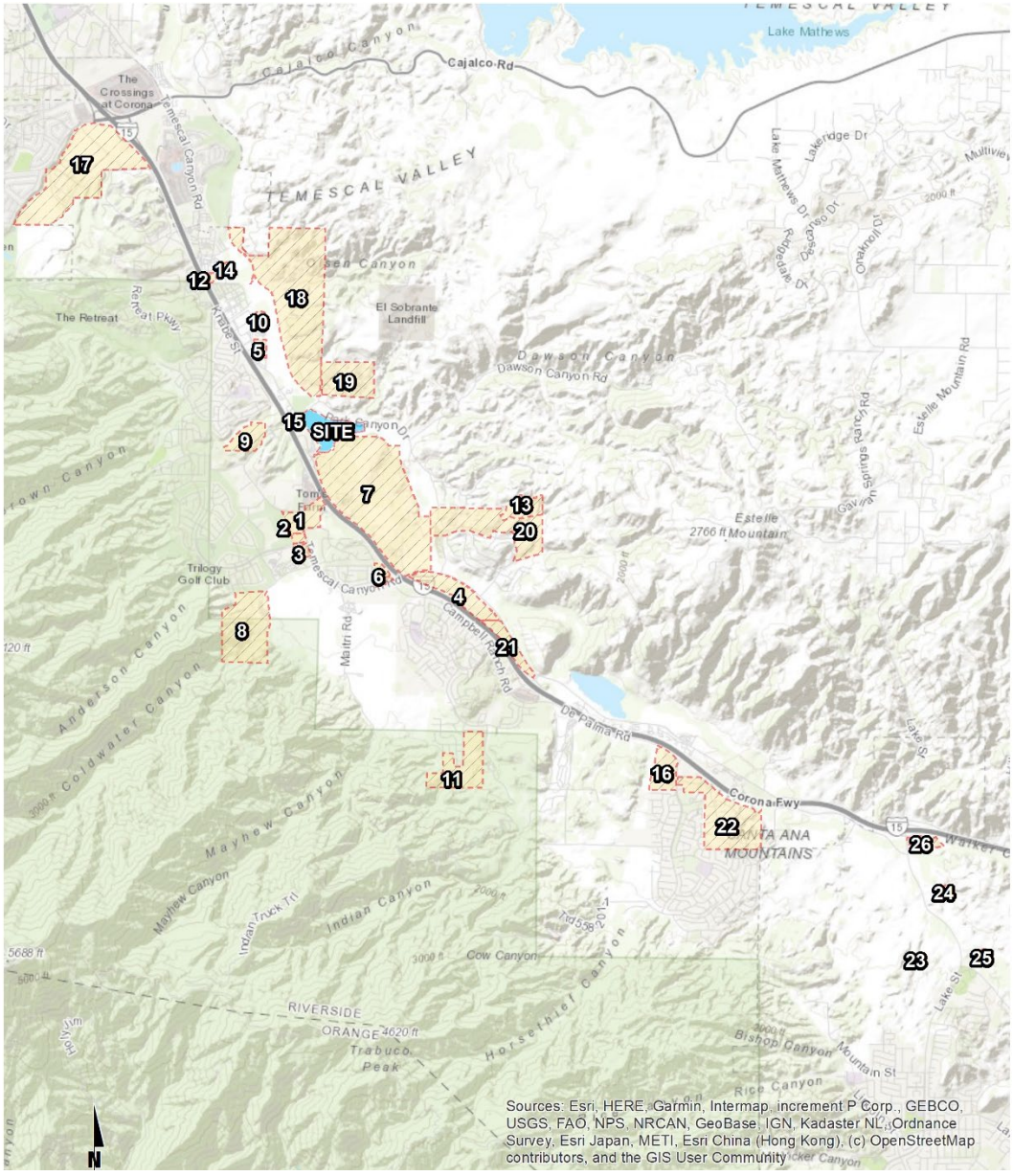


TABLE 3: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS

#	Name	Land Use	Quantity[1]
County of Riverside:			
1	CUP03481	Shopping Center	480.000 TSF
2	PP25776	Church	73.600 TSF
		Private School	216 STU
		Pre-School	96 STU
3	Glen Ivy Senior Community	Assisted Living	165 Beds
		Senior Adult Housing - Attached	76 DU
4	Specific Plan No. 00374 (TTM No. 34476)[2]	Fast Food w/ Drive Thru	3.500 TSF
		Business Park	476.150 TSF
		High Turnover Restaurant	13.460 TSF
		Daycare Center	10.000 TSF
		Hotel	320 ROOMS
		Shopping Center	117.740 TSF
		General Office	103.300 TSF
		Mini-Warehouse	381 UNITS
5	22740 Temescal Canyon Warehouse	Warehouse	201.844 TSF
6	Temescal Canyon	SFDR	93 DU
7	Specific Plan No. 00353 (Serrano Specific Plan)[3]	Light Industrial	6,600.994 TSF
		Shopping Center	172.150 TSF
8	Glen Ivy Resort Expansion	Single Family Detached Residential	62 DU
		Multifmaily Residential	203 DU
		Resort Hotel	210 Rooms
		Shopping Center	122.729 TSF
9	TR33688	Single Family Residential	49 DU
10	PP 25397	Manufacturing	60.300 TSF
11	TR 37027, TR37154 & TR37155	Single Family Detached Residential	116 DU
12	PP22355	Fast Food w/ Drive Thru	2.500 TSF
		Retail	30.214 TSF
13	TTM No. 37554 & 37556	Single Family Residential	143 DU
14	PPT180006	Warehousing	30.250 TSF
15	CUP190053	Marijuana Dispensary	8.582 TSF
16	Horsethief Canyon Residential	Single Family Residential	230 DU
17	Arantine Hills Specific Plan (50% built)	Single Family Residential	549 DU
		Multi-Family Residential	1,072 DU
		Passive Park	4.0 AC
		Active Park	11.0 AC
		General Office	59.000 TSF
		Business Park	230.900 TSF
		Specialty Retail	59.000 TSF
		Shopping Center	396.400 TSF

#	Name	Land Use	Quantity[1]
18	Olsen Canyon	Surface Mining	2.0 MTPY
19	PP24226 (Leinen Business Park)	Manufacturing	135.421 TSF
20	Toscana Phase 2	Single Family Residential	501 DU
		Active Park	5.0 AC
		Passive Park	0.9 AC
21	CUP 3712 (Phase 1 + Phase 2)	Gas Station w/ Market and Car Wash	12 DU
		Fast Food w/ Drive Thru	6.800 TSF
		High Turnover Restaurant	20.000 TSF
		General Office	56.000 TSF
		Shopping Center	46.900 TSF
		Supermarket	43.000 TSF
		Pharmacy w/ Drive Thru	14.000 TSF
		Bank w/ Drive Thru	3.500 TSF
22	Renaissance Ranch Specific Plan	High-Cube Cold Storage	423.403 TSF
		High-Cube Fulfillment	740.956 TSF
		High-Cube Warehouse	740.956 TSF
		Manufacturing	211.702 TSF
		Warehouse	156.816 TSF
		Industrial Park	235.224 TSF
City of Lake Elsinore:			
23	Alberhill Villages	Single Family Residential	9,536 DU
24	Alberhill Ridge (Tract 35001)	Single Family Residential	1,056 DU
		Apartments	345 DU
		Shopping Center	679.000 TSF
		General Office	679.000 TSF
25	Alberhill Ranch	Single Family Residential	362 DU
26	Lake Street/I-15 Property	Public RV Storage & Self Storage	13.3 AC
		Gas Station w/ Market	12 VFP

[1] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; MTPY = Million Tons Per Year; STU = Students; VFP = Vehicle Fueling Positions

[2] Land Use and Quantity Source: Specific Plan No. 00374 (TTM No. 34476) TIA, Urban Crossroads, Inc., August 18, 2008.

[3] Source: Serrano Commerce Center TIA, Kunzman Associates, November 20, 2008.

TRAFFIC COUNTS

Traffic counts will be conducted when local schools are in session for the 2022-2023 School Year. Based on the Corona Norco Unified School District calendar, the earliest traffic counts could be conducted would be the first full week of school (occurs week of August 15th). No further adjustments will be made to the existing baseline traffic counts.

SPECIAL ISSUES

The following special issues will also be addressed:

- VMT analysis will be evaluated in a separate document.
- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections.
- Provide a queuing analysis for the Project driveways on Temescal Canyon Road, Dawson Canyon Road, and Park Canyon Road.
- Prepare truck turns at the applicable Project driveways. Given the proposed industrial park use, truck turn templates for the site access driveways will be based on the WB-50 truck template.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

ATTACHMENT A

EXISTING TRAFFIC COUNTS

out in

Temescal Canyon & Dawson Canyon

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
PM	0	118	59	14	424	0	1	0	2	101	0	27	746
Cars	0	98	19	9	410	0	1	0	2	49	0	20	608
			68%	32%				0%		71%	0%	29%	
Trucks	0	20	40	5	14	0	0	0	0	52	0	7	138
			89%	11%				0%		88%	0%	12%	

Temescal & Dos Lagos

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
PM	172	213	0	0	570	563	315	0	49	0	0	0	1,882
Cars	172	213	0	0	570	563	315	0	49	0	0	0	1,882
	45%	55%	0%		92%				8%	0%			
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

I-15 NB Ramps & Temescal Canyon

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
PM	76	4	83	0	0	0	305	157	0	0	671	64	1,360
Cars	76	4	83	0	0	0	305	157	0	0	671	64	1,360
			35%	0%				65%		0%	91%	9%	
Trucks	7	11	14	0	0	0	30	29	0	0	38	35	164
			33%	0%				67%		0%	52%	48%	

I-15 SB Ramps & Temescal

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
PM	0	0	0	35	4	267	0	441	113	306	401	0	1,567
Cars	0	0	0	35	4	267	0	441	113	306	401	0	1,567
			0%	7%				93%		43%	57%	0%	
Trucks	0	0	0	17	0	21	0	37	6	23	16	0	120
			0%	31%				69%		59%	41%	0%	

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Corona	PROJECT #:	SC2434
Wed, Nov 13, 19	NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
	EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

NOTES:

Construction NB AM/PM

AM / PM / MD / OTHER / OTHER

◄ W | ▲ N | S ▼ | E ►

Add U-Turns to Left Turns

	NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	0	1	0	0	1	1	
AM 7:00 AM	2	218	20	6	9	0	0	1	1	21	0	5	283
7:15 AM	3	230	18	3	14	0	0	0	0	17	0	2	287
7:30 AM	1	267	19	5	9	1	0	0	1	13	0	6	322
7:45 AM	2	230	21	2	16	0	0	0	0	16	0	7	294
8:00 AM	3	250	23	3	18	0	1	0	1	11	0	8	318
8:15 AM	3	219	31	4	24	1	0	0	0	12	0	7	301
8:30 AM	2	181	20	2	13	1	0	0	1	20	0	10	250
8:45 AM	2	192	27	3	19	0	0	0	0	15	0	4	262
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	18	1,787	179	28	122	3	1	1	4	125	0	49	2,317
APPROACH %	1%	90%	9%	18%	80%	2%	17%	17%	67%	72%	0%	28%	
APP/DEPART	1,984	/	1,837	153	/	251	6	/	208	174	/	21	0
BEGIN PEAK HR		7:30 AM											
VOLUMES	9	966	94	14	67	2	1	0	2	52	0	28	1,235
APPROACH %	1%	90%	9%	17%	81%	2%	33%	0%	67%	65%	0%	35%	
PEAK HR FACTOR		0.931			0.716			0.375			0.870		0.959
APP/DEPART	1,069	/	995	83	/	121	3	/	108	80	/	11	0
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	29	18	7	88	0	0	0	3	23	0	6	175
4:15 PM	0	35	15	3	89	0	0	0	0	23	0	5	170
4:30 PM	0	26	18	3	118	0	0	0	1	24	0	9	199
4:45 PM	0	26	13	5	96	0	0	0	0	24	0	4	168
5:00 PM	0	31	13	3	121	0	1	0	1	30	0	9	209
5:15 PM	0	24	10	2	94	0	0	0	1	23	0	5	159
5:30 PM	0	28	6	3	90	0	0	0	3	10	0	1	141
5:45 PM	0	26	6	1	81	0	1	0	0	14	0	2	131
VOLUMES	1	225	99	27	777	0	2	0	9	171	0	41	1,352
APPROACH %	0%	69%	30%	3%	97%	0%	18%	0%	82%	81%	0%	19%	
APP/DEPART	325	/	268	804	/	957	11	/	126	212	/	1	0
BEGIN PEAK HR		4:15 PM											
VOLUMES	0	118	59	14	424	0	1	0	2	101	0	27	746
APPROACH %	0%	67%	33%	3%	97%	0%	33%	0%	67%	79%	0%	21%	
PEAK HR FACTOR		0.885			0.883			0.375			0.821		0.892
APP/DEPART	177	/	146	438	/	527	3	/	73	128	/	0	0

U-TURNS

	NB	SB	EB	WB	TTL
LANES	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
AM total	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
PM total	0	0	0	0	0

RTOR

	NRR	SRR	ERR	WRR
LANES	X	0	0	X
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
AM total	0	0	2	0
AM peak hour	0	0	1	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
PM total	0	0	0	0
PM peak hour	0	0	0	0

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE — EAST SIDE **Dawson Canyon**

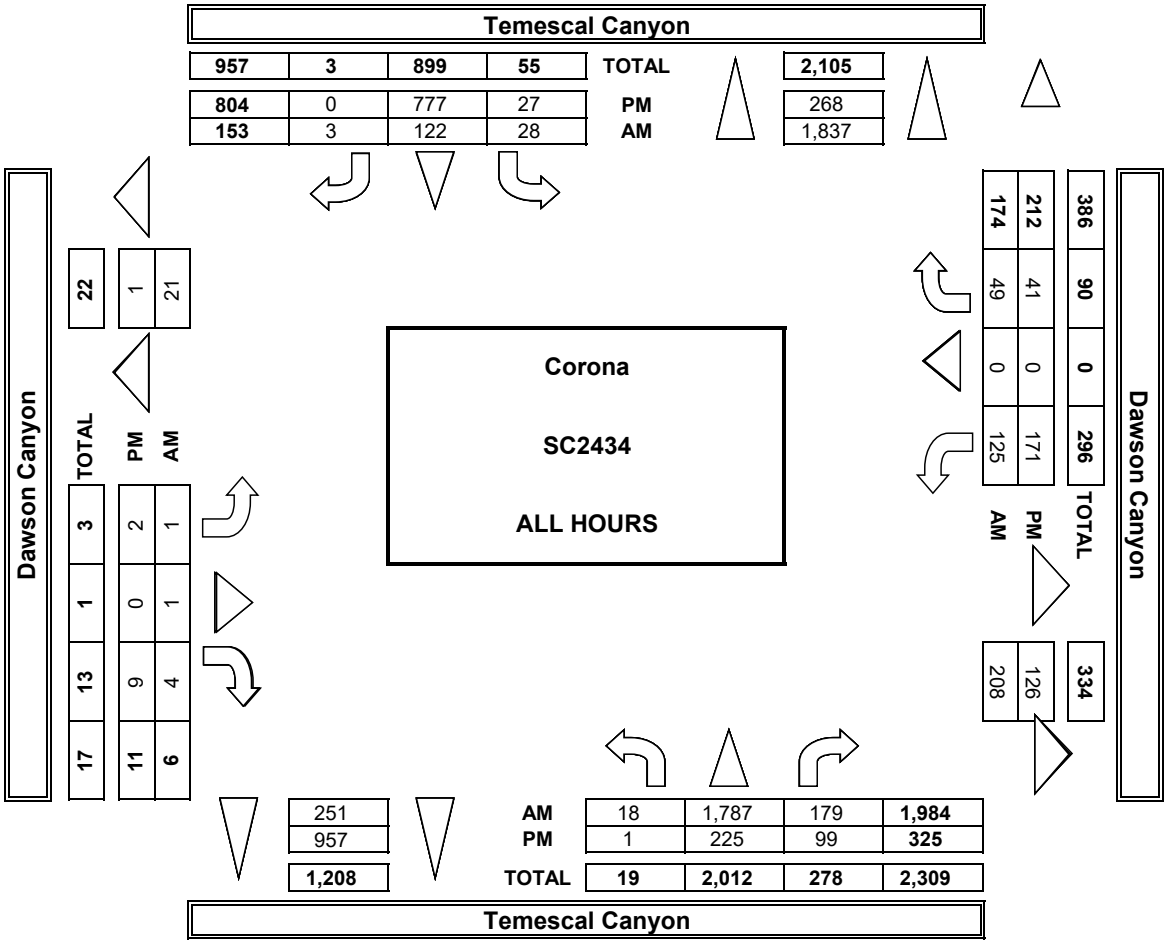
SOUTH SIDE

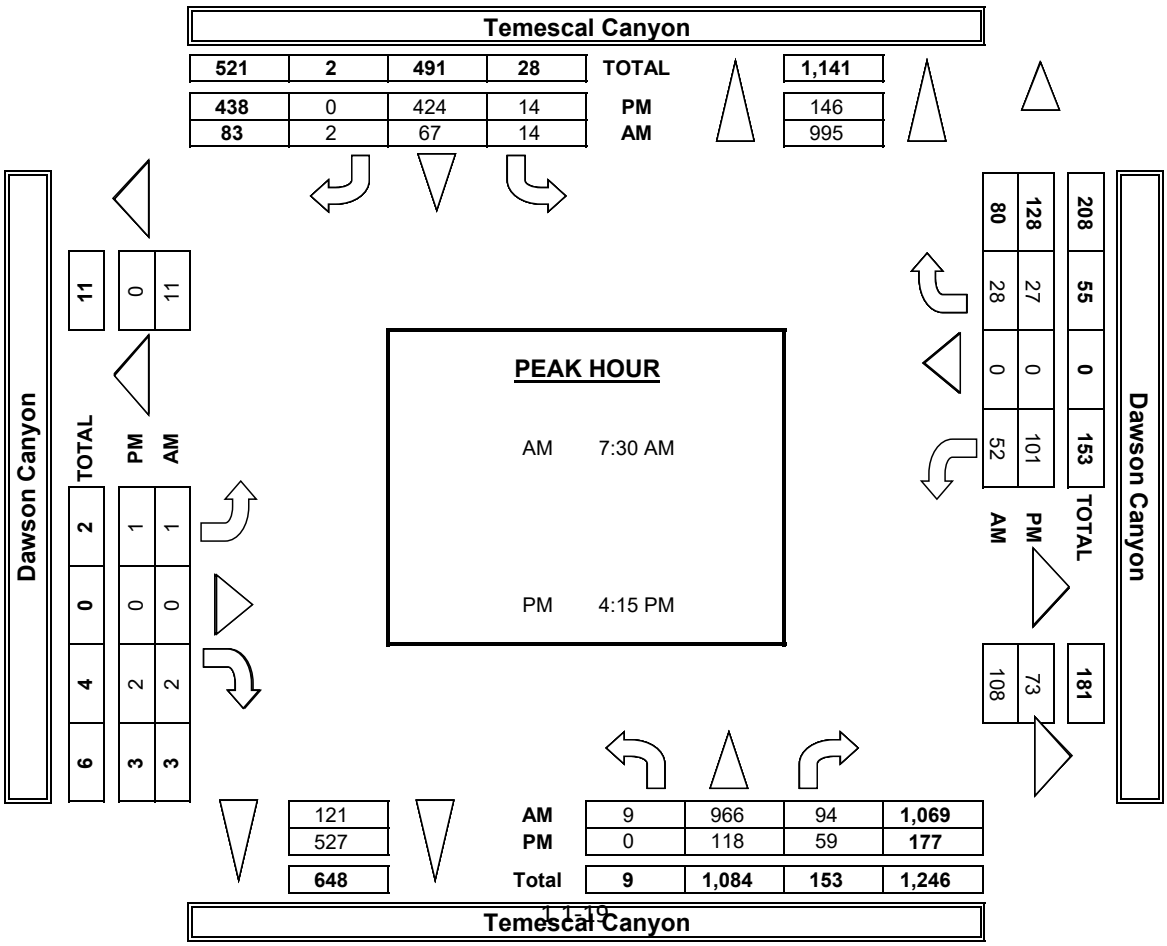
Temescal Canyon

	ALL PED AND BIKE E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	PEDESTRIAN CROSSINGS E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	BICYCLE CROSSINGS ES	WS	SS	NS	TOTAL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	5	0	0	0	5	2	0	0	0	2	3	0	0	0	3
PM 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	1	0	0	4	1	0	0	0	1	2	1	0	0	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Corona	PROJECT #:	SC2434
11/13/19	NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
WEDNESDAY	EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲N, ◄W, E►, S▼

		NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	1	1	1	1	0	1	0	0	1	1	
AM	7:00 AM	2	205	4	2	7	0	0	0	1	3	0	0	224
AM	7:15 AM	2	220	4	0	11	0	0	0	0	2	0	0	239
AM	7:30 AM	1	257	3	3	8	1	0	0	0	2	0	3	278
AM	7:45 AM	2	220	4	1	15	0	0	0	0	5	0	3	250
AM	8:00 AM	1	239	7	1	14	0	1	0	1	0	0	3	267
AM	8:15 AM	3	213	9	1	19	1	0	0	0	2	0	2	250
AM	8:30 AM	2	169	4	2	10	1	0	0	1	1	0	5	195
AM	8:45 AM	2	178	6	2	18	0	0	0	0	1	0	2	209
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	VOLUMES	15	1,701	41	12	102	3	1	0	3	16	0	18	1,912
AM	APPROACH %	1%	97%	2%	10%	87%	3%	25%	0%	75%	47%	0%	53%	
AM	APP/DEPART	1,757	/	1,720	117	/	121	4	/	53	34	/	18	0
AM	BEGIN PEAK HR		7:30 AM											
AM	VOLUMES	7	929	23	6	56	2	1	0	1	9	0	11	1,045
AM	APPROACH %	1%	97%	2%	9%	88%	3%	50%	0%	50%	45%	0%	55%	
AM	PEAK HR FACTOR		0.919			0.762			0.250			0.625		0.940
AM	APP/DEPART	959	/	941	64	/	66	2	/	29	20	/	9	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	26	4	4	86	0	0	0	3	7	0	3	133
PM	4:15 PM	0	28	1	2	83	0	0	0	0	7	0	2	123
PM	4:30 PM	0	25	7	2	115	0	0	0	1	9	0	5	164
PM	4:45 PM	0	22	3	3	86	0	0	0	0	15	0	3	132
PM	5:00 PM	0	27	4	2	118	0	1	0	1	14	0	8	175
PM	5:15 PM	0	24	5	2	91	0	0	0	1	11	0	4	138
PM	5:30 PM	0	27	3	2	88	0	0	0	2	4	0	1	127
PM	5:45 PM	0	22	2	1	81	0	1	0	0	4	0	2	113
PM	VOLUMES	0	201	29	18	748	0	2	0	8	71	0	28	1,105
PM	APPROACH %	0%	87%	13%	2%	98%	0%	20%	0%	80%	72%	0%	28%	
PM	APP/DEPART	230	/	231	766	/	827	10	/	47	99	/	0	0
PM	BEGIN PEAK HR		4:30 PM											
PM	VOLUMES	0	98	19	9	410	0	1	0	3	49	0	20	609
PM	APPROACH %	0%	84%	16%	2%	98%	0%	25%	0%	75%	71%	0%	29%	
PM	PEAK HR FACTOR		0.914			0.873			0.500			0.784		0.870
PM	APP/DEPART	117	/	119	419	/	462	4	/	28	69	/	0	0

	U-TURNS					RTOR			
	NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR
LANES						X	0	0	X
7:00 AM	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0
AM PEAK HR						0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0
PM PEAK HR						0	0	0	0

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE EAST SIDE **Dawson Canyon**

SOUTH SIDE

Temescal Canyon

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Corona	PROJECT #:	SC2434
11/13/19	NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
WEDNESDAY	EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 1	TOTAL
7:00 AM	0	9	2	1	0	0	0	0	0	2	0	3	17
7:15 AM	0	8	3	1	3	0	0	0	0	3	0	0	18
7:30 AM	0	8	7	0	1	0	0	0	1	1	0	2	20
7:45 AM	0	9	5	1	1	0	0	0	0	1	0	1	18
8:00 AM	2	7	3	2	3	0	0	0	0	3	0	2	22
8:15 AM	0	4	4	3	5	0	0	0	0	2	0	5	23
8:30 AM	0	7	0	0	1	0	0	0	0	2	0	2	12
8:45 AM	0	5	3	0	0	0	0	0	0	5	0	2	15
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	2	57	27	8	14	0	0	0	1	19	0	17	145
APPROACH %	2%	66%	31%	36%	64%	0%	0%	0%	100%	53%	0%	47%	
APP/DEPART	86	/	74	22	/	34	1	/	35	36	/	2	0
BEGIN PEAK HR		7:30 AM											
VOLUMES	2	28	19	6	10	0	0	0	1	7	0	10	83
APPROACH %	4%	57%	39%	38%	63%	0%	0%	0%	100%	41%	0%	59%	
PEAK HR FACTOR		0.817			0.500			0.250			0.607		0.902
APP/DEPART	49	/	38	16	/	18	1	/	25	17	/	2	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	2	4	2	1	0	0	0	0	3	0	0	13
4:15 PM	0	4	4	0	6	0	0	0	0	2	0	1	17
4:30 PM	0	1	4	1	3	0	0	0	0	2	0	0	11
4:45 PM	0	4	2	1	8	0	0	0	0	4	0	0	19
5:00 PM	0	3	0	0	3	0	0	0	0	6	0	0	12
5:15 PM	0	0	1	0	1	0	0	0	0	2	0	1	5
5:30 PM	0	1	1	0	1	0	0	0	1	2	0	0	6
5:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
VOLUMES	1	17	16	4	23	0	0	0	1	22	0	2	86
APPROACH %	3%	50%	47%	15%	85%	0%	0%	0%	100%	92%	0%	8%	
APP/DEPART	34	/	19	27	/	46	1	/	20	24	/	1	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	1	11	14	4	18	0	0	0	0	11	0	1	60
APPROACH %	4%	42%	54%	18%	82%	0%	0%	0%	0%	92%	0%	8%	
PEAK HR FACTOR		0.813			0.611			0.000			0.750		0.789
APP/DEPART	26	/	12	22	/	29	0	/	18	12	/	1	0

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

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

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE EAST SIDE **Dawson Canyon**

SOUTH SIDE

Temescal Canyon

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Corona	PROJECT #:	SC2434
11/13/19	NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
WEDNESDAY	EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon				U-TURNS					RTOR			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR
	LANES:	1	1	1	1	1	1	0	1	0	0	1	1							X	0	0	X
AM	7:00 AM	0	0	1	2	0	0	0	1	0	5	0	0	9	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	1	4	0	0	0	0	0	0	2	0	0	7	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	6	0	0	0	0	0	0	3	0	1	10	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0	1	2	0	0	0	0	0	0	2	0	1	6	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	3	0	1	0	0	0	0	4	0	1	9	0	0	0	0	0	0	0	0	0
AM	8:15 AM	0	0	7	0	0	0	0	0	0	2	0	0	9	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	1	0	1	0	0	0	0	3	0	2	7	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	3	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	VOLUMES	0	2	27	2	2	0	0	1	0	22	0	5	61	0	0	0	0	0	0	0	0	0
AM	APPROACH %	0%	7%	93%	50%	50%	0%	0%	100%	0%	81%	0%	19%										
AM	APP/DEPART	29	/	7	4	/	24	1	/	30	27	/	0	0									
AM	BEGIN PEAK HR		7:30 AM																				
AM	VOLUMES	0	1	18	0	1	0	0	0	0	11	0	3	34						0	0	0	0
AM	APPROACH %	0%	5%	95%	0%	100%	0%	0%	0%	0%	79%	0%	21%										
AM	PEAK HR FACTOR		0.679			0.250			0.000			0.700		0.850									
AM	APP/DEPART	19	/	4	1	/	12	0	/	18	14	/	0	0									
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	1	0	0	0	0	0	0	5	0	0	6	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	2	0	0	0	0	0	0	6	0	0	8	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	4	0	0	0	0	0	0	3	0	0	7	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM	5:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0
PM	VOLUMES	0	0	7	1	4	0	0	0	0	24	0	2	38	0	0	0	0	0	0	0	0	0
PM	APPROACH %	0%	0%	100%	20%	80%	0%	0%	0%	0%	92%	0%	8%										
PM	APP/DEPART	7	/	2	5	/	28	0	/	8	26	/	0	0									
PM	BEGIN PEAK HR		4:15 PM																				
PM	VOLUMES	0	0	6	0	1	0	0	0	0	14	0	2	23						0	0	0	0
PM	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	88%	0%	13%										
PM	PEAK HR FACTOR		0.375			0.250			0.000			0.571		0.719									
PM	APP/DEPART	6	/	2	1	/	15	0	/	6	16	/	0	0									

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE EAST SIDE **Dawson Canyon**

SOUTH SIDE

Temescal Canyon

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
11/13/19	LOCATION:	Corona	PROJECT #:	SC2434
WEDNESDAY	NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
	EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	1	1	1	1	0	1	0	0	1	1	
AM	7:00 AM	0	4	12	1	2	0	0	0	0	10	0	2	31
	7:15 AM	1	0	7	2	0	0	0	0	0	10	0	2	22
	7:30 AM	0	0	3	1	0	0	0	0	0	6	0	0	10
	7:45 AM	0	0	10	0	0	0	0	0	0	8	0	2	20
	8:00 AM	0	3	10	0	0	0	0	0	0	4	0	2	19
	8:15 AM	0	1	11	0	0	0	0	0	0	6	0	0	18
	8:30 AM	0	5	14	0	1	0	0	0	0	14	0	1	35
	8:45 AM	0	8	15	1	1	0	0	0	0	8	0	0	33
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	21	82	5	4	0	0	0	0	66	0	9	188
	APPROACH %	1%	20%	79%	56%	44%	0%	0%	0%	0%	88%	0%	12%	
	APP/DEPART	104	/	30	9	/	70	0	/	87	75	/	1	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	17	50	1	2	0	0	0	0	32	0	3	105
	APPROACH %	0%	25%	75%	33%	67%	0%	0%	0%	0%	91%	0%	9%	
	PEAK HR FACTOR		0.728			0.375			0.000			0.583		0.750
	APP/DEPART	67	/	20	3	/	34	0	/	51	35	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	9	1	1	0	0	0	0	8	0	3	23
	4:15 PM	0	3	8	1	0	0	0	0	0	8	0	2	22
	4:30 PM	0	0	7	0	0	0	0	0	0	8	0	2	17
	4:45 PM	0	0	8	1	1	0	0	0	0	5	0	1	16
	5:00 PM	0	1	5	1	0	0	0	0	0	7	0	1	15
	5:15 PM	0	0	4	0	0	0	0	0	0	10	0	0	14
	5:30 PM	0	0	2	0	0	0	0	0	0	4	0	0	6
	5:45 PM	0	2	4	0	0	0	0	0	0	4	0	0	10
	VOLUMES	0	7	47	4	2	0	0	0	0	54	0	9	123
	APPROACH %	0%	13%	87%	67%	33%	0%	0%	0%	0%	86%	0%	14%	
	APP/DEPART	54	/	16	6	/	56	0	/	51	63	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	4	32	3	2	0	0	0	0	29	0	8	78
	APPROACH %	0%	11%	89%	60%	40%	0%	0%	0%	0%	78%	0%	22%	
	PEAK HR FACTOR		0.818			0.625			0.000			0.841		0.848
	APP/DEPART	36	/	12	5	/	31	0	/	35	37	/	0	0

U-TURNS						RTOR			
	NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR
						X	0	0	X
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0
PEAK HR VOLUMES						0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0
PEAK HR VOLUMES						0	0	0	0

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE EAST SIDE **Dawson Canyon**

SOUTH SIDE

Temescal Canyon

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Corona	PROJECT #:	SC2434
11/13/19	NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
WEDNESDAY	EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	0	1	0	0	1	1	
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
BEGIN PEAK HR		8:30 AM											
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		3:00 PM											
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
VOLUMES	0	0	0	0	0
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
VOLUMES	0	0	0	0	0

RTOR

	NRR	SRR	ERR	WRR
	X	0	0	X
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
VOLUMES	0	0	0	0
PEAK HR VOLUMES	0	0	0	0
03:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
VOLUMES	0	0	0	0
PEAK HR VOLUMES	0	0	0	0

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE EAST SIDE **Dawson Canyon**

SOUTH SIDE

Temescal Canyon

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 11/13/19 WEDNESDAY			
LOCATION:	Corona	PROJECT #:	SC2434
NORTH & SOUTH:	Temescal Canyon	LOCATION #:	8
EAST & WEST:	Dawson Canyon	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Temescal Canyon			SOUTHBOUND Temescal Canyon			EASTBOUND Dawson Canyon			WESTBOUND Dawson Canyon			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	1	1	1	1	0	1	0	0	1	1	
AM	7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
AM	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
AM	7:30 AM	0	2	0	1	0	0	0	0	0	1	0	0	4
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
AM	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	VOLUMES	0	6	1	1	0	0	0	0	0	2	0	0	10
AM	APPROACH %	0%	86%	14%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
AM	APP/DEPART	7	/	6	1	/	2	0	/	2	2	/	0	0
AM	BEGIN PEAK HR		7:00 AM											
AM	VOLUMES	0	3	1	1	0	0	0	0	0	2	0	0	7
AM	APPROACH %	0%	75%	25%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
AM	PEAK HR FACTOR		0.500			0.250			0.000			0.500		0.438
AM	APP/DEPART	4	/	3	1	/	2	0	/	2	2	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	BEGIN PEAK HR		3:00 PM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

	U-TURNS					RTOR			
	NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR
						X	0	0	X
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0
PEAK HR VOLUMES						0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0
PEAK HR VOLUMES						0	0	0	0

Temescal Canyon

NORTH SIDE

Dawson Canyon WEST SIDE | EAST SIDE **Dawson Canyon**

SOUTH SIDE

Temescal Canyon

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

City of Corona
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 04_COR_Tem Cyn_Dos L AM
Site Code : 10521431
Start Date : 8/24/2021
Page No : 1

Groups Printed- Total Volume

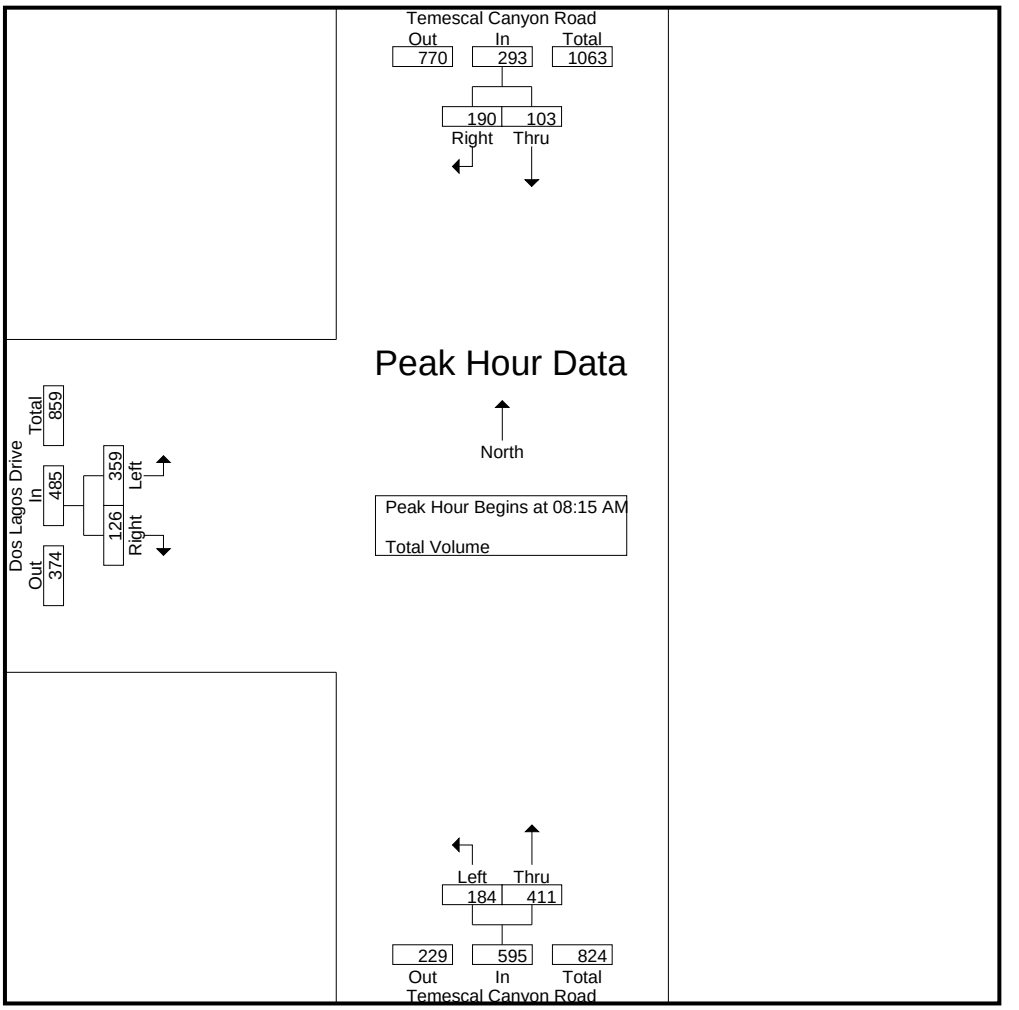
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
06:00 AM	14	17	31	18	30	48	38	39	77	156
06:15 AM	12	18	30	25	49	74	42	25	67	171
06:30 AM	20	20	40	27	64	91	45	36	81	212
06:45 AM	28	21	49	46	119	165	42	55	97	311
Total	74	76	150	116	262	378	167	155	322	850
07:00 AM	20	21	41	39	109	148	59	45	104	293
07:15 AM	15	35	50	61	119	180	65	44	109	339
07:30 AM	25	34	59	48	107	155	46	31	77	291
07:45 AM	25	40	65	39	113	152	59	41	100	317
Total	85	130	215	187	448	635	229	161	390	1240
08:00 AM	29	36	65	41	81	122	49	25	74	261
08:15 AM	26	57	83	50	94	144	86	32	118	345
08:30 AM	23	51	74	52	117	169	106	28	134	377
08:45 AM	28	41	69	37	99	136	92	42	134	339
Total	106	185	291	180	391	571	333	127	460	1322
09:00 AM	26	41	67	45	101	146	75	24	99	312
09:15 AM	25	32	57	32	58	90	58	30	88	235
09:30 AM	19	40	59	25	33	58	69	32	101	218
09:45 AM	21	43	64	21	29	50	68	19	87	201
Total	91	156	247	123	221	344	270	105	375	966
Grand Total	356	547	903	606	1322	1928	999	548	1547	4378
Apprch %	39.4	60.6		31.4	68.6		64.6	35.4		
Total %	8.1	12.5	20.6	13.8	30.2	44	22.8	12.5	35.3	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:15 AM										
08:15 AM	26	**57**	**83**	50	94	144	86	32	118	345
08:30 AM	23	51	74	**52**	**117**	**169**	**106**	28	**134**	**377**
08:45 AM	**28**	41	69	37	99	136	92	**42**	134	339
09:00 AM	26	41	67	45	101	146	75	24	99	312
Total Volume	103	190	293	184	411	595	359	126	485	1373
% App. Total	35.2	64.8		30.9	69.1		74	26		
PHF	.920	.833	.883	.885	.878	.880	.847	.750	.905	.910

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

City of Corona
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 04_COR_Tem Cyn_Dos L AM
Site Code : 10521431
Start Date : 8/24/2021
Page No : 2



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM			06:45 AM			08:15 AM		
+0 mins.	26	**57**	**83**	46	**119**	165	86	32	118
+15 mins.	23	51	74	39	109	148	**106**	28	**134**
+30 mins.	**28**	41	69	**61**	119	**180**	92	**42**	134
+45 mins.	26	41	67	48	107	155	75	24	99
Total Volume	103	190	293	194	454	648	359	126	485
% App. Total	35.2	64.8		29.9	70.1		74	26	
PHF	.920	.833	.883	.795	.954	.900	.847	.750	.905

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

City of Corona
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 04_COR_Tem Cyn_Dos L PM
Site Code : 10521431
Start Date : 8/24/2021
Page No : 1

Groups Printed- Total Volume

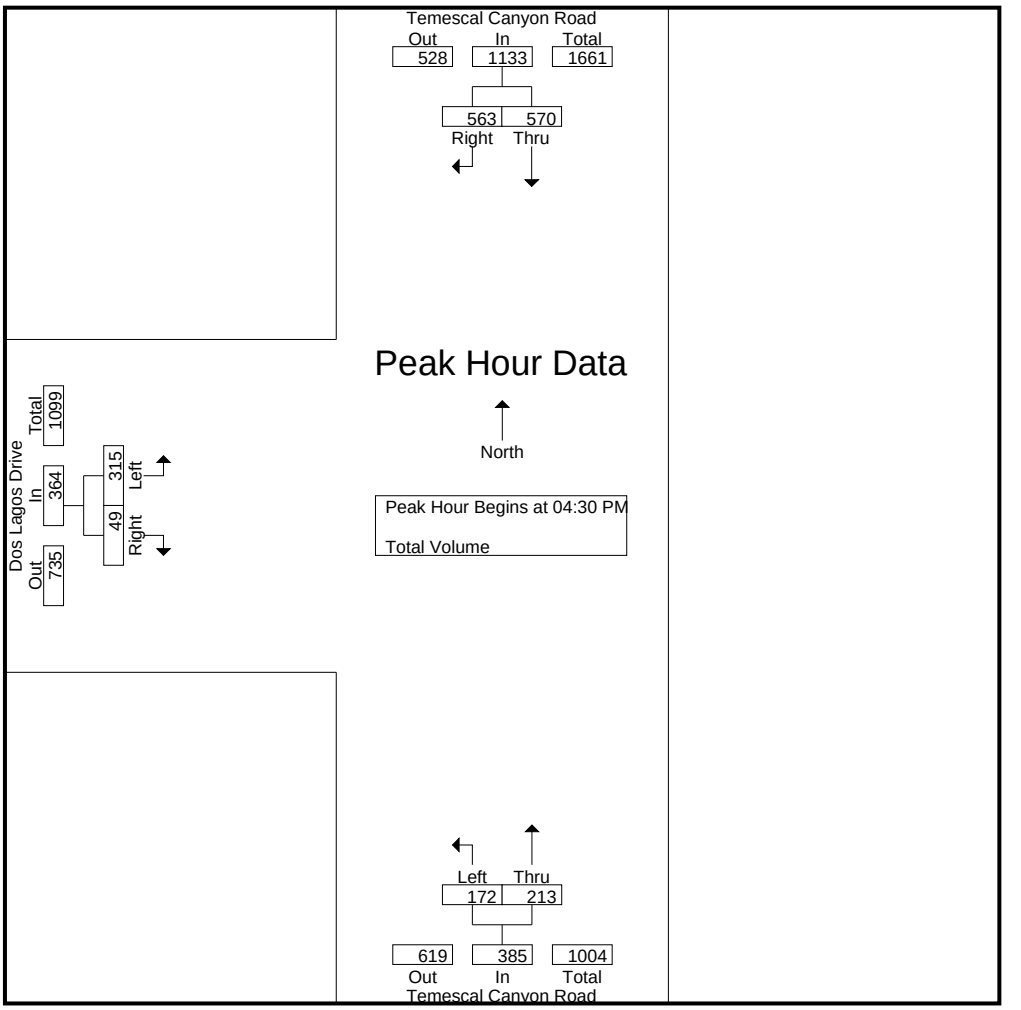
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	109	109	218	46	43	89	76	30	106	413
03:15 PM	109	121	230	25	47	72	73	15	88	390
03:30 PM	127	144	271	76	58	134	64	14	78	483
03:45 PM	142	126	268	33	42	75	65	21	86	429
Total	487	500	987	180	190	370	278	80	358	1715
04:00 PM	148	150	298	41	60	101	63	17	80	479
04:15 PM	145	142	287	42	43	85	71	15	86	458
04:30 PM	143	131	274	47	72	119	78	14	92	485
04:45 PM	144	135	279	31	38	69	87	8	95	443
Total	580	558	1138	161	213	374	299	54	353	1865
05:00 PM	127	141	268	62	48	110	79	14	93	471
05:15 PM	156	156	312	32	55	87	71	13	84	483
05:30 PM	153	161	314	26	25	51	73	16	89	454
05:45 PM	133	145	278	25	36	61	73	14	87	426
Total	569	603	1172	145	164	309	296	57	353	1834
06:00 PM	141	129	270	32	38	70	73	11	84	424
06:15 PM	119	121	240	21	23	44	64	14	78	362
06:30 PM	75	81	156	20	15	35	62	14	76	267
06:45 PM	73	93	166	24	14	38	78	20	98	302
Total	408	424	832	97	90	187	277	59	336	1355
Grand Total	2044	2085	4129	583	657	1240	1150	250	1400	6769
Apprch %	49.5	50.5		47	53		82.1	17.9		
Total %	30.2	30.8	61	8.6	9.7	18.3	17	3.7	20.7	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	143	131	274	47	**72**	**119**	78	**14**	92	**485**
04:45 PM	144	135	279	31	38	69	**87**	8	**95**	443
05:00 PM	127	141	268	**62**	48	110	79	14	93	471
05:15 PM	**156**	**156**	**312**	32	55	87	71	13	84	483
Total Volume	570	563	1133	172	213	385	315	49	364	1882
% App. Total	50.3	49.7		44.7	55.3		86.5	13.5		
PHF	.913	.902	.908	.694	.740	.809	.905	.875	.958	.970

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

City of Corona
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 04_COR_Tem Cyn_Dos L PM
Site Code : 10521431
Start Date : 8/24/2021
Page No : 2



Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:15 PM			03:30 PM			04:15 PM		
+0 mins.	**156**	156	312	**76**	58	**134**	71	**15**	86
+15 mins.	153	**161**	**314**	33	42	75	78	14	92
+30 mins.	133	145	278	41	**60**	101	**87**	8	**95**
+45 mins.	141	129	270	42	43	85	79	14	93
Total Volume	583	591	1174	192	203	395	315	51	366
% App. Total	49.7	50.3		48.6	51.4		86.1	13.9	
PHF	.934	.918	.935	.632	.846	.737	.905	.850	.963

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Northbound Ramps
Weather: Clear

File Name : 01_CRV_Tem Cyn_15N AM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 1

Groups Printed- Total Volume

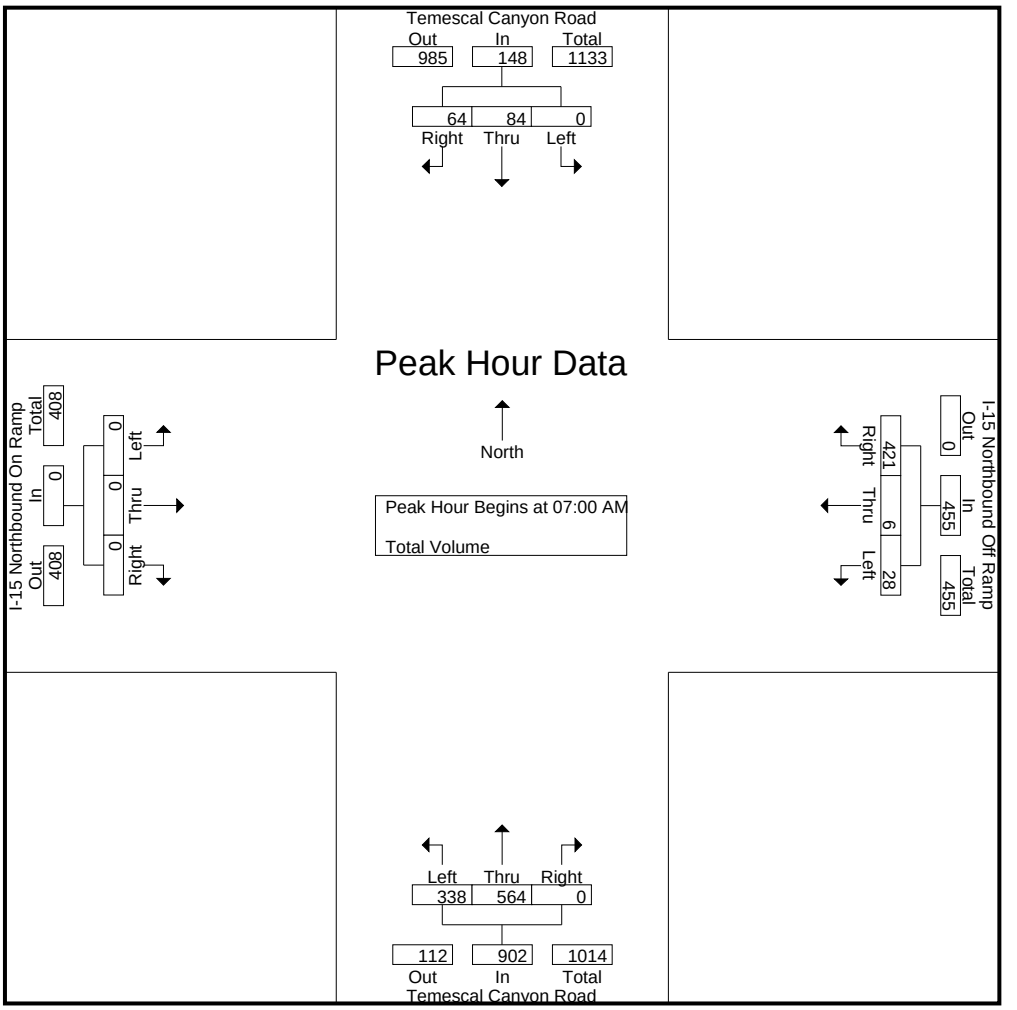
	Temescal Canyon Road Southbound				I-15 Northbound Off Ramp Westbound				Temescal Canyon Road Northbound				I-15 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	18	12	30	5	3	94	102	99	163	0	262	0	0	0	0	394
07:15 AM	0	16	14	30	7	1	99	107	72	152	0	224	0	0	0	0	361
07:30 AM	0	23	19	42	7	1	123	131	84	122	0	206	0	0	0	0	379
07:45 AM	0	27	19	46	9	1	105	115	83	127	0	210	0	0	0	0	371
Total	0	84	64	148	28	6	421	455	338	564	0	902	0	0	0	0	1505
08:00 AM	0	20	16	36	6	1	90	97	96	101	0	197	0	0	0	0	330
08:15 AM	0	24	16	40	14	2	68	84	78	89	0	167	0	0	0	0	291
08:30 AM	0	28	14	42	11	1	85	97	54	89	0	143	0	0	0	0	282
08:45 AM	0	28	14	42	7	0	72	79	90	89	0	179	0	0	0	0	300
Total	0	100	60	160	38	4	315	357	318	368	0	686	0	0	0	0	1203
Grand Total	0	184	124	308	66	10	736	812	656	932	0	1588	0	0	0	0	2708
Apprch %	0	59.7	40.3		8.1	1.2	90.6		41.3	58.7	0		0	0	0		
Total %	0	6.8	4.6	11.4	2.4	0.4	27.2	30	24.2	34.4	0	58.6	0	0	0	0	

	Temescal Canyon Road Southbound				I-15 Northbound Off Ramp Westbound				Temescal Canyon Road Northbound				I-15 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	18	12	30	5	**3**	94	102	**99**	**163**	0	**262**	0	0	0	0	**394**
07:15 AM	0	16	14	30	7	1	99	107	72	152	0	224	0	0	0	0	361
07:30 AM	0	23	**19**	42	7	1	**123**	**131**	84	122	0	206	0	0	0	0	379
07:45 AM	0	**27**	19	**46**	**9**	1	105	115	83	127	0	210	0	0	0	0	371
Total Volume	0	84	64	148	28	6	421	455	338	564	0	902	0	0	0	0	1505
% App. Total	0	56.8	43.2		6.2	1.3	92.5		37.5	62.5	0		0	0	0		
PHF	.000	.778	.842	.804	.778	.500	.856	.868	.854	.865	.000	.861	.000	.000	.000	.000	.955

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Northbound Ramps
Weather: Clear

File Name : 01_CRV_Tem Cyn_15N AM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	23	**19**	42	5	**3**	94	102	**99**	**163**	0	**262**	0	0	0	0
+15 mins.	0	**27**	19	**46**	7	1	99	107	72	152	0	224	0	0	0	0
+30 mins.	0	20	16	36	7	1	**123**	**131**	84	122	0	206	0	0	0	0
+45 mins.	0	24	16	40	**9**	1	105	115	83	127	0	210	0	0	0	0
Total Volume	0	94	70	164	28	6	421	455	338	564	0	902	0	0	0	0
% App. Total	0	57.3	42.7		6.2	1.3	92.5		37.5	62.5	0		0	0	0	
PHF	.000	.870	.921	.891	.778	.500	.856	.868	.854	.865	.000	.861	.000	.000	.000	.000

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Northbound Ramps
Weather: Clear

File Name : 01_CRV_Tem Cyn_15N PM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 1

Groups Printed- Total Volume

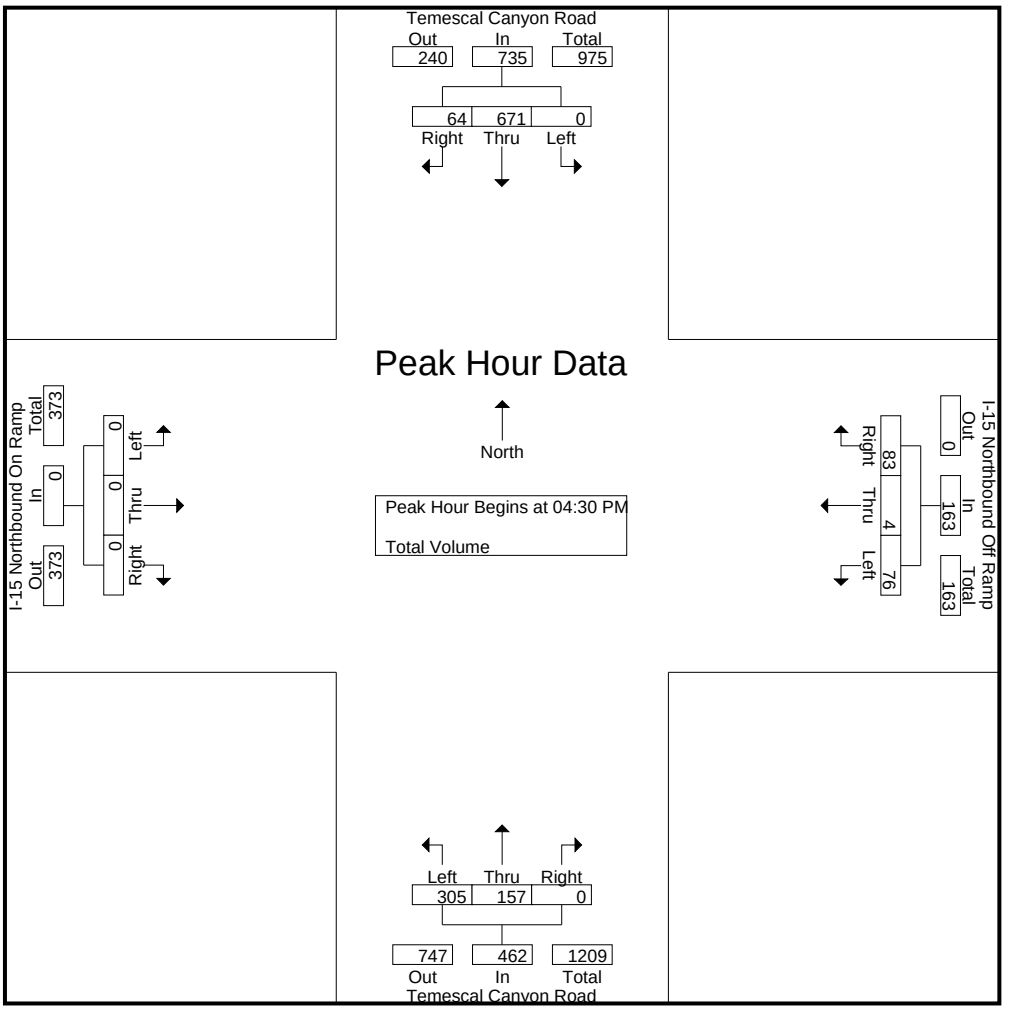
	Temescal Canyon Road Southbound				I-15 Northbound Off Ramp Westbound				Temescal Canyon Road Northbound				I-15 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	159	16	175	12	1	39	52	89	44	0	133	0	0	0	0	360
04:15 PM	0	135	20	155	15	1	19	35	76	54	0	130	0	0	0	0	320
04:30 PM	0	190	20	210	15	0	18	33	64	50	0	114	0	0	0	0	357
04:45 PM	0	137	10	147	28	2	19	49	67	42	0	109	0	0	0	0	305
Total	0	621	66	687	70	4	95	169	296	190	0	486	0	0	0	0	1342
05:00 PM	0	179	15	194	20	0	23	43	84	32	0	116	0	0	0	0	353
05:15 PM	0	165	19	184	13	2	23	38	90	33	0	123	0	0	0	0	345
05:30 PM	0	154	17	171	18	1	27	46	64	22	0	86	0	0	0	0	303
05:45 PM	0	127	11	138	24	1	19	44	47	31	0	78	0	0	0	0	260
Total	0	625	62	687	75	4	92	171	285	118	0	403	0	0	0	0	1261
Grand Total	0	1246	128	1374	145	8	187	340	581	308	0	889	0	0	0	0	2603
Apprch %	0	90.7	9.3		42.6	2.4	55		65.4	34.6	0		0	0	0		
Total %	0	47.9	4.9	52.8	5.6	0.3	7.2	13.1	22.3	11.8	0	34.2	0	0	0	0	

	Temescal Canyon Road Southbound				I-15 Northbound Off Ramp Westbound				Temescal Canyon Road Northbound				I-15 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**190**	**20**	**210**	15	0	18	33	64	**50**	0	114	0	0	0	0	**357**
04:45 PM	0	137	10	147	**28**	**2**	19	**49**	67	42	0	109	0	0	0	0	305
05:00 PM	0	179	15	194	20	0	**23**	43	84	32	0	116	0	0	0	0	353
05:15 PM	0	165	19	184	13	2	23	38	**90**	33	0	**123**	0	0	0	0	345
Total Volume	0	671	64	735	76	4	83	163	305	157	0	462	0	0	0	0	1360
% App. Total	0	91.3	8.7		46.6	2.5	50.9		66	34	0		0	0	0		
PHF	.000	.883	.800	.875	.679	.500	.902	.832	.847	.785	.000	.939	.000	.000	.000	.000	.952

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Northbound Ramps
Weather: Clear

File Name : 01_CRV_Tem Cyn_15N PM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 2



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

	04:30 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	**190**	**20**	**210**	**28**	**2**	19	**49**	**89**	44	0	**133**	0	0	0	0
+15 mins.	0	137	10	147	20	0	23	43	76	**54**	0	130	0	0	0	0
+30 mins.	0	179	15	194	13	2	23	38	64	50	0	114	0	0	0	0
+45 mins.	0	165	19	184	18	1	**27**	46	67	42	0	109	0	0	0	0
Total Volume	0	671	64	735	79	5	92	176	296	190	0	486	0	0	0	0
% App. Total	0	91.3	8.7		44.9	2.8	52.3		60.9	39.1	0		0	0	0	
PHF	.000	.883	.800	.875	.705	.625	.852	.898	.831	.880	.000	.914	.000	.000	.000	.000

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Southbound Ramps
Weather: Clear

File Name : 02_CRV_Tem Cyn_15S AM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 1

Groups Printed- Total Volume

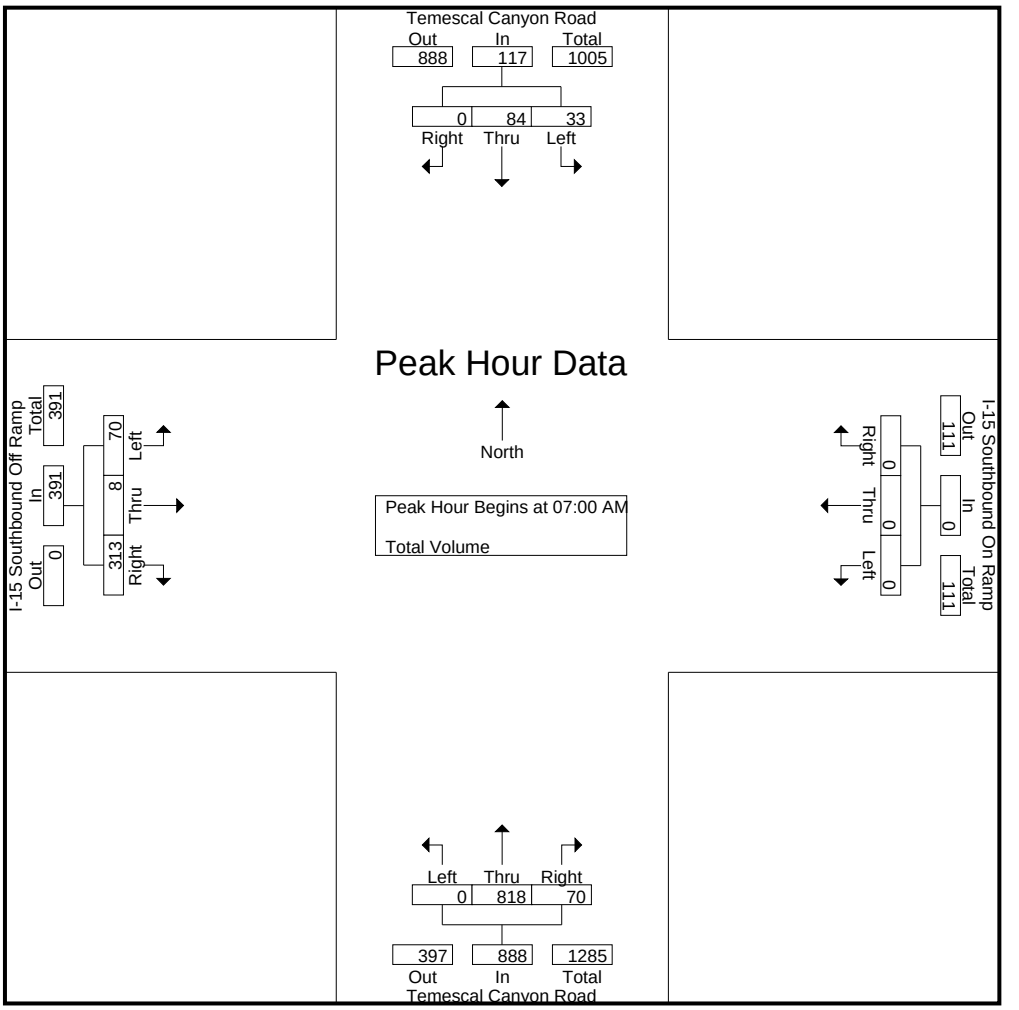
	Temescal Canyon Road Southbound				I-15 Southbound On Ramp Westbound				Temescal Canyon Road Northbound				I-15 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	14	0	21	0	0	0	0	0	246	10	256	19	2	67	88	365
07:15 AM	11	15	0	26	0	0	0	0	0	200	23	223	15	3	69	87	336
07:30 AM	5	26	0	31	0	0	0	0	0	185	21	206	18	1	91	110	347
07:45 AM	10	29	0	39	0	0	0	0	0	187	16	203	18	2	86	106	348
Total	33	84	0	117	0	0	0	0	0	818	70	888	70	8	313	391	1396
08:00 AM	6	19	0	25	0	0	0	0	0	177	21	198	15	0	59	74	297
08:15 AM	12	24	0	36	0	0	0	0	0	143	8	151	15	0	68	83	270
08:30 AM	9	25	0	34	0	0	0	0	0	137	15	152	17	0	60	77	263
08:45 AM	21	20	0	41	0	0	0	0	0	143	23	166	24	0	60	84	291
Total	48	88	0	136	0	0	0	0	0	600	67	667	71	0	247	318	1121
Grand Total	81	172	0	253	0	0	0	0	0	1418	137	1555	141	8	560	709	2517
Apprch %	32	68	0		0	0	0		0	91.2	8.8		19.9	1.1	79		
Total %	3.2	6.8	0	10.1	0	0	0	0	0	56.3	5.4	61.8	5.6	0.3	22.2	28.2	

	Temescal Canyon Road Southbound				I-15 Southbound On Ramp Westbound				Temescal Canyon Road Northbound				I-15 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	7	14	0	21	0	0	0	0	0	**246**	10	**256**	**19**	2	67	88	**365**
07:15 AM	**11**	15	0	26	0	0	0	0	0	200	**23**	223	15	**3**	69	87	336
07:30 AM	5	26	0	31	0	0	0	0	0	185	21	206	18	1	**91**	**110**	347
07:45 AM	10	**29**	0	**39**	0	0	0	0	0	187	16	203	18	2	86	106	348
Total Volume	33	84	0	117	0	0	0	0	0	818	70	888	70	8	313	391	1396
% App. Total	28.2	71.8	0		0	0	0		0	92.1	7.9		17.9	2	80.1		
PHF	.750	.724	.000	.750	.000	.000	.000	.000	.000	.831	.761	.867	.921	.667	.860	.889	.956

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Southbound Ramps
Weather: Clear

File Name : 02_CRV_Tem Cyn_15S AM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 2



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

	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	19	0	25	0	0	0	0	0	**246**	10	**256**	**19**	2	67	88
+15 mins.	12	24	0	36	0	0	0	0	0	200	**23**	223	15	**3**	69	87
+30 mins.	9	**25**	0	34	0	0	0	0	0	185	21	206	18	1	**91**	**110**
+45 mins.	**21**	20	0	**41**	0	0	0	0	0	187	16	203	18	2	86	106
Total Volume	48	88	0	136	0	0	0	0	0	818	70	888	70	8	313	391
% App. Total	35.3	64.7	0		0	0	0		0	92.1	7.9		17.9	2	80.1	
PHF	.571	.880	.000	.829	.000	.000	.000	.000	.000	.831	.761	.867	.921	.667	.860	.889

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Southbound Ramps
Weather: Clear

File Name : 02_CRV_Tem Cyn_15S PM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 1

Groups Printed- Total Volume

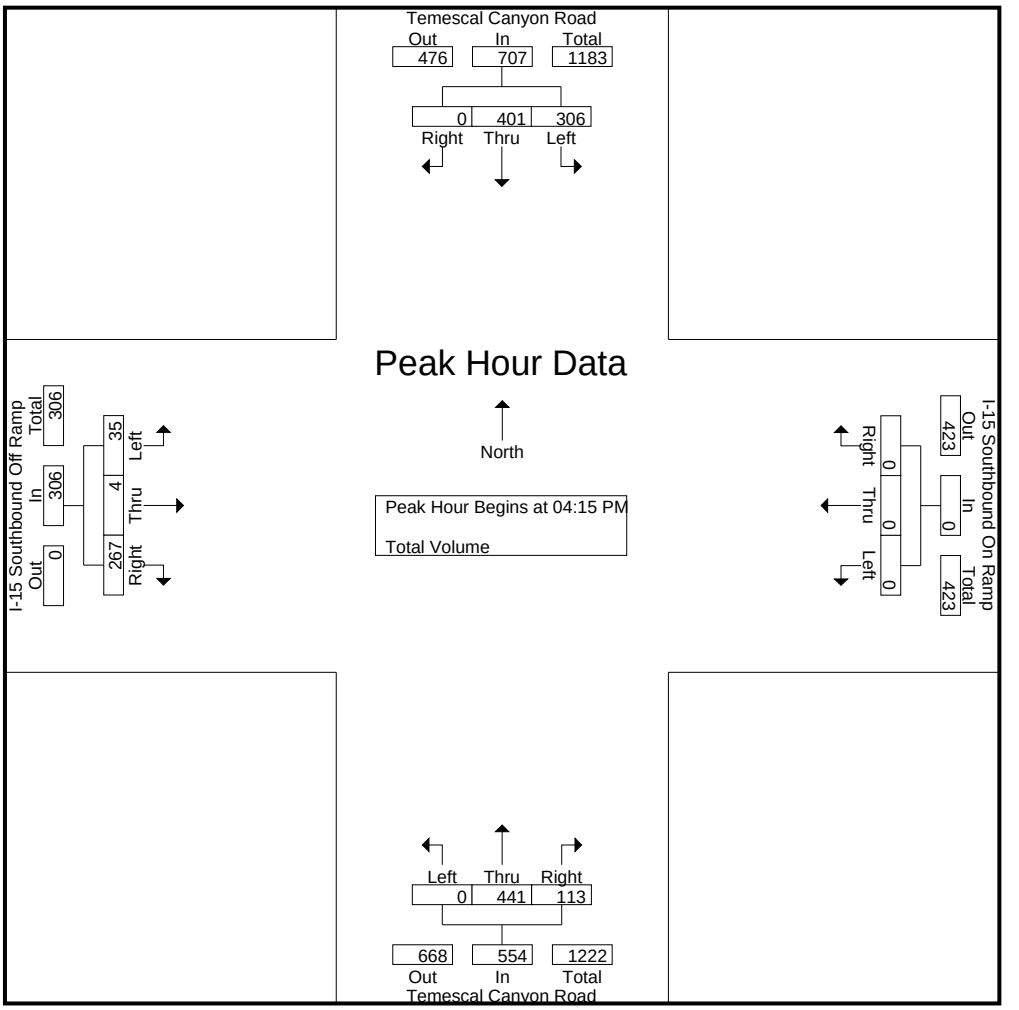
	Temescal Canyon Road Southbound				I-15 Southbound On Ramp Westbound				Temescal Canyon Road Northbound				I-15 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	86	95	0	181	0	0	0	0	0	108	27	135	18	0	58	76	392
04:15 PM	62	89	0	151	0	0	0	0	0	126	19	145	7	0	72	79	375
04:30 PM	87	106	0	193	0	0	0	0	0	100	22	122	11	1	61	73	388
04:45 PM	70	102	0	172	0	0	0	0	0	103	43	146	12	2	74	88	406
Total	305	392	0	697	0	0	0	0	0	437	111	548	48	3	265	316	1561
05:00 PM	87	104	0	191	0	0	0	0	0	112	29	141	5	1	60	66	398
05:15 PM	80	95	0	175	0	0	0	0	0	108	29	137	5	2	54	61	373
05:30 PM	82	84	0	166	0	0	0	0	0	75	36	111	5	2	83	90	367
05:45 PM	67	95	0	162	0	0	0	0	0	72	22	94	5	2	63	70	326
Total	316	378	0	694	0	0	0	0	0	367	116	483	20	7	260	287	1464
Grand Total	621	770	0	1391	0	0	0	0	0	804	227	1031	68	10	525	603	3025
Apprch %	44.6	55.4	0		0	0	0		0	78	22		11.3	1.7	87.1		
Total %	20.5	25.5	0	46	0	0	0	0	0	26.6	7.5	34.1	2.2	0.3	17.4	19.9	

	Temescal Canyon Road Southbound				I-15 Southbound On Ramp Westbound				Temescal Canyon Road Northbound				I-15 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	62	89	0	151	0	0	0	0	0	**126**	19	145	7	0	72	79	375
04:30 PM	**87**	**106**	0	**193**	0	0	0	0	0	100	22	122	11	1	61	73	388
04:45 PM	70	102	0	172	0	0	0	0	0	103	**43**	**146**	**12**	**2**	**74**	**88**	**406**
05:00 PM	87	104	0	191	0	0	0	0	0	112	29	141	5	1	60	66	398
Total Volume	306	401	0	707	0	0	0	0	0	441	113	554	35	4	267	306	1567
% App. Total	43.3	56.7	0		0	0	0		0	79.6	20.4		11.4	1.3	87.3		
PHF	.879	.946	.000	.916	.000	.000	.000	.000	.000	.875	.657	.949	.729	.500	.902	.869	.965

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

County of Riverside
N/S: Temescal Canyon Road
E/W: I-15 Southbound Ramps
Weather: Clear

File Name : 02_CRV_Tem Cyn_15S PM
Site Code : 07521752
Start Date : 12/16/2021
Page No : 2



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

	04:30 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	**87**	**106**	0	**193**	0	0	0	0	0	**126**	19	145	**18**	0	58	76
+15 mins.	70	102	0	172	0	0	0	0	0	100	22	122	7	0	72	79
+30 mins.	87	104	0	191	0	0	0	0	0	103	**43**	**146**	11	1	61	73
+45 mins.	80	95	0	175	0	0	0	0	0	112	29	141	12	**2**	**74**	**88**
Total Volume	324	407	0	731	0	0	0	0	0	441	113	554	48	3	265	316
% App. Total	44.3	55.7	0		0	0	0		0	79.6	20.4		15.2	0.9	83.9	
PHF	.931	.960	.000	.947	.000	.000	.000	.000	.000	.875	.657	.949	.667	.375	.895	.898

This Page Intentionally Left Blank

APPENDIX 1.2: SITE ADJACENT QUEUES

This Page Intentionally Left Blank

Intersection: 4: Temescal Canyon Rd. & Private Driveway/Dawson Canyon Rd.

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	65	318	200	159	686	716	365	143	126	157
Average Queue (ft)	26	162	30	47	348	358	112	69	52	70
95th Queue (ft)	58	266	147	118	625	639	390	126	109	127
Link Distance (ft)	348	319			1267	1267			626	626
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		1								
Storage Bay Dist (ft)			140	110			235	200		
Storage Blk Time (%)		16		0	27	17				
Queuing Penalty (veh)		11		1	11	59				

Intersection: 5: Temescal Canyon Rd. & Driveway 1

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	70	374	420	52	98	156
Average Queue (ft)	35	158	187	14	22	45
95th Queue (ft)	66	333	375	42	66	121
Link Distance (ft)	389	483	483		1267	1267
Upstream Blk Time (%)		0	0			
Queuing Penalty (veh)		0	1			
Storage Bay Dist (ft)				100		
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 6: Temescal Canyon Rd.

Movement	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	L	L	T	T	T	T	R
Maximum Queue (ft)	200	590	457	150	200	965	858	172	198	232
Average Queue (ft)	190	375	82	141	192	471	424	97	93	93
95th Queue (ft)	242	558	259	175	228	869	790	155	166	191
Link Distance (ft)		575	575			1152	1152	483	483	
Upstream Blk Time (%)		1	0			0				
Queuing Penalty (veh)		0	0			0				
Storage Bay Dist (ft)	100			100	100					200
Storage Blk Time (%)	17	57		38	57	25			0	1
Queuing Penalty (veh)	66	219		286	430	123			0	2

Intersection: 11: Driveway 2 & Dawson Canyon Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	28	30
Average Queue (ft)	1	4
95th Queue (ft)	11	21
Link Distance (ft)	215	280
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Park Canyon & Dawson Canyon Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	23	59
Average Queue (ft)	2	28
95th Queue (ft)	13	54
Link Distance (ft)	738	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Park Canyon & Driveway 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	323
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Park Canyon & Driveway 4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	343
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Park Canyon & Driveway 5

Movement	EB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	276
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Park Canyon & Driveway 6

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	394
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1209

Intersection: 4: Temescal Canyon Rd. & Private Driveway/Dawson Canyon Rd.

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	118	330	200	154	274	258	21	241	467	497
Average Queue (ft)	54	197	40	72	130	134	1	73	262	302
95th Queue (ft)	102	304	171	142	244	240	13	173	419	458
Link Distance (ft)	348	319			1267	1267			626	626
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		2								
Storage Bay Dist (ft)			140	110			235	200		
Storage Blk Time (%)		22		6	10	1		0	11	
Queuing Penalty (veh)		19		20	8	2		0	8	

Intersection: 5: Temescal Canyon Rd. & Driveway 1

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	183	216	230	30	302	374
Average Queue (ft)	85	51	71	4	114	165
95th Queue (ft)	150	140	171	21	234	302
Link Distance (ft)	389	483	483		1267	1267
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)					6	
Queuing Penalty (veh)					0	

Intersection: 6: Temescal Canyon Rd.

Movement	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	L	L	T	T	T	T	R
Maximum Queue (ft)	200	449	430	150	199	326	201	488	496	300
Average Queue (ft)	159	239	208	134	171	119	61	321	353	260
95th Queue (ft)	245	368	349	181	220	291	131	485	541	377
Link Distance (ft)		575	575			1152	1152	483	483	
Upstream Blk Time (%)								0	1	
Queuing Penalty (veh)								4	13	
Storage Bay Dist (ft)	100			100	100					200
Storage Blk Time (%)	6	48		12	49	1			23	9
Queuing Penalty (veh)	16	127		24	103	3			186	54

Intersection: 11: Driveway 2 & Dawson Canyon Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	29	31
Average Queue (ft)	1	9
95th Queue (ft)	14	32
Link Distance (ft)	215	280
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Park Canyon & Dawson Canyon Rd.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	33
95th Queue (ft)	57
Link Distance (ft)	283
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Park Canyon & Driveway 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	323
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Park Canyon & Driveway 4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	343
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Park Canyon & Driveway 5

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	276
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Park Canyon & Driveway 6

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	394
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 589

APPENDIX 3.1: TRAFFIC COUNTS – AUGUST 2022

This Page Intentionally Left Blank

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

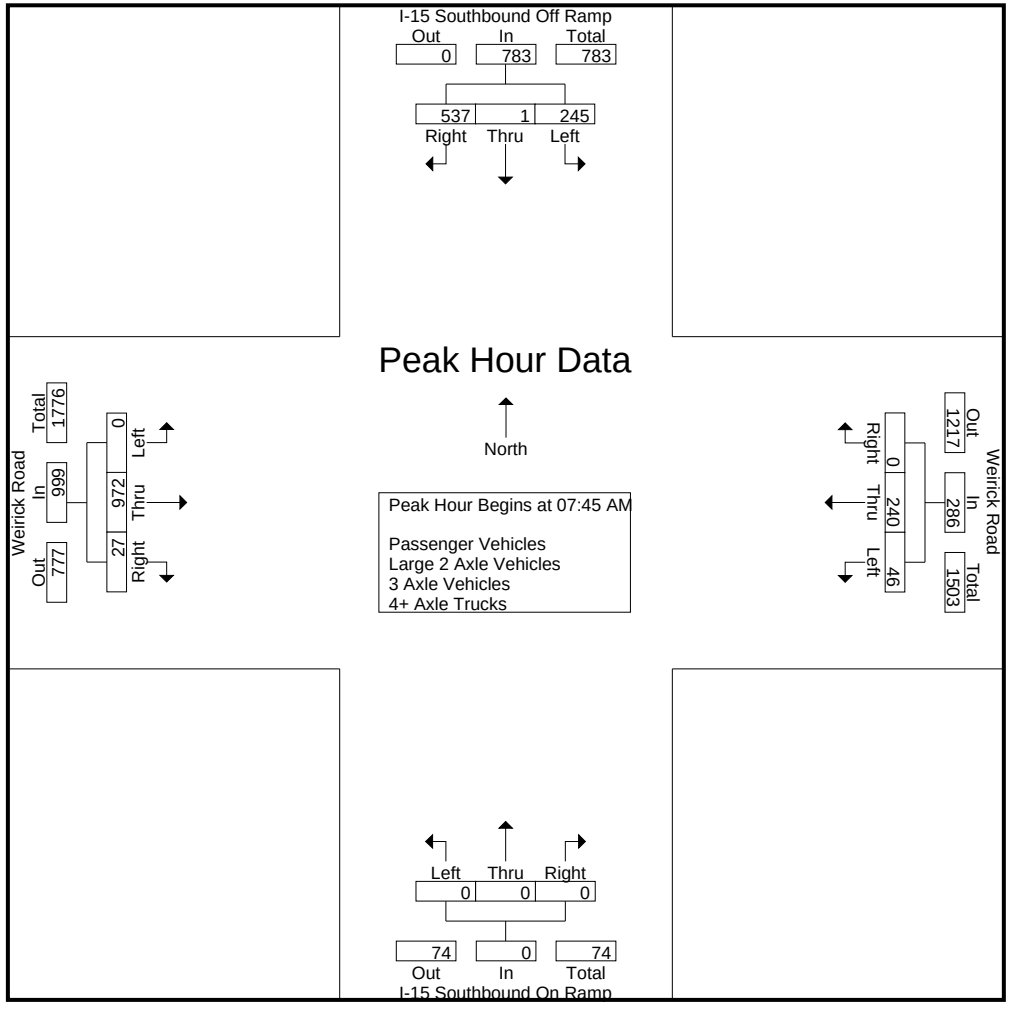
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	56	0	40	25	96	13	12	0	0	25	0	0	0	0	0	0	194	4	2	198	27	319	346
07:15 AM	38	1	57	37	96	14	23	0	0	37	0	0	0	0	0	0	222	8	4	230	41	363	404
07:30 AM	48	0	73	48	121	13	18	0	0	31	0	0	0	0	0	0	318	4	1	322	49	474	523
07:45 AM	75	0	130	58	205	16	39	0	0	55	0	0	0	0	0	0	279	8	1	287	59	547	606
Total	217	1	300	168	518	56	92	0	0	148	0	0	0	0	0	0	1013	24	8	1037	176	1703	1879
08:00 AM	54	0	132	60	186	11	50	0	0	61	0	0	0	0	0	0	250	4	1	254	61	501	562
08:15 AM	63	1	137	56	201	13	90	0	0	103	0	0	0	0	0	0	191	5	1	196	57	500	557
08:30 AM	53	0	138	58	191	6	61	0	0	67	0	0	0	0	0	0	252	10	8	262	66	520	586
08:45 AM	54	0	103	57	157	14	30	0	0	44	0	0	0	0	0	0	229	8	3	237	60	438	498
Total	224	1	510	231	735	44	231	0	0	275	0	0	0	0	0	0	922	27	13	949	244	1959	2203
Grand Total	441	2	810	399	1253	100	323	0	0	423	0	0	0	0	0	0	1935	51	21	1986	420	3662	4082
Apprch %	35.2	0.2	64.6			23.6	76.4	0			0	0	0			0	97.4	2.6					
Total %	12	0.1	22.1		34.2	2.7	8.8	0		11.6	0	0	0		0	0	52.8	1.4		54.2	10.3	89.7	
Passenger Vehicles	390	2	769		1536	96	310	0		406	0	0	0		0	0	1878	47		1944	0	0	3886
% Passenger Vehicles	88.4	100	94.9	94	93	96	96	0	0	96	0	0	0	0	0	0	97.1	92.2	90.5	96.9	0	0	95.2
Large 2 Axle Vehicles	21	0	28		66	4	8	0		12	0	0	0		0	0	40	2		43	0	0	121
% Large 2 Axle Vehicles	4.8	0	3.5	4.3	4	4	2.5	0	0	2.8	0	0	0	0	0	0	2.1	3.9	4.8	2.1	0	0	3
3 Axle Vehicles	9	0	5		17	0	2	0		2	0	0	0		0	0	9	0		9	0	0	28
% 3 Axle Vehicles	2	0	0.6	0.8	1	0	0.6	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0.7
4+ Axle Trucks	21	0	8		33	0	3	0		3	0	0	0		0	0	8	2		11	0	0	47
% 4+ Axle Trucks	4.8	0	1	1	2	0	0.9	0	0	0.7	0	0	0	0	0	0	0.4	3.9	4.8	0.5	0	0	1.2

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**75**	0	130	**205**	**16**	39	0	55	0	0	0	0	0	**279**	8	**287**	**547**
08:00 AM	54	0	132	186	11	50	0	61	0	0	0	0	0	250	4	254	501
08:15 AM	63	**1**	137	201	13	**90**	0	**103**	0	0	0	0	0	191	5	196	500
08:30 AM	53	0	**138**	191	6	61	0	67	0	0	0	0	0	252	**10**	262	520
Total Volume	245	1	537	783	46	240	0	286	0	0	0	0	0	972	27	999	2068
% App. Total	31.3	0.1	68.6		16.1	83.9	0		0	0	0		0	97.3	2.7		
PHF	.817	.250	.973	.955	.719	.667	.000	.694	.000	.000	.000	.000	.000	.871	.675	.870	.945

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:00 AM				07:15 AM				
+0 mins.	**75**	0	130	**205**	**16**	39	0	55	0	0	0	0	0	222	**8**	230	
+15 mins.	54	0	132	186	11	50	0	61	0	0	0	0	0	**318**	4	**322**	
+30 mins.	63	**1**	137	201	13	**90**	0	**103**	0	0	0	0	0	279	8	287	
+45 mins.	53	0	**138**	191	6	61	0	67	0	0	0	0	0	250	4	254	
Total Volume	245	1	537	783	46	240	0	286	0	0	0	0	0	1069	24	1093	
% App. Total	31.3	0.1	68.6		16.1	83.9	0		0	0	0		0	97.8	2.2		
PHF	.817	.250	.973	.955	.719	.667	.000	.694	.000	.000	.000	.000	.000	.840	.750	.849	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

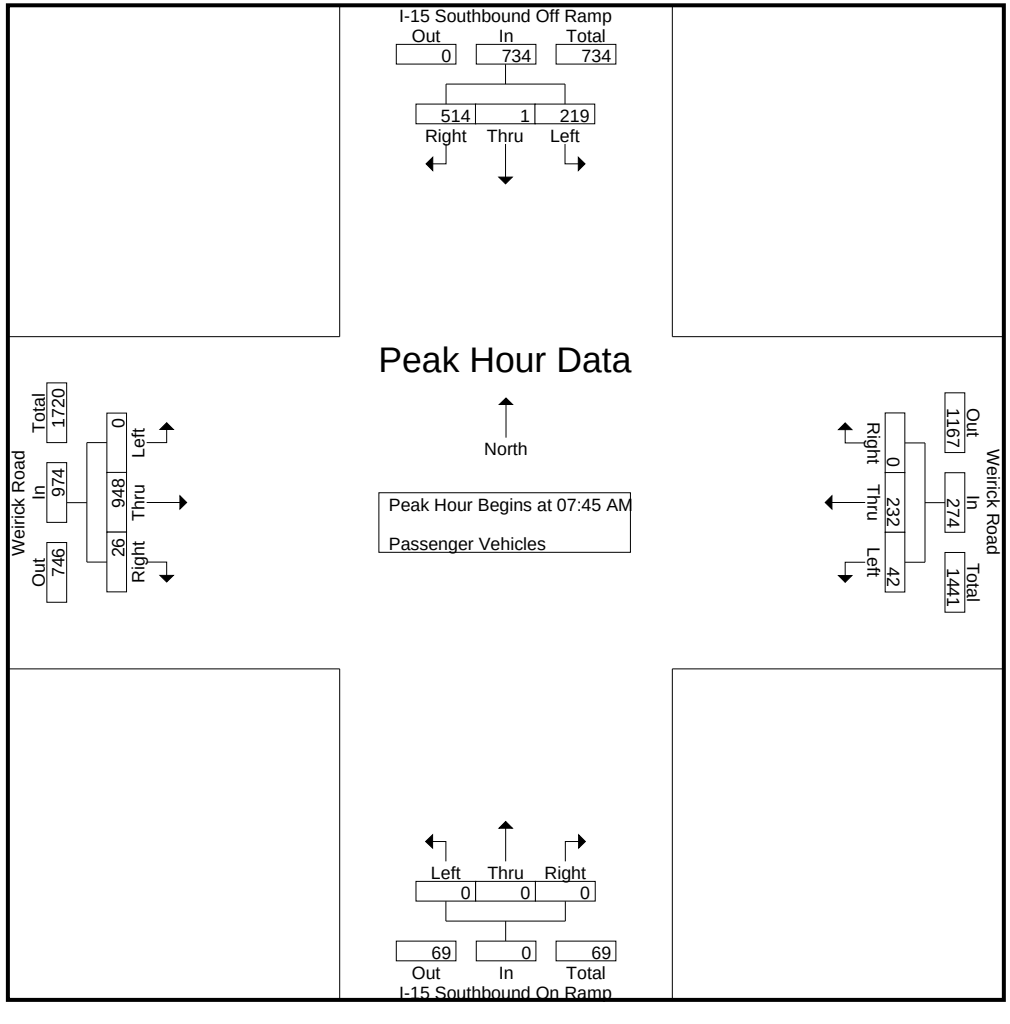
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	48	0	32	19	80	13	10	0	0	23	0	0	0	0	0	0	188	3	2	191	21	294	315
07:15 AM	33	1	54	36	88	14	21	0	0	35	0	0	0	0	0	0	213	7	4	220	40	343	383
07:30 AM	39	0	69	46	108	13	17	0	0	30	0	0	0	0	0	0	310	3	0	313	46	451	497
07:45 AM	69	0	123	55	192	14	37	0	0	51	0	0	0	0	0	0	276	8	1	284	56	527	583
Total	189	1	278	156	468	54	85	0	0	139	0	0	0	0	0	0	987	21	7	1008	163	1615	1778
08:00 AM	52	0	125	55	177	9	49	0	0	58	0	0	0	0	0	0	242	4	1	246	56	481	537
08:15 AM	55	1	135	55	191	13	88	0	0	101	0	0	0	0	0	0	180	5	1	185	56	477	533
08:30 AM	43	0	131	53	174	6	58	0	0	64	0	0	0	0	0	0	250	9	7	259	60	497	557
08:45 AM	51	0	100	56	151	14	30	0	0	44	0	0	0	0	0	0	219	8	3	227	59	422	481
Total	201	1	491	219	693	42	225	0	0	267	0	0	0	0	0	0	891	26	12	917	231	1877	2108
Grand Total	390	2	769	375	1161	96	310	0	0	406	0	0	0	0	0	0	1878	47	19	1925	394	3492	3886
Apprch %	33.6	0.2	66.2			23.6	76.4	0			0	0	0			0	97.6	2.4					
Total %	11.2	0.1	22		33.2	2.7	8.9	0		11.6	0	0	0		0	0	53.8	1.3		55.1	10.1	89.9	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**69**	0	123	**192**	**14**	37	0	51	0	0	0	0	0	**276**	8	**284**	**527**
08:00 AM	52	0	125	177	9	49	0	58	0	0	0	0	0	242	4	246	481
08:15 AM	55	**1**	**135**	191	13	**88**	0	**101**	0	0	0	0	0	180	5	185	477
08:30 AM	43	0	131	174	6	58	0	64	0	0	0	0	0	250	**9**	259	497
Total Volume	219	1	514	734	42	232	0	274	0	0	0	0	0	948	26	974	1982
% App. Total	29.8	0.1	70		15.3	84.7	0		0	0	0		0	97.3	2.7		
PHF	.793	.250	.952	.956	.750	.659	.000	.678	.000	.000	.000	.000	.000	.859	.722	.857	.940

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**69**	0	123	**192**	**14**	37	0	51	0	0	0	0	0	**276**	8	**284**	
+15 mins.	52	0	125	177	9	49	0	58	0	0	0	0	0	242	4	246	
+30 mins.	55	**1**	**135**	191	13	**88**	0	**101**	0	0	0	0	0	180	5	185	
+45 mins.	43	0	131	174	6	58	0	64	0	0	0	0	0	250	**9**	259	
Total Volume	219	1	514	734	42	232	0	274	0	0	0	0	0	948	26	974	
% App. Total	29.8	0.1	70		15.3	84.7	0		0	0	0		0	97.3	2.7		
PHF	.793	.250	.952	.956	.750	.659	.000	.678	.000	.000	.000	.000	.000	.859	.722	.857	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

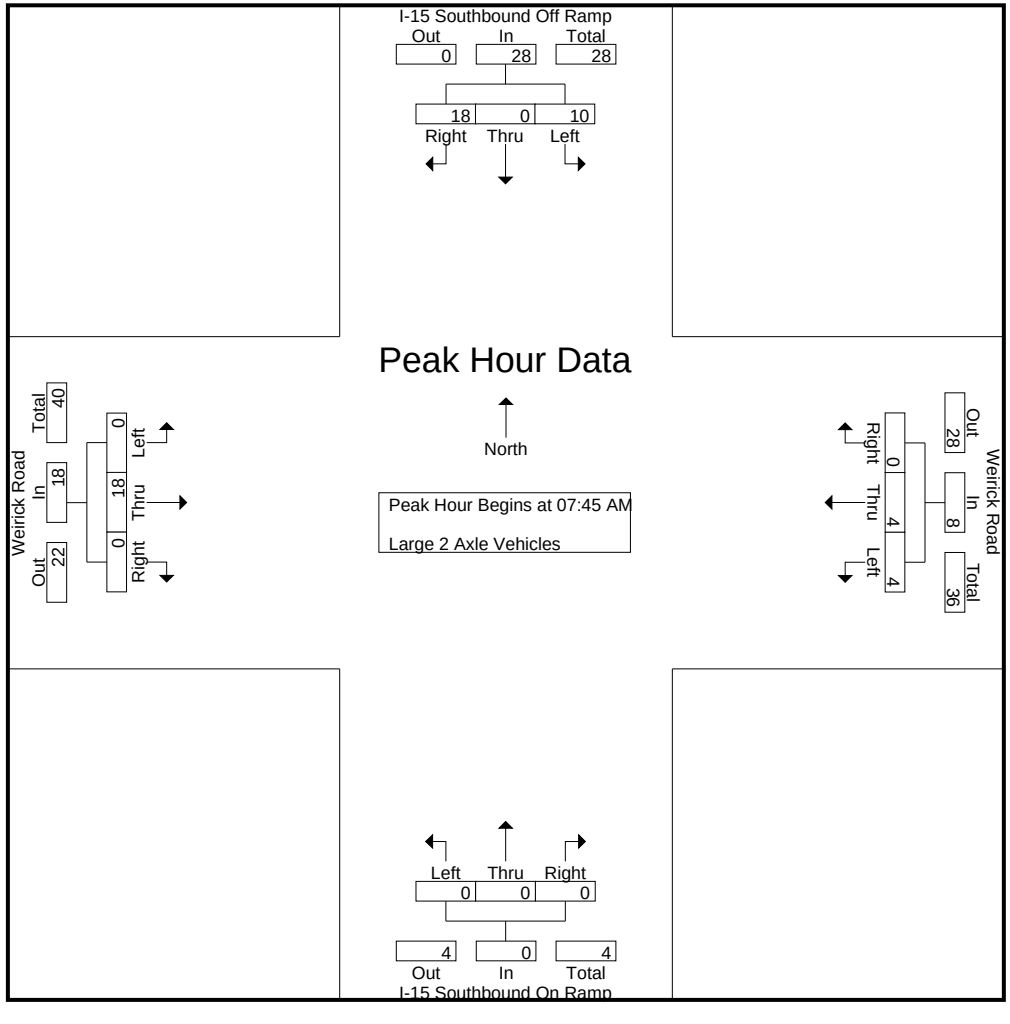
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	5	3	8	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	3	14	17
07:15 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	11	11
07:30 AM	5	0	3	1	8	0	1	0	0	1	0	0	0	0	0	0	4	1	1	5	2	14	16
07:45 AM	3	0	5	2	8	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	2	13	15
Total	12	0	14	6	26	2	5	0	0	7	0	0	0	0	0	0	17	2	1	19	7	52	59
08:00 AM	0	0	6	5	6	2	0	0	0	2	0	0	0	0	0	0	5	0	0	5	5	13	18
08:15 AM	3	0	2	1	5	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	1	17	18
08:30 AM	4	0	5	4	9	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	11	15
08:45 AM	2	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	10	11
Total	9	0	14	11	23	2	3	0	0	5	0	0	0	0	0	0	23	0	0	23	11	51	62
Grand Total	21	0	28	17	49	4	8	0	0	12	0	0	0	0	0	0	40	2	1	42	18	103	121
Apprch %	42.9	0	57.1			33.3	66.7	0			0	0	0			0	95.2	4.8					
Total %	20.4	0	27.2		47.6	3.9	7.8	0		11.7	0	0	0		0	0	38.8	1.9		40.8	14.9	85.1	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	5	8	**2**	1	0	**3**	0	0	0	0	0	2	0	2	13
08:00 AM	0	0	**6**	6	2	0	0	2	0	0	0	0	0	5	0	5	13
08:15 AM	3	0	2	5	0	**2**	0	2	0	0	0	0	0	**10**	0	**10**	**17**
08:30 AM	**4**	0	5	**9**	0	1	0	1	0	0	0	0	0	1	0	1	11
Total Volume	10	0	18	28	4	4	0	8	0	0	0	0	0	18	0	18	54
% App. Total	35.7	0	64.3		50	50	0		0	0	0		0	100	0		
PHF	.625	.000	.750	.778	.500	.500	.000	.667	.000	.000	.000	.000	.000	.450	.000	.450	.794

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	3	0	5	8	**2**	1	0	**3**	0	0	0	0	0	2	0	2	
+15 mins.	0	0	**6**	6	2	0	0	2	0	0	0	0	0	5	0	5	
+30 mins.	3	0	2	5	0	**2**	0	2	0	0	0	0	0	**10**	0	**10**	
+45 mins.	**4**	0	5	**9**	0	1	0	1	0	0	0	0	0	1	0	1	
Total Volume	10	0	18	28	4	4	0	8	0	0	0	0	0	18	0	18	
% App. Total	35.7	0	64.3		50	50	0		0	0	0		0	100	0		
PHF	.625	.000	.750	.778	.500	.500	.000	.667	.000	.000	.000	.000	.000	.450	.000	.450	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

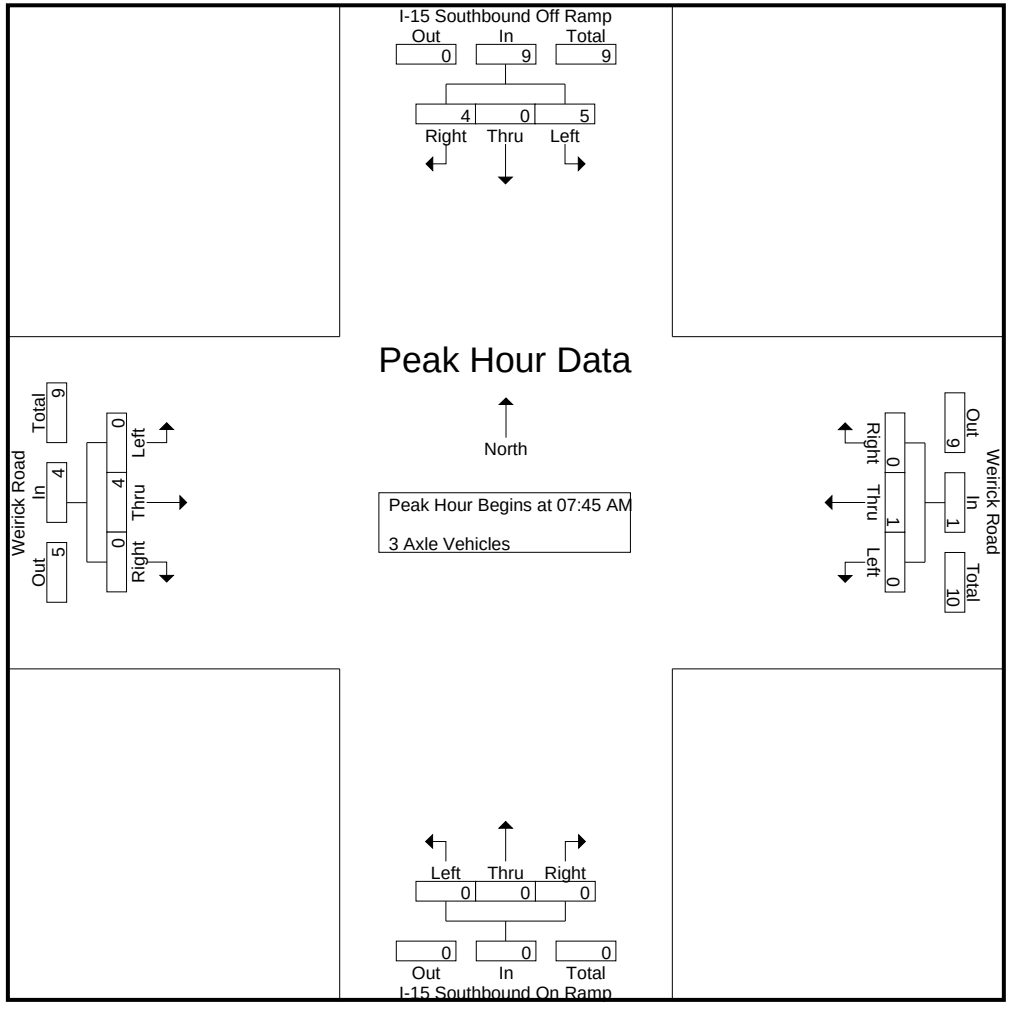
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:15 AM	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	4	5
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	4
07:45 AM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	4
Total	3	0	3	2	6	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	2	12	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	3	0	2	1	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	7	8
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	6	0	2	1	8	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	13	14
Grand Total	9	0	5	3	14	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	3	25	28
Apprch %	64.3	0	35.7			0	100	0			0	0	0			0	100	0					
Total %	36	0	20		56	0	8	0		8	0	0	0		0	0	36	0		36	10.7	89.3	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**2**	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	**3**	0	2	**5**	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**7**
Total Volume	5	0	4	9	0	1	0	1	0	0	0	0	0	4	0	4	14
% App. Total	55.6	0	44.4		0	100	0		0	0	0		0	100	0		
PHF	.417	.000	.500	.450	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	**2**	2	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	**3**	0	2	**5**	0	**1**	0	**1**	0	0	0	0	0	1	0	1	
Total Volume	5	0	4	9	0	1	0	1	0	0	0	0	0	4	0	4	
% App. Total	55.6	0	44.4		0	100	0		0	0	0		0	100	0		
PHF	.417	.000	.500	.450	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

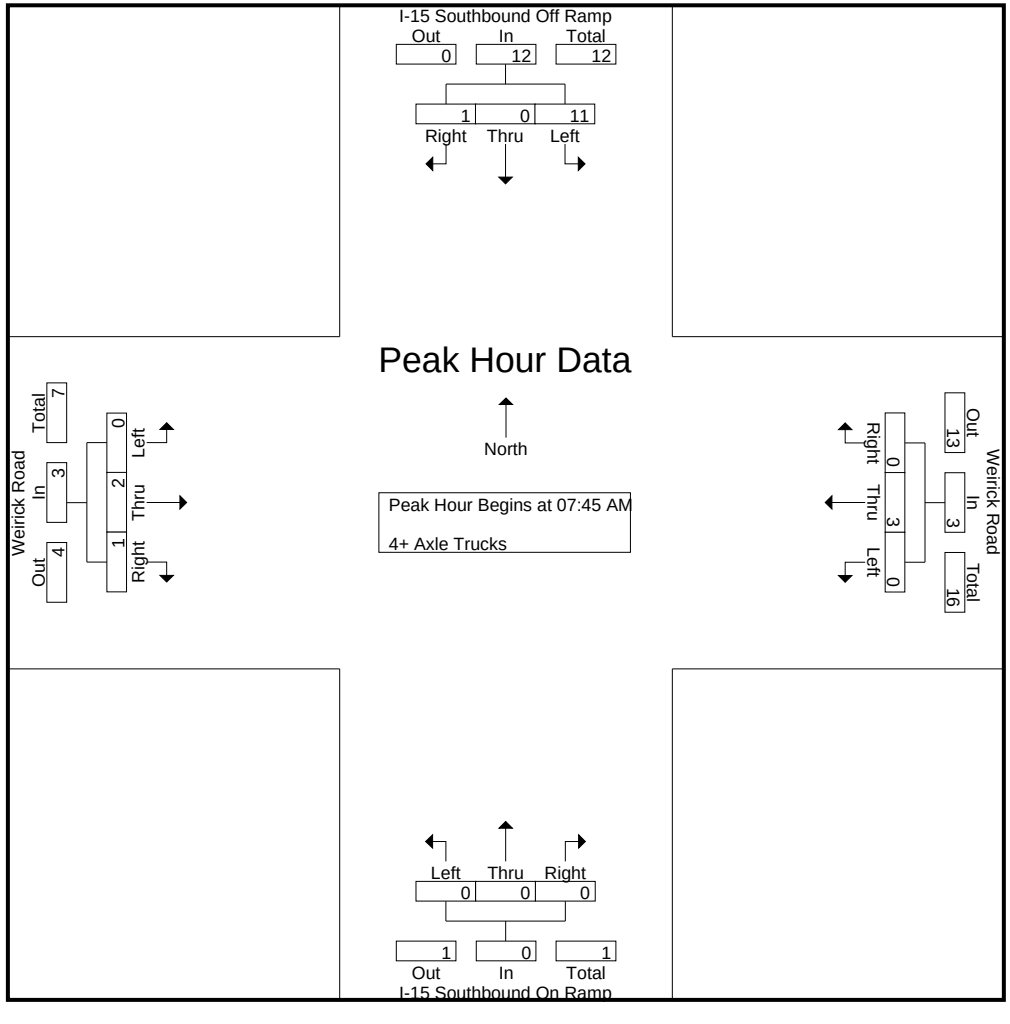
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	0	3	3	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	10	13
07:15 AM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	5
07:30 AM	2	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	5	6
07:45 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	13	0	5	4	18	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	4	24	28
08:00 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	5
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4
08:30 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	5	6
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	8	0	3	0	11	0	2	0	0	2	0	0	0	0	0	0	4	1	1	5	1	18	19
Grand Total	21	0	8	4	29	0	3	0	0	3	0	0	0	0	0	0	8	2	1	10	5	42	47
Apprch %	72.4	0	27.6			0	100	0			0	0	0			0	80	20					
Total %	50	0	19		69	0	7.1	0		7.1	0	0	0		0	0	19	4.8		23.8	10.6	89.4	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	0	0	**3**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	4
08:00 AM	2	0	**1**	3	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**5**
08:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:30 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	0	**1**	1	5
Total Volume	11	0	1	12	0	3	0	3	0	0	0	0	0	2	1	3	18
% App. Total	91.7	0	8.3		0	100	0		0	0	0		0	66.7	33.3		
PHF	.917	.000	.250	1.00	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.750	.900

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**3**	0	0	**3**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
+15 mins.	2	0	**1**	3	0	1	0	1	0	0	0	0	0	**1**	0	**1**	
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	3	0	0	3	0	1	0	1	0	0	0	0	0	0	**1**	1	
Total Volume	11	0	1	12	0	3	0	3	0	0	0	0	0	2	1	3	
% App. Total	91.7	0	8.3		0	100	0		0	0	0		0	66.7	33.3		
PHF	.917	.000	.250	1.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.750	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

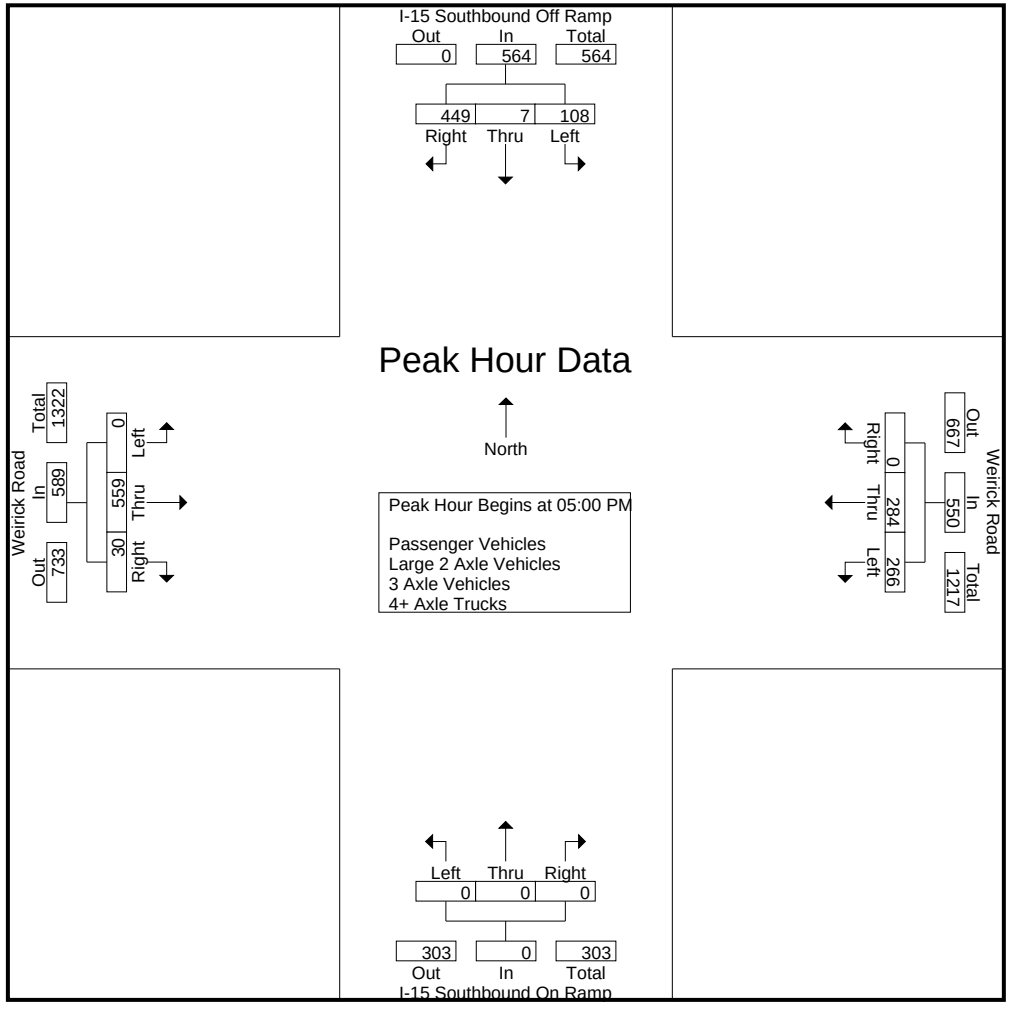
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	25	0	181	117	206	54	75	0	0	129	0	0	0	0	0	0	119	10	4	129	121	464	585
04:15 PM	35	1	131	67	167	54	64	0	0	118	0	0	0	0	0	0	138	9	6	147	73	432	505
04:30 PM	27	1	108	65	136	59	73	0	0	132	0	0	0	0	0	0	136	13	8	149	73	417	490
04:45 PM	26	2	114	62	142	42	65	0	0	107	0	0	0	0	0	0	116	3	2	119	64	368	432
Total	113	4	534	311	651	209	277	0	0	486	0	0	0	0	0	0	509	35	20	544	331	1681	2012
05:00 PM	26	3	100	53	129	60	72	0	0	132	0	0	0	0	0	0	123	7	3	130	56	391	447
05:15 PM	30	1	123	68	154	75	70	0	0	145	0	0	0	0	0	0	147	8	6	155	74	454	528
05:30 PM	31	2	117	72	150	65	74	0	0	139	0	0	0	0	0	0	170	11	0	181	72	470	542
05:45 PM	21	1	109	74	131	66	68	0	0	134	0	0	0	0	0	0	119	4	1	123	75	388	463
Total	108	7	449	267	564	266	284	0	0	550	0	0	0	0	0	0	559	30	10	589	277	1703	1980
Grand Total	221	11	983	578	1215	475	561	0	0	1036	0	0	0	0	0	0	1068	65	30	1133	608	3384	3992
Apprch %	18.2	0.9	80.9			45.8	54.2	0			0	0	0			0	94.3	5.7					
Total %	6.5	0.3	29		35.9	14	16.6	0		30.6	0	0	0		0	0	31.6	1.9		33.5	15.2	84.8	
Passenger Vehicles	189	10	972		1743	469	558	0		1027	0	0	0		0	0	1055	63		1147	0	0	3917
% Passenger Vehicles	85.5	90.9	98.9	99	97.2	98.7	99.5	0	0	99.1	0	0	0	0	0	0	98.8	96.9	96.7	98.6	0	0	98.1
Large 2 Axle Vehicles	15	0	6		26	6	2	0		8	0	0	0		0	0	8	1		9	0	0	43
% Large 2 Axle Vehicles	6.8	0	0.6	0.9	1.5	1.3	0.4	0	0	0.8	0	0	0	0	0	0	0.7	1.5	0	0.8	0	0	1.1
3 Axle Vehicles	7	0	3		10	0	1	0		1	0	0	0		0	0	3	0		3	0	0	14
% 3 Axle Vehicles	3.2	0	0.3	0	0.6	0	0.2	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0.4
4+ Axle Trucks	10	1	2		14	0	0	0		0	0	0	0		0	0	2	1		4	0	0	18
% 4+ Axle Trucks	4.5	9.1	0.2	0.2	0.8	0	0	0	0	0	0	0	0	0	0	0	0.2	1.5	3.3	0.3	0	0	0.5

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	**3**	100	129	60	72	0	132	0	0	0	0	0	123	7	130	391
05:15 PM	30	1	**123**	**154**	**75**	70	0	**145**	0	0	0	0	0	147	8	155	454
05:30 PM	**31**	2	117	150	65	**74**	0	139	0	0	0	0	0	**170**	**11**	**181**	**470**
05:45 PM	21	1	109	131	66	68	0	134	0	0	0	0	0	119	4	123	388
Total Volume	108	7	449	564	266	284	0	550	0	0	0	0	0	559	30	589	1703
% App. Total	19.1	1.2	79.6		48.4	51.6	0		0	0	0		0	94.9	5.1		
PHF	.871	.583	.913	.916	.887	.959	.000	.948	.000	.000	.000	.000	.000	.822	.682	.814	.906

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				05:00 PM				04:00 PM				05:00 PM				
+0 mins.	25	0	**181**	**206**	60	72	0	132	0	0	0	0	0	123	7	130	
+15 mins.	**35**	1	131	167	**75**	70	0	**145**	0	0	0	0	0	147	8	155	
+30 mins.	27	1	108	136	65	**74**	0	139	0	0	0	0	0	**170**	**11**	**181**	
+45 mins.	26	**2**	114	142	66	68	0	134	0	0	0	0	0	119	4	123	
Total Volume	113	4	534	651	266	284	0	550	0	0	0	0	0	559	30	589	
% App. Total	17.4	0.6	82		48.4	51.6	0		0	0	0		0	94.9	5.1		
PHF	.807	.500	.738	.790	.887	.959	.000	.948	.000	.000	.000	.000	.000	.822	.682	.814	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

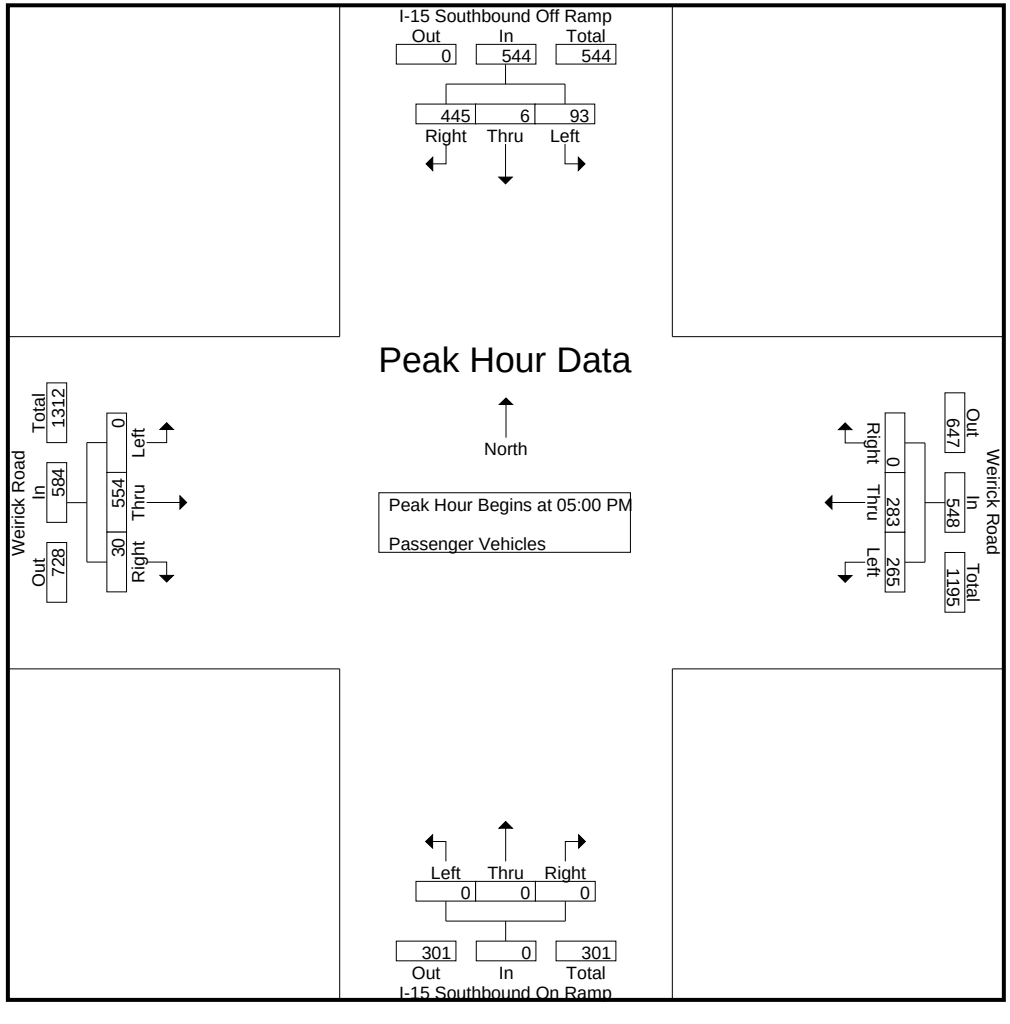
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	18	0	179	116	197	53	74	0	0	127	0	0	0	0	0	0	116	9	3	125	119	449	568
04:15 PM	32	1	129	67	162	52	63	0	0	115	0	0	0	0	0	0	138	8	6	146	73	423	496
04:30 PM	25	1	107	64	133	58	73	0	0	131	0	0	0	0	0	0	133	13	8	146	72	410	482
04:45 PM	21	2	112	61	135	41	65	0	0	106	0	0	0	0	0	0	114	3	2	117	63	358	421
Total	96	4	527	308	627	204	275	0	0	479	0	0	0	0	0	0	501	33	19	534	327	1640	1967
05:00 PM	22	3	100	53	125	59	72	0	0	131	0	0	0	0	0	0	121	7	3	128	56	384	440
05:15 PM	25	1	122	68	148	75	69	0	0	144	0	0	0	0	0	0	145	8	6	153	74	445	519
05:30 PM	26	1	116	71	143	65	74	0	0	139	0	0	0	0	0	0	170	11	0	181	71	463	534
05:45 PM	20	1	107	72	128	66	68	0	0	134	0	0	0	0	0	0	118	4	1	122	73	384	457
Total	93	6	445	264	544	265	283	0	0	548	0	0	0	0	0	0	554	30	10	584	274	1676	1950
Grand Total	189	10	972	572	1171	469	558	0	0	1027	0	0	0	0	0	0	1055	63	29	1118	601	3316	3917
Apprch %	16.1	0.9	83			45.7	54.3	0			0	0	0			0	94.4	5.6					
Total %	5.7	0.3	29.3		35.3	14.1	16.8	0		31	0	0	0		0	0	31.8	1.9		33.7	15.3	84.7	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	**3**	100	125	59	72	0	131	0	0	0	0	0	121	7	128	384
05:15 PM	25	1	**122**	**148**	**75**	69	0	**144**	0	0	0	0	0	145	8	153	445
05:30 PM	**26**	1	116	143	65	**74**	0	139	0	0	0	0	0	**170**	**11**	**181**	**463**
05:45 PM	20	1	107	128	66	68	0	134	0	0	0	0	0	118	4	122	384
Total Volume	93	6	445	544	265	283	0	548	0	0	0	0	0	554	30	584	1676
% App. Total	17.1	1.1	81.8		48.4	51.6	0		0	0	0		0	94.9	5.1		
PHF	.894	.500	.912	.919	.883	.956	.000	.951	.000	.000	.000	.000	.000	.815	.682	.807	.905

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 3

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	22	**3**	100	125	59	72	0	131	0	0	0	0	0	121	7	128	
+15 mins.	25	1	**122**	**148**	**75**	69	0	**144**	0	0	0	0	0	145	8	153	
+30 mins.	**26**	1	116	143	65	**74**	0	139	0	0	0	0	0	**170**	**11**	**181**	
+45 mins.	20	1	107	128	66	68	0	134	0	0	0	0	0	118	4	122	
Total Volume	93	6	445	544	265	283	0	548	0	0	0	0	0	554	30	584	
% App. Total	17.1	1.1	81.8		48.4	51.6	0		0	0	0		0	94.9	5.1		
PHF	.894	.500	.912	.919	.883	.956	.000	.951	.000	.000	.000	.000	.000	.815	.682	.807	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

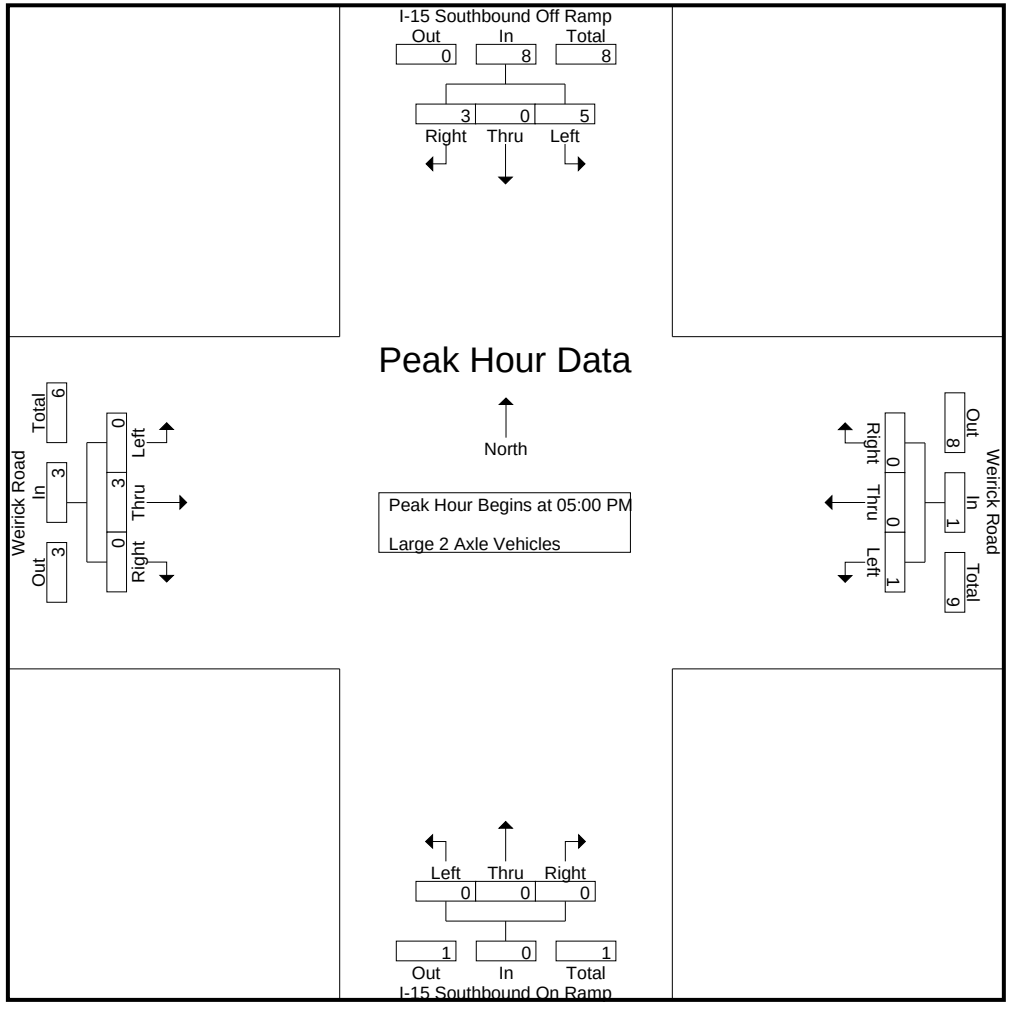
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	0	1	1	5	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	1	9	10
04:15 PM	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	0	6	6
04:30 PM	1	0	1	1	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	4	5
04:45 PM	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	7	7
Total	10	0	3	2	13	5	2	0	0	7	0	0	0	0	0	0	5	1	0	6	2	26	28
05:00 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	4
05:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	5
Total	5	0	3	3	8	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	3	12	15
Grand Total	15	0	6	5	21	6	2	0	0	8	0	0	0	0	0	0	8	1	0	9	5	38	43
Apprch %	71.4	0	28.6			75	25	0			0	0	0			0	88.9	11.1					
Total %	39.5	0	15.8		55.3	15.8	5.3	0		21.1	0	0	0		0	0	21.1	2.6		23.7	11.6	88.4	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**3**	0	0	**3**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**4**
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	**2**	4
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	**2**	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	5	0	3	8	1	0	0	1	0	0	0	0	0	3	0	3	12
% App. Total	62.5	0	37.5		100	0	0		0	0	0		0	100	0		
PHF	.417	.000	.375	.667	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.750

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 3

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	**3**	0	0	**3**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	**2**	
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	**2**	2	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	5	0	3	8	1	0	0	1	0	0	0	0	0	3	0	3	
% App. Total	62.5	0	37.5		100	0	0		0	0	0		0	100	0		
PHF	.417	.000	.375	.667	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

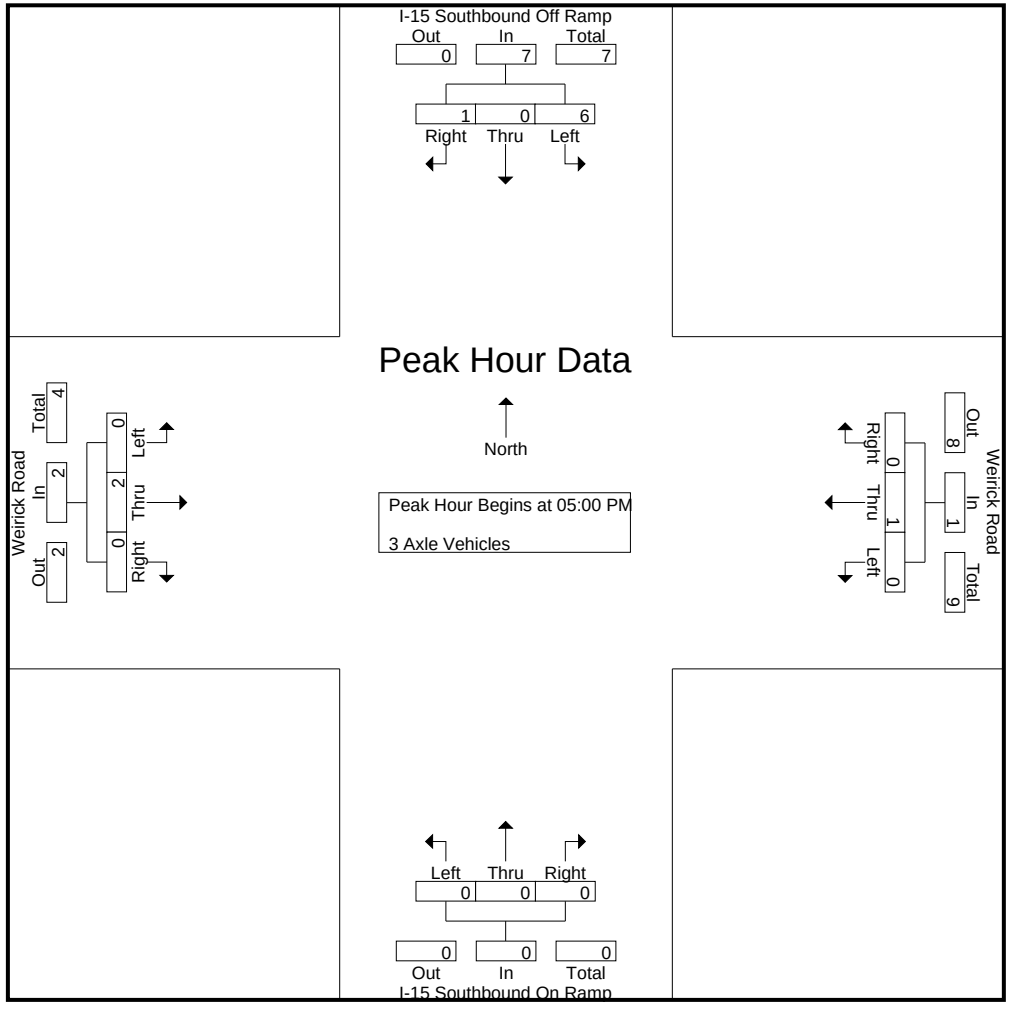
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
05:15 PM	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	6	0	1	0	7	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	10	10
Grand Total	7	0	3	0	10	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	14	14
Apprch %	70	0	30			0	100	0			0	0	0			0	100	0					
Total %	50	0	21.4		71.4	0	7.1	0		7.1	0	0	0		0	0	21.4	0		21.4	0	100	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	3
05:15 PM	**3**	0	**1**	**4**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**5**
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	6	0	1	7	0	1	0	1	0	0	0	0	0	2	0	2	10
% App. Total	85.7	0	14.3		0	100	0		0	0	0		0	100	0		
PHF	.500	.000	.250	.438	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	
+15 mins.	**3**	0	**1**	**4**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	6	0	1	7	0	1	0	1	0	0	0	0	0	2	0	2	
% App. Total	85.7	0	14.3		0	100	0		0	0	0		0	100	0		
PHF	.500	.000	.250	.438	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

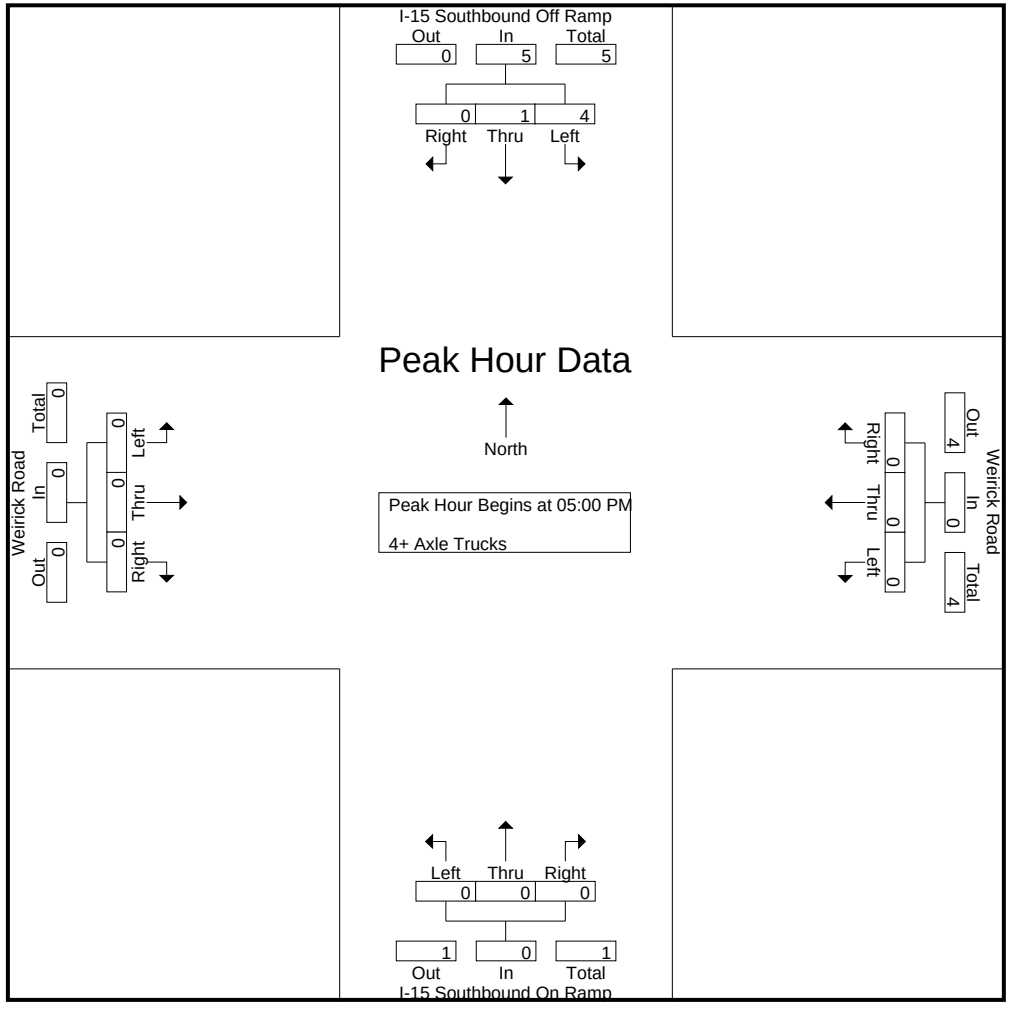
	I-15 Southbound Off Ramp Southbound					Weirick Road Westbound					I-15 Southbound On Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	6	7
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	6	0	2	1	8	0	0	0	0	0	0	0	0	0	0	0	2	1	1	3	2	11	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Grand Total	10	1	2	1	13	0	0	0	0	0	0	0	0	0	0	0	2	1	1	3	2	16	18
Apprch %	76.9	7.7	15.4			0	0	0			0	0	0			0	66.7	33.3					
Total %	62.5	6.2	12.5		81.2	0	0	0		0	0	0	0		0	0	12.5	6.2		18.8	11.1	88.9	

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**4**	**1**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% App. Total	80	20	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Weirick Road
Weather: Clear

File Name : 01_CRV_15S_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Weirick Road Westbound				I-15 Southbound On Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	**4**	**1**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	80	20	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: County of Riverside
N/S: I-15 SB Ramps
E/W: Weirick Road

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Weirick Road	South Leg I-15 SB Ramps	West Leg Weirick Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 SB Ramps	East Leg Weirick Road	South Leg I-15 SB Ramps	West Leg Weirick Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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

Location: County of Riverside
N/S: I-15 SB Ramps
E/W: Weirick Road

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Weirick Road			Northbound I-15 SB Ramps			Eastbound Weirick Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 91878
951-268-6268

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

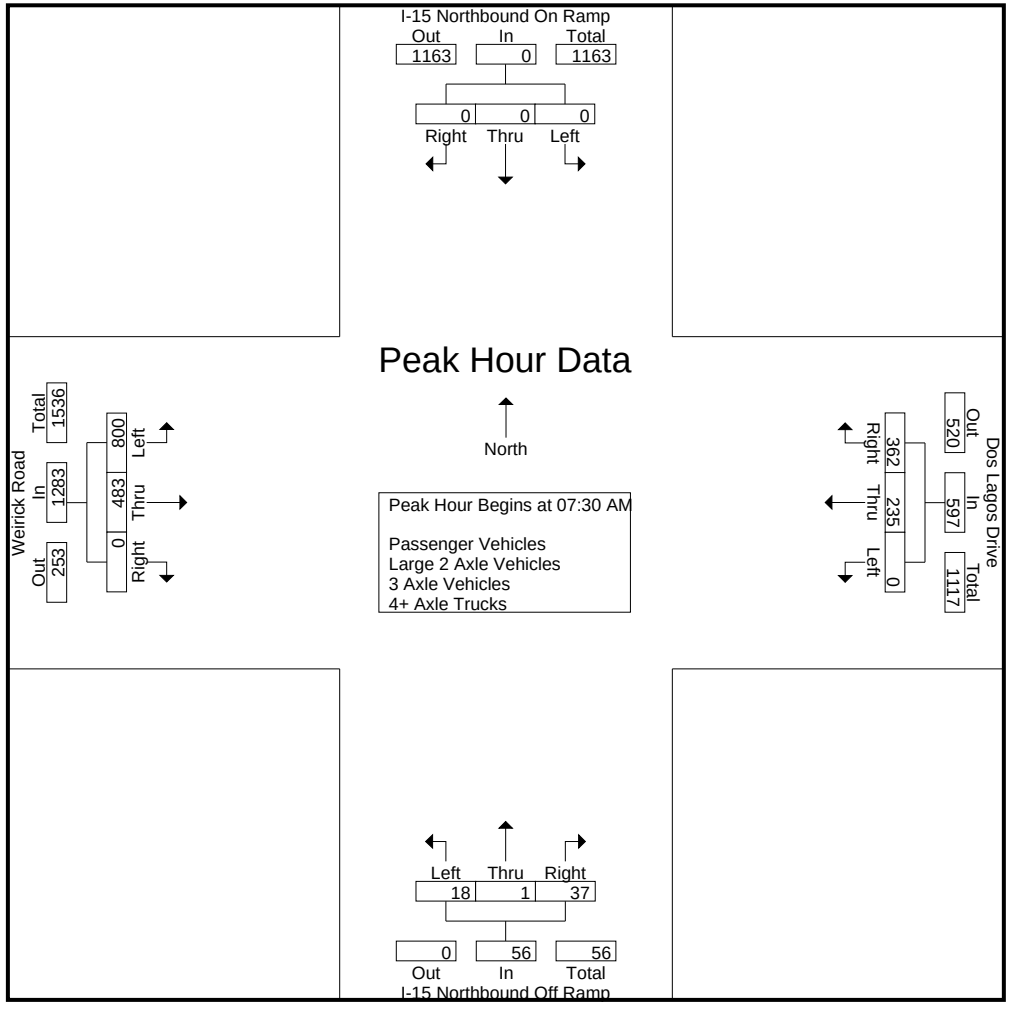
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	22	98	1	120	1	1	12	9	14	179	79	0	0	258	10	392	402
07:15 AM	0	0	0	0	0	0	37	111	2	148	1	0	10	6	11	187	73	0	0	260	8	419	427
07:30 AM	0	0	0	0	0	0	28	104	0	132	3	0	11	9	14	247	118	0	0	365	9	511	520
07:45 AM	0	0	0	0	0	0	58	90	1	148	4	1	9	7	14	235	123	0	0	358	8	520	528
Total	0	0	0	0	0	0	145	403	4	548	9	2	42	31	53	848	393	0	0	1241	35	1842	1877
08:00 AM	0	0	0	0	0	0	48	64	0	112	7	0	4	4	11	185	120	0	0	305	4	428	432
08:15 AM	0	0	0	0	0	0	101	104	0	205	4	0	13	10	17	133	122	0	0	255	10	477	487
08:30 AM	0	0	0	0	0	0	59	78	0	137	9	0	20	13	29	180	124	0	0	304	13	470	483
08:45 AM	0	0	0	0	0	0	39	98	0	137	3	0	19	13	22	162	117	0	0	279	13	438	451
Total	0	0	0	0	0	0	247	344	0	591	23	0	56	40	79	660	483	0	0	1143	40	1813	1853
Grand Total	0	0	0	0	0	0	392	747	4	1139	32	2	98	71	132	1508	876	0	0	2384	75	3655	3730
Apprch %	0	0	0			0	34.4	65.6			24.2	1.5	74.2			63.3	36.7	0					
Total %	0	0	0		0	0	10.7	20.4		31.2	0.9	0.1	2.7		3.6	41.3	24	0		65.2	2	98	
Passenger Vehicles	0	0	0		0	0	373	677		1054	31	2	95		197	1462	807	0		2269	0	0	3520
% Passenger Vehicles	0	0	0	0	0	0	95.2	90.6	100	92.2	96.9	100	96.9	97.2	97	96.9	92.1	0	0	95.2	0	0	94.4
Large 2 Axle Vehicles	0	0	0		0	0	16	32		48	1	0	3		6	34	36	0		70	0	0	124
% Large 2 Axle Vehicles	0	0	0	0	0	0	4.1	4.3	0	4.2	3.1	0	3.1	2.8	3	2.3	4.1	0	0	2.9	0	0	3.3
3 Axle Vehicles	0	0	0		0	0	2	10		12	0	0	0		0	5	13	0		18	0	0	30
% 3 Axle Vehicles	0	0	0	0	0	0	0.5	1.3	0	1	0	0	0	0	0	0.3	1.5	0	0	0.8	0	0	0.8
4+ Axle Trucks	0	0	0		0	0	1	28		29	0	0	0		0	7	20	0		27	0	0	56
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	3.7	0	2.5	0	0	0	0	0	0.5	2.3	0	0	1.1	0	0	1.5

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	28	**104**	132	3	0	11	14	**247**	118	0	**365**	511
07:45 AM	0	0	0	0	0	58	90	148	4	**1**	9	14	235	**123**	0	358	**520**
08:00 AM	0	0	0	0	0	48	64	112	**7**	0	4	11	185	120	0	305	428
08:15 AM	0	0	0	0	0	**101**	104	**205**	4	0	**13**	**17**	133	122	0	255	477
Total Volume	0	0	0	0	0	235	362	597	18	1	37	56	800	483	0	1283	1936
% App. Total	0	0	0		0	39.4	60.6		32.1	1.8	66.1		62.4	37.6	0		
PHF	.000	.000	.000	.000	.000	.582	.870	.728	.643	.250	.712	.824	.810	.982	.000	.879	.931

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:45 AM				08:00 AM				07:15 AM				
+0 mins.	0	0	0	0	0	58	90	148	7	0	4	11	187	73	0	260	
+15 mins.	0	0	0	0	0	48	64	112	4	0	13	17	**247**	118	0	**365**	
+30 mins.	0	0	0	0	0	**101**	**104**	**205**	**9**	0	**20**	**29**	235	**123**	0	358	
+45 mins.	0	0	0	0	0	59	78	137	3	0	19	22	185	120	0	305	
Total Volume	0	0	0	0	0	266	336	602	23	0	56	79	854	434	0	1288	
% App. Total	0	0	0		0	44.2	55.8		29.1	0	70.9		66.3	33.7	0		
PHF	.000	.000	.000	.000	.000	.658	.808	.734	.639	.000	.700	.681	.864	.882	.000	.882	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

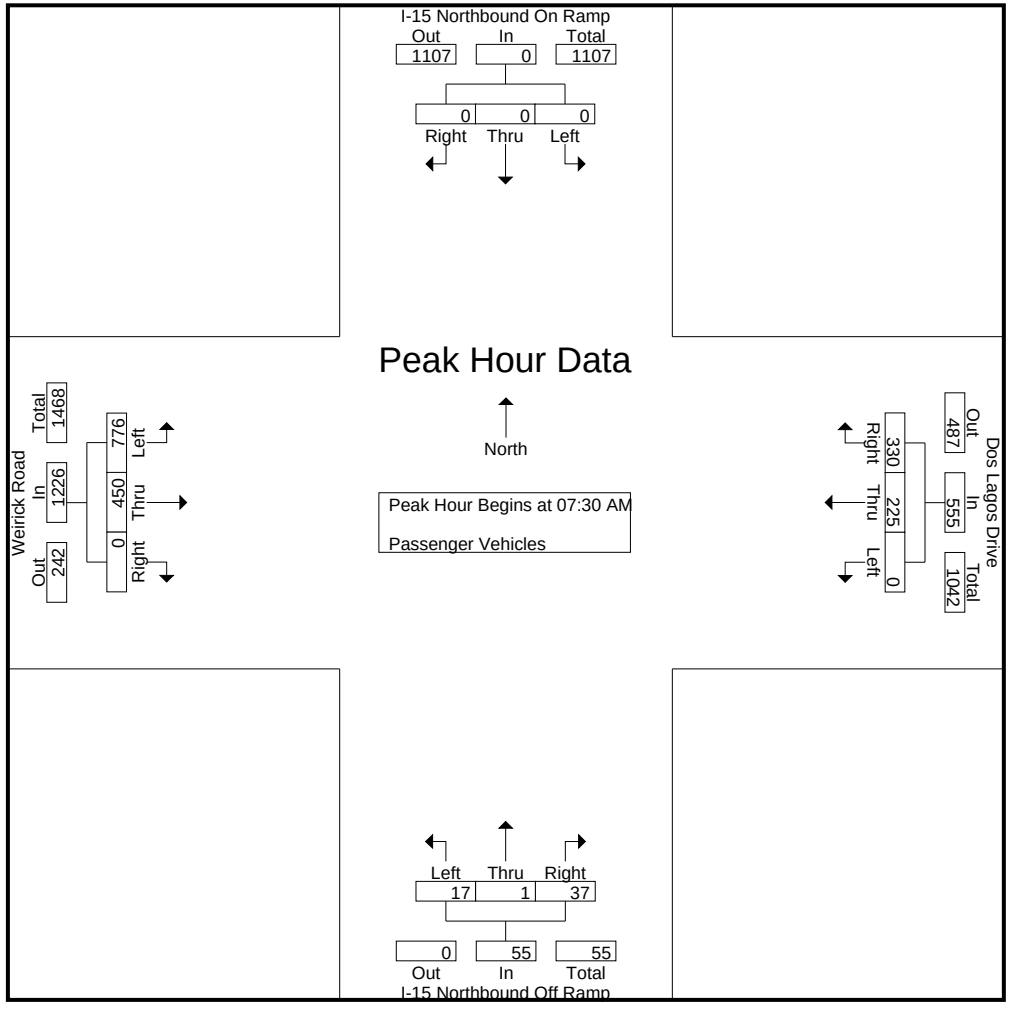
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	20	94	1	114	1	1	12	9	14	174	69	0	0	243	10	371	381
07:15 AM	0	0	0	0	0	0	34	102	2	136	1	0	10	6	11	180	66	0	0	246	8	393	401
07:30 AM	0	0	0	0	0	0	27	93	0	120	3	0	11	9	14	241	106	0	0	347	9	481	490
07:45 AM	0	0	0	0	0	0	54	86	1	140	4	1	9	7	14	232	118	0	0	350	8	504	512
Total	0	0	0	0	0	0	135	375	4	510	9	2	42	31	53	827	359	0	0	1186	35	1749	1784
08:00 AM	0	0	0	0	0	0	45	53	0	98	6	0	4	4	10	178	116	0	0	294	4	402	406
08:15 AM	0	0	0	0	0	0	99	98	0	197	4	0	13	10	17	125	110	0	0	235	10	449	459
08:30 AM	0	0	0	0	0	0	55	68	0	123	9	0	18	11	27	178	112	0	0	290	11	440	451
08:45 AM	0	0	0	0	0	0	39	83	0	122	3	0	18	13	21	154	110	0	0	264	13	407	420
Total	0	0	0	0	0	0	238	302	0	540	22	0	53	38	75	635	448	0	0	1083	38	1698	1736
Grand Total	0	0	0	0	0	0	373	677	4	1050	31	2	95	69	128	1462	807	0	0	2269	73	3447	3520
Apprch %	0	0	0			0	35.5	64.5			24.2	1.6	74.2			64.4	35.6	0					
Total %	0	0	0		0	0	10.8	19.6		30.5	0.9	0.1	2.8		3.7	42.4	23.4	0		65.8	2.1	97.9	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	27	93	120	3	0	11	14	**241**	106	0	347	481
07:45 AM	0	0	0	0	0	54	86	140	4	**1**	9	14	232	**118**	0	**350**	**504**
08:00 AM	0	0	0	0	0	45	53	98	**6**	0	4	10	178	116	0	294	402
08:15 AM	0	0	0	0	0	**99**	**98**	**197**	4	0	**13**	**17**	125	110	0	235	449
Total Volume	0	0	0	0	0	225	330	555	17	1	37	55	776	450	0	1226	1836
% App. Total	0	0	0		0	40.5	59.5		30.9	1.8	67.3		63.3	36.7	0		
PHF	.000	.000	.000	.000	.000	.568	.842	.704	.708	.250	.712	.809	.805	.953	.000	.876	.911

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	27	93	120	3	0	11	14	**241**	106	0	347	
+15 mins.	0	0	0	0	0	54	86	140	4	**1**	9	14	232	**118**	0	**350**	
+30 mins.	0	0	0	0	0	45	53	98	**6**	0	4	10	178	116	0	294	
+45 mins.	0	0	0	0	0	**99**	**98**	**197**	4	0	**13**	**17**	125	110	0	235	
Total Volume	0	0	0	0	0	225	330	555	17	1	37	55	776	450	0	1226	
% App. Total	0	0	0		0	40.5	59.5		30.9	1.8	67.3		63.3	36.7	0		
PHF	.000	.000	.000	.000	.000	.568	.842	.704	.708	.250	.712	.809	.805	.953	.000	.876	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

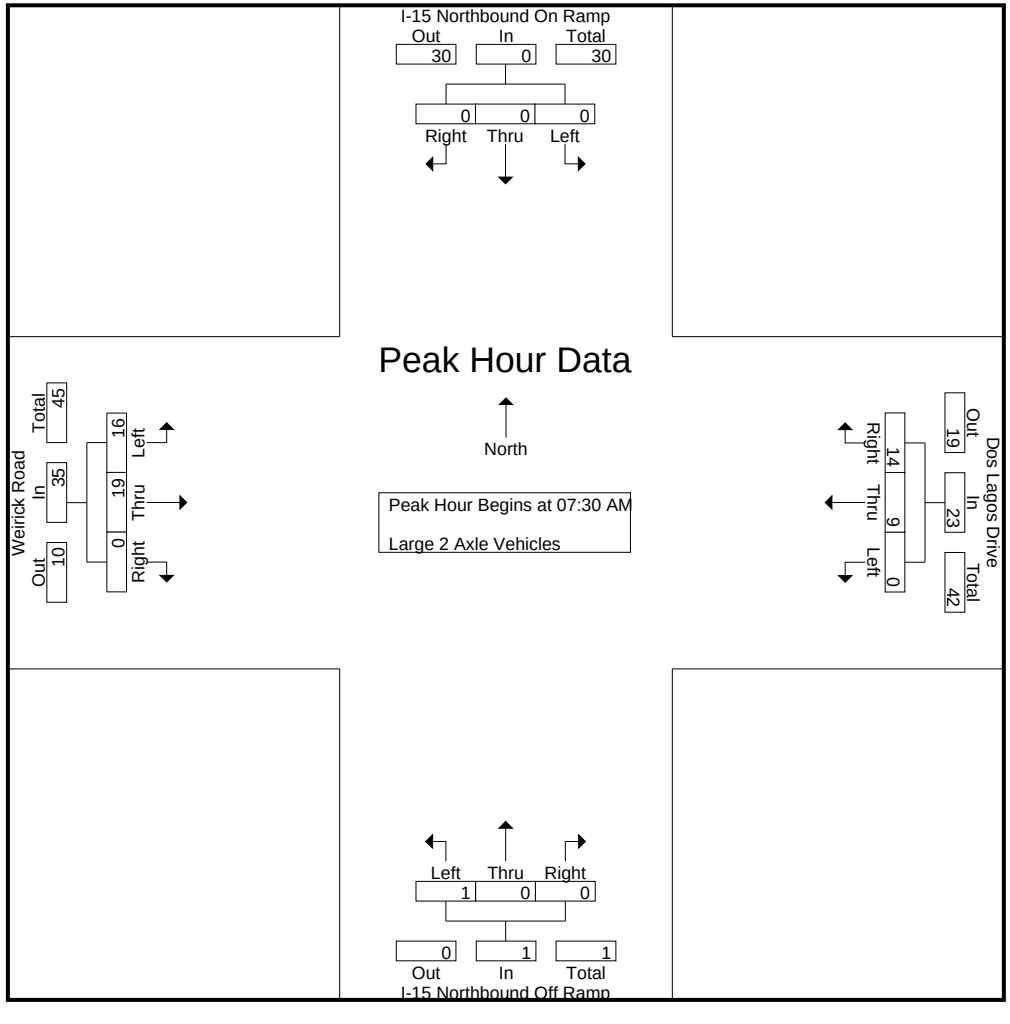
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	5	0	0	7	0	10	10
07:15 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	7	2	0	0	9	0	13	13
07:30 AM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	3	7	0	0	10	0	14	14
07:45 AM	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	2	3	0	0	5	0	12	12
Total	0	0	0	0	0	0	8	10	0	18	0	0	0	0	0	14	17	0	0	31	0	49	49
08:00 AM	0	0	0	0	0	0	3	5	0	8	1	0	0	0	1	4	2	0	0	6	0	15	15
08:15 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	7	7	0	0	14	0	18	18
08:30 AM	0	0	0	0	0	0	3	4	0	7	0	0	2	2	2	2	6	0	0	8	2	17	19
08:45 AM	0	0	0	0	0	0	0	11	0	11	0	0	1	0	1	7	4	0	0	11	0	23	23
Total	0	0	0	0	0	0	8	22	0	30	1	0	3	2	4	20	19	0	0	39	2	73	75
Grand Total	0	0	0	0	0	0	16	32	0	48	1	0	3	2	4	34	36	0	0	70	2	122	124
Apprch %	0	0	0			0	33.3	66.7			25	0	75			48.6	51.4	0					
Total %	0	0	0		0	0	13.1	26.2		39.3	0.8	0	2.5		3.3	27.9	29.5	0		57.4	1.6	98.4	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	3	4	0	0	0	0	3	**7**	0	10	14
07:45 AM	0	0	0	0	0	**3**	4	7	0	0	0	0	2	3	0	5	12
08:00 AM	0	0	0	0	0	3	**5**	**8**	**1**	0	0	**1**	4	2	0	6	15
08:15 AM	0	0	0	0	0	2	2	4	0	0	0	0	**7**	7	0	**14**	**18**
Total Volume	0	0	0	0	0	9	14	23	1	0	0	1	16	19	0	35	59
% App. Total	0	0	0		0	39.1	60.9		100	0	0		45.7	54.3	0		
PHF	.000	.000	.000	.000	.000	.750	.700	.719	.250	.000	.000	.250	.571	.679	.000	.625	.819

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	1	3	4	0	0	0	0	3	**7**	0	10	
+15 mins.	0	0	0	0	0	**3**	4	7	0	0	0	0	2	3	0	5	
+30 mins.	0	0	0	0	0	3	**5**	**8**	**1**	0	0	**1**	4	2	0	6	
+45 mins.	0	0	0	0	0	2	2	4	0	0	0	0	**7**	7	0	**14**	
Total Volume	0	0	0	0	0	9	14	23	1	0	0	1	16	19	0	35	
% App. Total	0	0	0		0	39.1	60.9		100	0	0		45.7	54.3	0		
PHF	.000	.000	.000	.000	.000	.750	.700	.719	.250	.000	.000	.250	.571	.679	.000	.625	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

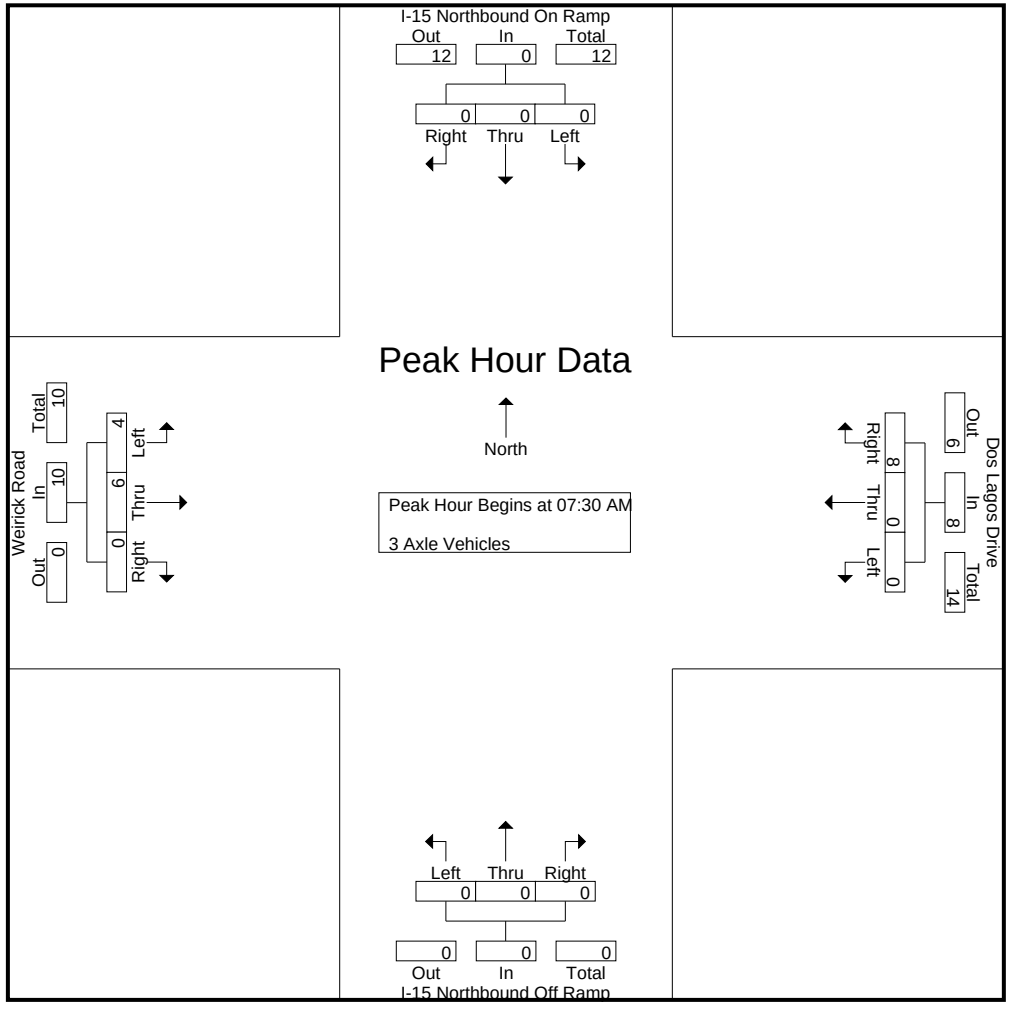
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
07:30 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1	3	0	0	4	0	8	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	3	5	0	0	8	0	14	14
08:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
08:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	2	8	0	0	10	0	16	16
Grand Total	0	0	0	0	0	0	2	10	0	12	0	0	0	0	0	5	13	0	0	18	0	30	30
Apprch %	0	0	0			0	16.7	83.3			0	0	0			27.8	72.2	0					
Total %	0	0	0		0	0	6.7	33.3		40	0	0	0		0	16.7	43.3	0		60	0	100	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**4**	**4**	0	0	0	0	1	**3**	0	**4**	**8**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	**2**	0	0	2	4
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	0	8	8	0	0	0	0	4	6	0	10	18
% App. Total	0	0	0		0	0	100		0	0	0		40	60	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500	.500	.000	.625	.563

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	0	**4**	**4**	0	0	0	0	1	**3**	0	**4**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
+30 mins.	0	0	0	0	0	0	2	2	0	0	0	0	**2**	0	0	2	
+45 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	0	8	8	0	0	0	0	4	6	0	10	
% App. Total	0	0	0		0	0	100		0	0	0		40	60	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500	.500	.000	.625	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

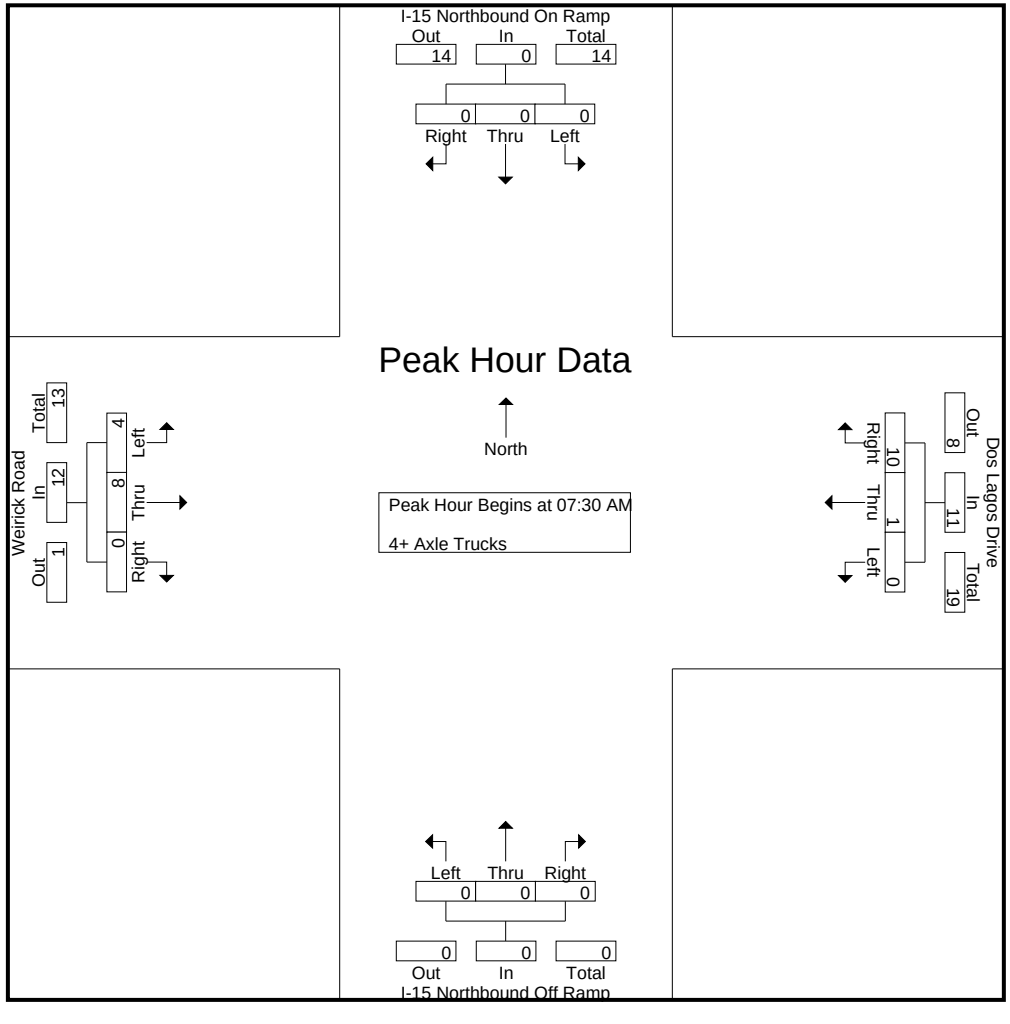
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	2	5	0	0	7	0	10	10
07:15 AM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	3	0	0	3	0	9	9
07:30 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	2	2	0	0	4	0	8	8
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	0	0	0	0	0	0	1	13	0	14	0	0	0	0	0	4	12	0	0	16	0	30	30
08:00 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1	2	0	0	3	0	7	7
08:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	0	0	3	0	5	5
08:30 AM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	3	0	0	3	0	9	9
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2	0	5	5
Total	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	3	8	0	0	11	0	26	26
Grand Total	0	0	0	0	0	0	1	28	0	29	0	0	0	0	0	7	20	0	0	27	0	56	56
Apprch %	0	0	0			0	3.4	96.6			0	0	0			25.9	74.1	0					
Total %	0	0	0		0	0	1.8	50		51.8	0	0	0		0	12.5	35.7	0		48.2	0	100	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**4**	**4**	0	0	0	0	**2**	**2**	0	**4**	**8**
07:45 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	4	4	0	0	0	0	1	2	0	3	7
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	1	2	0	3	5
Total Volume	0	0	0	0	0	1	10	11	0	0	0	0	4	8	0	12	23
% App. Total	0	0	0		0	9.1	90.9		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.688	.000	.000	.000	.000	.500	1.00	.000	.750	.719

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	0	**4**	**4**	0	0	0	0	**2**	**2**	0	**4**	
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	0	4	4	0	0	0	0	1	2	0	3	
+45 mins.	0	0	0	0	0	0	2	2	0	0	0	0	1	2	0	3	
Total Volume	0	0	0	0	0	1	10	11	0	0	0	0	4	8	0	12	
% App. Total	0	0	0		0	9.1	90.9		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.688	.000	.000	.000	.000	.500	1.000	.000	.750	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

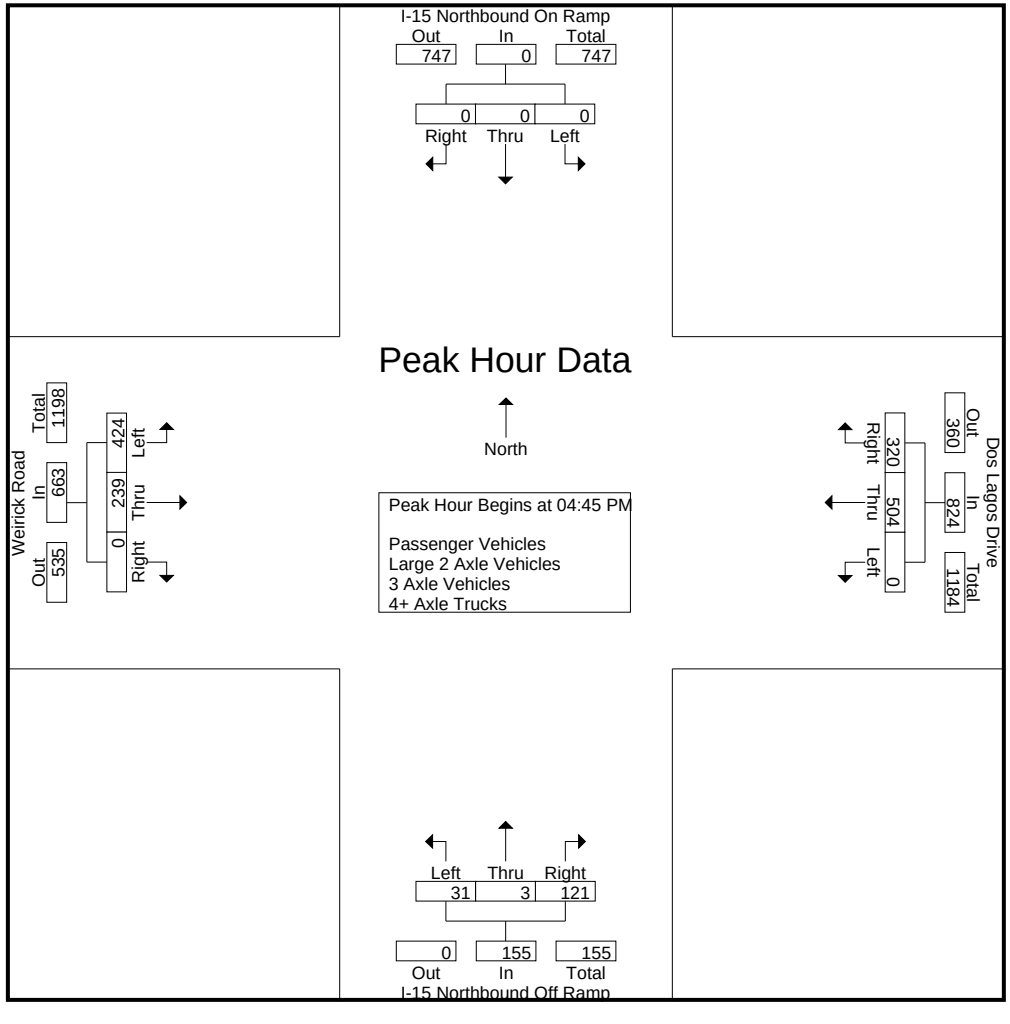
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	122	78	0	200	5	0	31	12	36	100	53	0	0	153	12	389	401
04:15 PM	0	0	0	0	0	0	115	65	0	180	4	1	30	21	35	99	75	0	0	174	21	389	410
04:30 PM	0	0	0	0	0	0	120	74	0	194	8	0	28	16	36	102	61	0	0	163	16	393	409
04:45 PM	0	0	0	0	0	0	102	88	8	190	9	0	31	9	40	88	53	0	0	141	17	371	388
Total	0	0	0	0	0	0	459	305	8	764	26	1	120	58	147	389	242	0	0	631	66	1542	1608
05:00 PM	0	0	0	0	0	0	122	86	3	208	9	2	39	12	50	92	58	0	0	150	15	408	423
05:15 PM	0	0	0	0	0	0	145	79	1	224	6	1	30	17	37	113	59	0	0	172	18	433	451
05:30 PM	0	0	0	0	0	0	135	67	1	202	7	0	21	14	28	131	69	0	0	200	15	430	445
05:45 PM	0	0	0	0	0	0	125	57	0	182	6	2	20	6	28	87	54	0	0	141	6	351	357
Total	0	0	0	0	0	0	527	289	5	816	28	5	110	49	143	423	240	0	0	663	54	1622	1676
Grand Total	0	0	0	0	0	0	986	594	13	1580	54	6	230	107	290	812	482	0	0	1294	120	3164	3284
Apprch %	0	0	0			0	62.4	37.6			18.6	2.1	79.3			62.8	37.2	0					
Total %	0	0	0		0	0	31.2	18.8		49.9	1.7	0.2	7.3		9.2	25.7	15.2	0		40.9	3.7	96.3	
Passenger Vehicles	0	0	0		0	0	975	571		1559	51	5	228		391	803	446	0		1249	0	0	3199
% Passenger Vehicles	0	0	0	0	0	0	98.9	96.1	100	97.9	94.4	83.3	99.1	100	98.5	98.9	92.5	0	0	96.5	0	0	97.4
Large 2 Axle Vehicles	0	0	0		0	0	10	8		18	3	1	2		6	5	18	0		23	0	0	47
% Large 2 Axle Vehicles	0	0	0	0	0	0	1	1.3	0	1.1	5.6	16.7	0.9	0	1.5	0.6	3.7	0	0	1.8	0	0	1.4
3 Axle Vehicles	0	0	0		0	0	1	2		3	0	0	0		0	2	7	0		9	0	0	12
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0.3	0	0.2	0	0	0	0	0	0.2	1.5	0	0	0.7	0	0	0.4
4+ Axle Trucks	0	0	0		0	0	0	13		13	0	0	0		0	2	11	0		13	0	0	26
% 4+ Axle Trucks	0	0	0	0	0	0	0	2.2	0	0.8	0	0	0	0	0	0.2	2.3	0	0	1	0	0	0.8

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	102	**88**	190	**9**	0	31	40	88	53	0	141	371
05:00 PM	0	0	0	0	0	122	86	208	9	**2**	**39**	**50**	92	58	0	150	408
05:15 PM	0	0	0	0	0	**145**	79	**224**	6	1	30	37	113	59	0	172	**433**
05:30 PM	0	0	0	0	0	135	67	202	7	0	21	28	**131**	**69**	0	**200**	430
Total Volume	0	0	0	0	0	504	320	824	31	3	121	155	424	239	0	663	1642
% App. Total	0	0	0		0	61.2	38.8		20	1.9	78.1		64	36	0		
PHF	.000	.000	.000	.000	.000	.869	.909	.920	.861	.375	.776	.775	.809	.866	.000	.829	.948

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:45 PM				04:30 PM				04:45 PM				
+0 mins.	0	0	0	0	0	102	**88**	190	8	0	28	36	88	53	0	141	
+15 mins.	0	0	0	0	0	122	86	208	**9**	0	31	40	92	58	0	150	
+30 mins.	0	0	0	0	0	**145**	79	**224**	9	**2**	**39**	**50**	113	59	0	172	
+45 mins.	0	0	0	0	0	135	67	202	6	1	30	37	**131**	**69**	0	**200**	
Total Volume	0	0	0	0	0	504	320	824	32	3	128	163	424	239	0	663	
% App. Total	0	0	0		0	61.2	38.8		19.6	1.8	78.5		64	36	0		
PHF	.000	.000	.000	.000	.000	.869	.909	.920	.889	.375	.821	.815	.809	.866	.000	.829	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

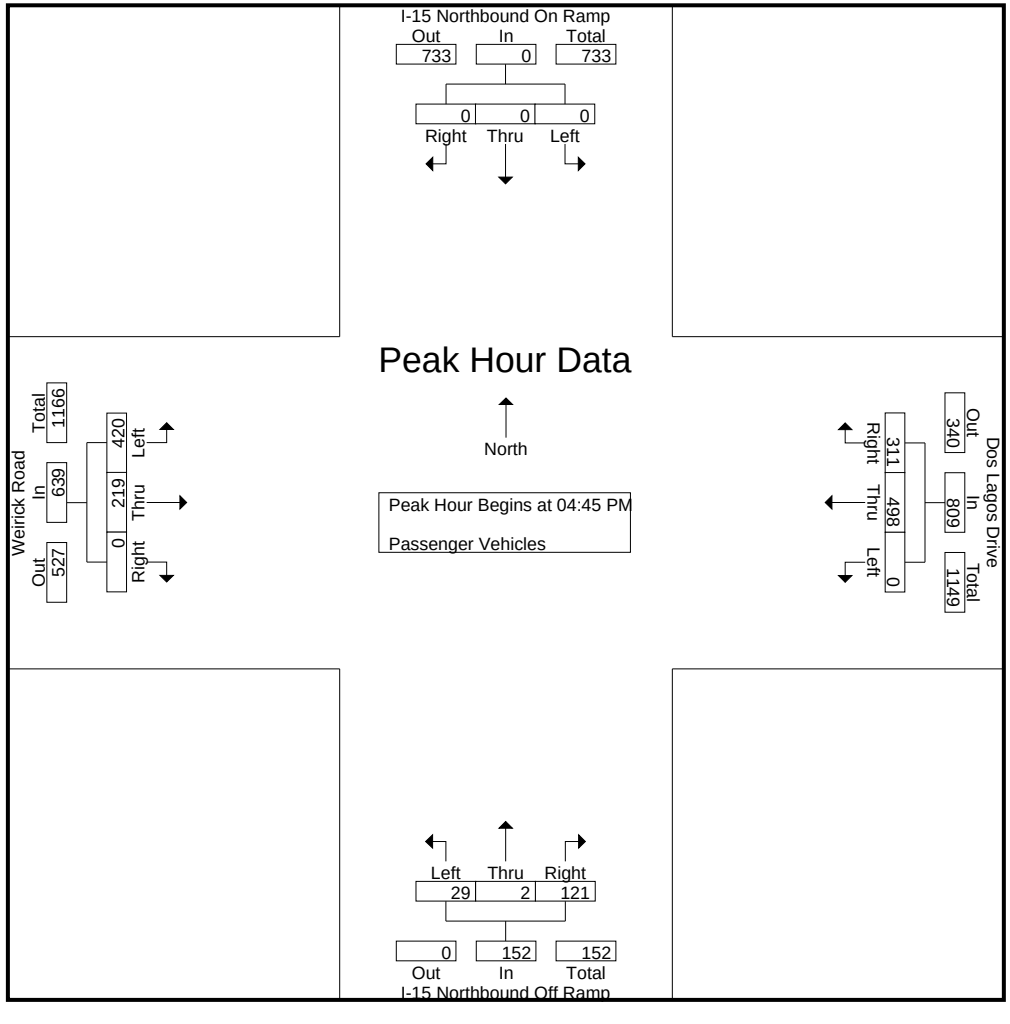
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	121	74	0	195	4	0	31	12	35	97	46	0	0	143	12	373	385
04:15 PM	0	0	0	0	0	0	112	59	0	171	4	1	29	21	34	99	71	0	0	170	21	375	396
04:30 PM	0	0	0	0	0	0	119	72	0	191	8	0	27	16	35	100	59	0	0	159	16	385	401
04:45 PM	0	0	0	0	0	0	101	85	8	186	9	0	31	9	40	87	47	0	0	134	17	360	377
Total	0	0	0	0	0	0	453	290	8	743	25	1	118	58	144	383	223	0	0	606	66	1493	1559
05:00 PM	0	0	0	0	0	0	121	85	3	206	8	2	39	12	49	90	54	0	0	144	15	399	414
05:15 PM	0	0	0	0	0	0	141	74	1	215	5	0	30	17	35	112	56	0	0	168	18	418	436
05:30 PM	0	0	0	0	0	0	135	67	1	202	7	0	21	14	28	131	62	0	0	193	15	423	438
05:45 PM	0	0	0	0	0	0	125	55	0	180	6	2	20	6	28	87	51	0	0	138	6	346	352
Total	0	0	0	0	0	0	522	281	5	803	26	4	110	49	140	420	223	0	0	643	54	1586	1640
Grand Total	0	0	0	0	0	0	975	571	13	1546	51	5	228	107	284	803	446	0	0	1249	120	3079	3199
Apprch %	0	0	0			0	63.1	36.9			18	1.8	80.3			64.3	35.7	0					
Total %	0	0	0		0	0	31.7	18.5		50.2	1.7	0.2	7.4		9.2	26.1	14.5	0		40.6	3.8	96.2	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	101	**85**	186	**9**	0	31	40	87	47	0	134	360
05:00 PM	0	0	0	0	0	121	85	206	8	**2**	**39**	**49**	90	54	0	144	399
05:15 PM	0	0	0	0	0	**141**	74	**215**	5	0	30	35	112	56	0	168	418
05:30 PM	0	0	0	0	0	135	67	202	7	0	21	28	**131**	**62**	0	**193**	**423**
Total Volume	0	0	0	0	0	498	311	809	29	2	121	152	420	219	0	639	1600
% App. Total	0	0	0		0	61.6	38.4		19.1	1.3	79.6		65.7	34.3	0		
PHF	.000	.000	.000	.000	.000	.883	.915	.941	.806	.250	.776	.776	.802	.883	.000	.828	.946

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	101	**85**	186	**9**	0	31	40	87	47	0	134	
+15 mins.	0	0	0	0	0	121	85	206	8	**2**	**39**	**49**	90	54	0	144	
+30 mins.	0	0	0	0	0	**141**	74	**215**	5	0	30	35	112	56	0	168	
+45 mins.	0	0	0	0	0	135	67	202	7	0	21	28	**131**	**62**	0	**193**	
Total Volume	0	0	0	0	0	498	311	809	29	2	121	152	420	219	0	639	
% App. Total	0	0	0		0	61.6	38.4		19.1	1.3	79.6		65.7	34.3	0		
PHF	.000	.000	.000	.000	.000	.883	.915	.941	.806	.250	.776	.776	.802	.883	.000	.828	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

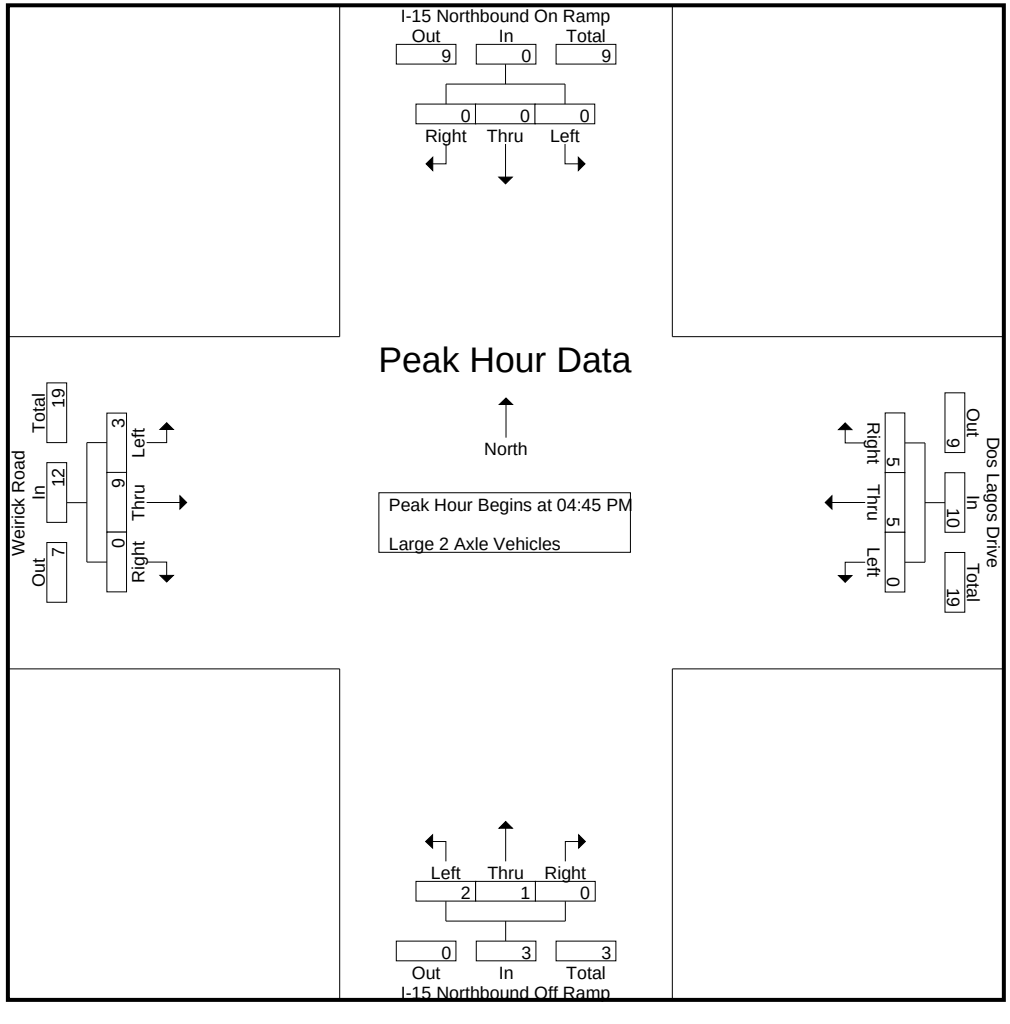
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	4	0	0	6	0	8	8
04:15 PM	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	0	2	0	0	2	0	8	8
04:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	4	4
04:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	0	8	8
Total	0	0	0	0	0	0	6	4	0	10	1	0	2	0	3	3	12	0	0	15	0	28	28
05:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	6	6
05:15 PM	0	0	0	0	0	0	3	3	0	6	1	1	0	0	2	1	1	0	0	2	0	10	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	0	0	0	0	0	4	4	0	8	2	1	0	0	3	2	6	0	0	8	0	19	19
Grand Total	0	0	0	0	0	0	10	8	0	18	3	1	2	0	6	5	18	0	0	23	0	47	47
Apprch %	0	0	0			0	55.6	44.4			50	16.7	33.3			21.7	78.3	0					
Total %	0	0	0		0	0	21.3	17		38.3	6.4	2.1	4.3		12.8	10.6	38.3	0		48.9	0	100	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	**1**	**5**	0	**6**	8
05:00 PM	0	0	0	0	0	1	1	2	**1**	0	0	1	1	2	0	3	6
05:15 PM	0	0	0	0	0	**3**	**3**	**6**	1	**1**	0	**2**	1	1	0	2	**10**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	5	5	10	2	1	0	3	3	9	0	12	25
% App. Total	0	0	0		0	50	50		66.7	33.3	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.417	.417	.417	.500	.250	.000	.375	.750	.450	.000	.500	.625

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	1	1	2	0	0	0	0	**1**	**5**	0	**6**	
+15 mins.	0	0	0	0	0	1	1	2	**1**	0	0	1	1	2	0	3	
+30 mins.	0	0	0	0	0	**3**	**3**	**6**	1	**1**	0	**2**	1	1	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	5	5	10	2	1	0	3	3	9	0	12	
% App. Total	0	0	0		0	50	50		66.7	33.3	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.417	.417	.417	.500	.250	.000	.375	.750	.450	.000	.500	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

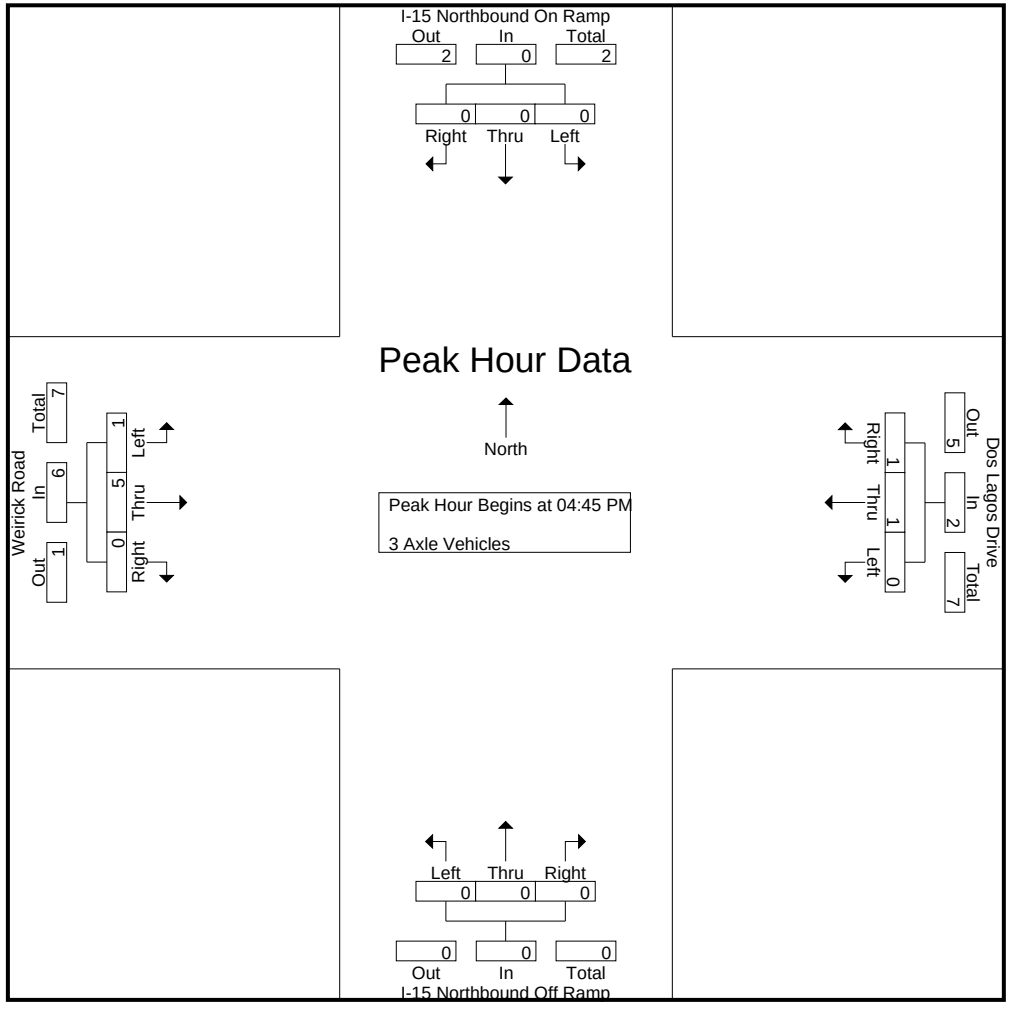
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	3	3
05:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	6	0	0	7	0	9	9
Grand Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	2	7	0	0	9	0	12	12
Apprch %	0	0	0			0	33.3	66.7			0	0	0			22.2	77.8	0					
Total %	0	0	0		0	0	8.3	16.7		25	0	0	0		0	16.7	58.3	0		75	0	100	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	3
05:15 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	2	0	2	**4**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	1	5	0	6	8
% App. Total	0	0	0		0	50	50		0	0	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.250	.625	.000	.500	.500

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	
+30 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	1	5	0	6	
% App. Total	0	0	0		0	50	50		0	0	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.250	.625	.000	.500	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

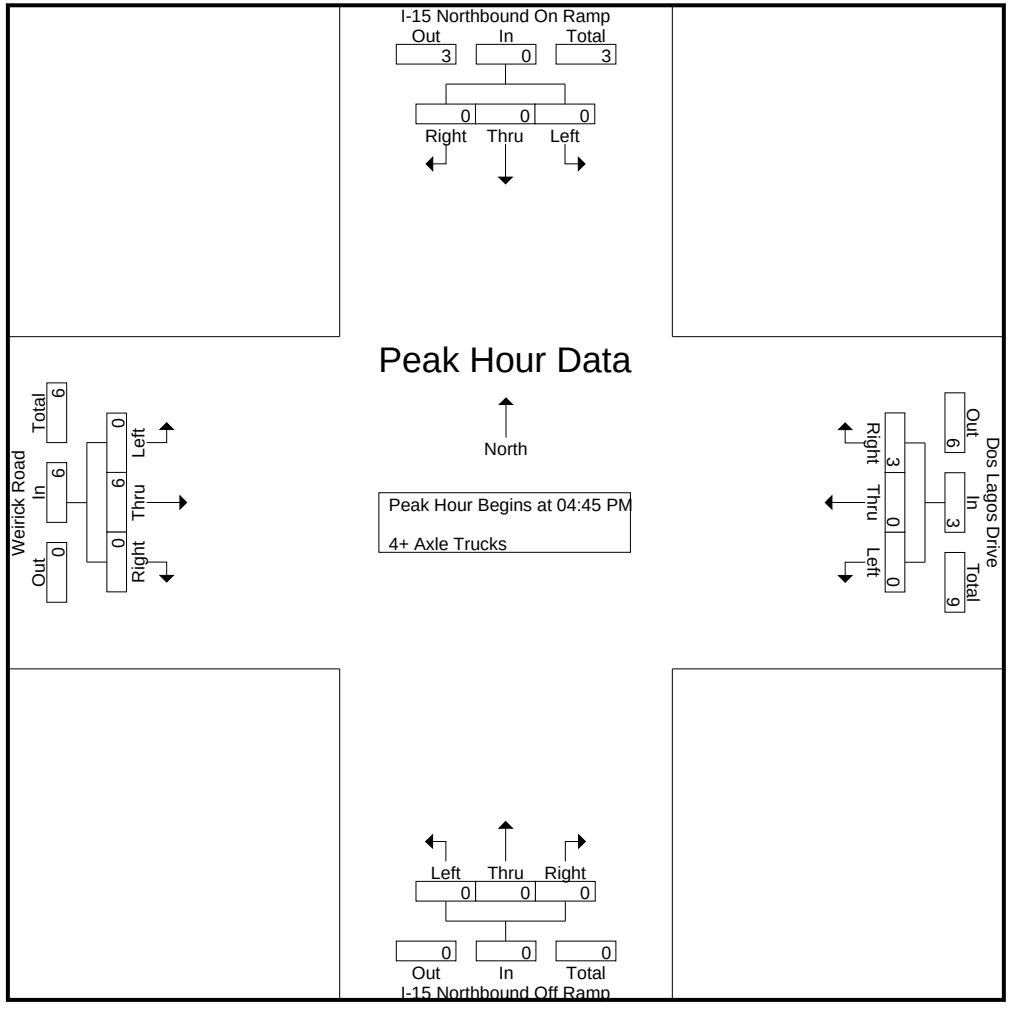
	I-15 Northbound On Ramp Southbound					Dos Lagos Drive Westbound					I-15 Northbound Off Ramp Northbound					Weirick Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	3	0	0	4	0	7	7
04:15 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	2	6	0	0	8	0	18	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	5
05:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	5	0	0	5	0	8	8
Grand Total	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	2	11	0	0	13	0	26	26
Apprch %	0	0	0			0	0	100			0	0	0			15.4	84.6	0					
Total %	0	0	0		0	0	0	50		50	0	0	0		0	7.7	42.3	0		50	0	100	

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	6	0	6	9
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.300	.000	.300	.450

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Weirick Road/Dos Lagos Drive
Weather: Clear

File Name : 02_CRV_15N_Wei PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Dos Lagos Drive Westbound				I-15 Northbound Off Ramp Northbound				Weirick Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	6	0	6	
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.300	.000	.300	

Location: County of Riverside
N/S: I-15 NB Ramps
E/W: Weirick Rd/Dos Lagos Dr

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Dos Lagos Drive	South Leg I-15 NB Ramps	West Leg Weirick Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 NB Ramps	East Leg Dos Lagos Drive	South Leg I-15 NB Ramps	West Leg Weirick Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: County of Riverside
N/S: I-15 NB Ramps
E/W: Weirick Rd/Dos Lagos Dr

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Dos Lagos Drive			Northbound I-15 NB Ramps			Eastbound Weirick Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-15 NB Ramps			Westbound Dos Lagos Drive			Northbound I-15 NB Ramps			Eastbound Weirick Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	1	0	0	1	0	1	0	4

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022

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

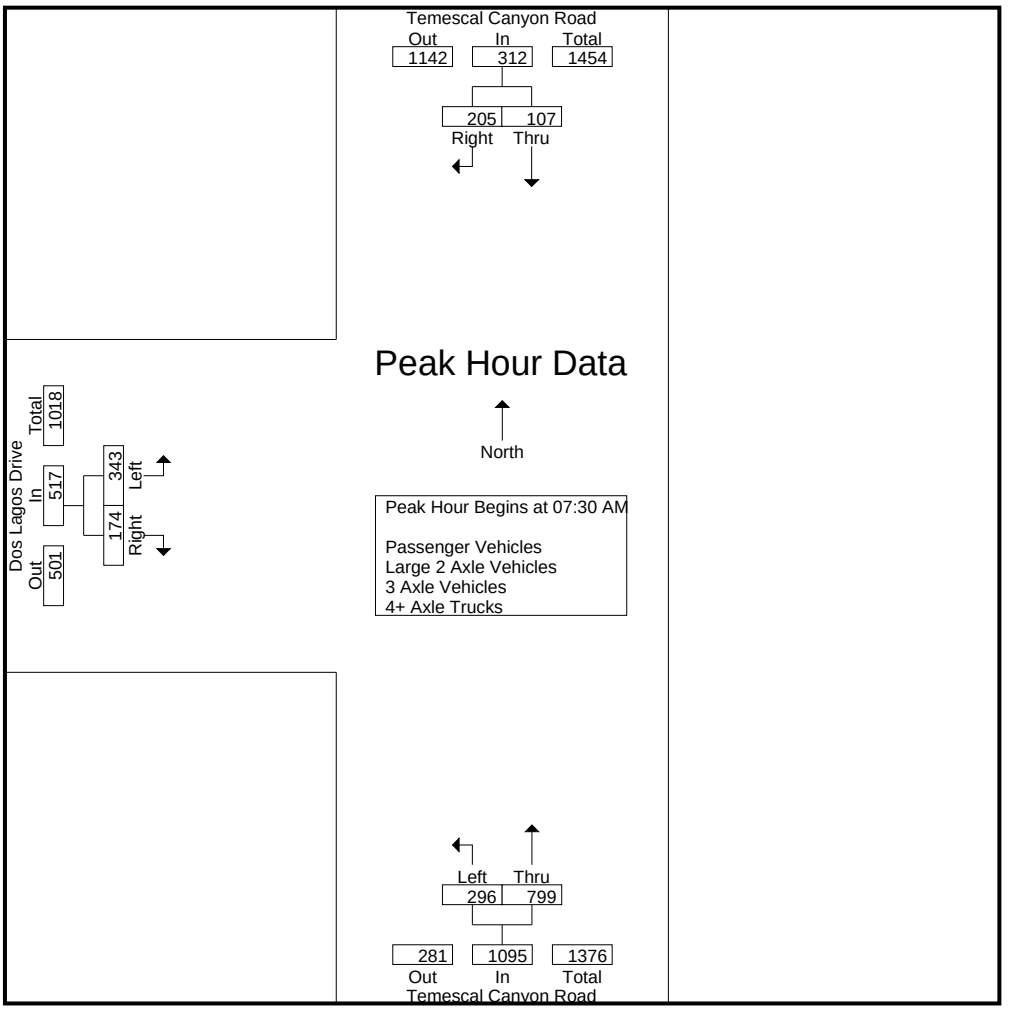
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	22	31	0	53	64	109	173	41	42	12	83	12	309	321
07:15 AM	22	34	0	56	75	149	224	55	25	8	80	8	360	368
07:30 AM	23	32	0	55	84	208	292	84	33	1	117	1	464	465
07:45 AM	28	52	0	80	67	209	276	91	48	17	139	17	495	512
Total	95	149	0	244	290	675	965	271	148	38	419	38	1628	1666
08:00 AM	24	43	0	67	59	219	278	77	39	19	116	19	461	480
08:15 AM	32	78	0	110	86	163	249	91	54	9	145	9	504	513
08:30 AM	33	52	0	85	65	161	226	96	35	6	131	6	442	448
08:45 AM	31	39	0	70	71	115	186	96	41	5	137	5	393	398
Total	120	212	0	332	281	658	939	360	169	39	529	39	1800	1839
Grand Total	215	361	0	576	571	1333	1904	631	317	77	948	77	3428	3505
Apprch %	37.3	62.7			30	70		66.6	33.4					
Total %	6.3	10.5		16.8	16.7	38.9	55.5	18.4	9.2		27.7	2.2	97.8	
Passenger Vehicles	191	347		538	500	1297	1797	613	270		952	0	0	3287
% Passenger Vehicles	88.8	96.1	0	93.4	87.6	97.3	94.4	97.1	85.2	89.6	92.9	0	0	93.8
Large 2 Axle Vehicles	18	11		29	31	31	62	13	18		34	0	0	125
% Large 2 Axle Vehicles	8.4	3	0	5	5.4	2.3	3.3	2.1	5.7	3.9	3.3	0	0	3.6
3 Axle Vehicles	3	0		3	11	0	11	0	11		11	0	0	25
% 3 Axle Vehicles	1.4	0	0	0.5	1.9	0	0.6	0	3.5	0	1.1	0	0	0.7
4+ Axle Trucks	3	3		6	29	5	34	5	18		28	0	0	68
% 4+ Axle Trucks	1.4	0.8	0	1	5.1	0.4	1.8	0.8	5.7	6.5	2.7	0	0	1.9

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	23	32	55	84	208	**292**	84	33	117	464
07:45 AM	28	52	80	67	209	276	**91**	48	139	495
08:00 AM	24	43	67	59	**219**	278	77	39	116	461
08:15 AM	**32**	**78**	**110**	**86**	163	249	91	**54**	**145**	**504**
Total Volume	107	205	312	296	799	1095	343	174	517	1924
% App. Total	34.3	65.7		27	73		66.3	33.7		
PHF	.836	.657	.709	.860	.912	.938	.942	.806	.891	.954

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022



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

	07:45 AM			07:30 AM			07:45 AM		
+0 mins.	28	52	80	84	208	**292**	91	48	139
+15 mins.	24	43	67	67	209	276	77	39	116
+30 mins.	32	**78**	**110**	59	**219**	278	91	**54**	**145**
+45 mins.	**33**	52	85	**86**	163	249	**96**	35	131
Total Volume	117	225	342	296	799	1095	355	176	531
% App. Total	34.2	65.8		27	73		66.9	33.1	
PHF	.886	.721	.777	.860	.912	.938	.924	.815	.916

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

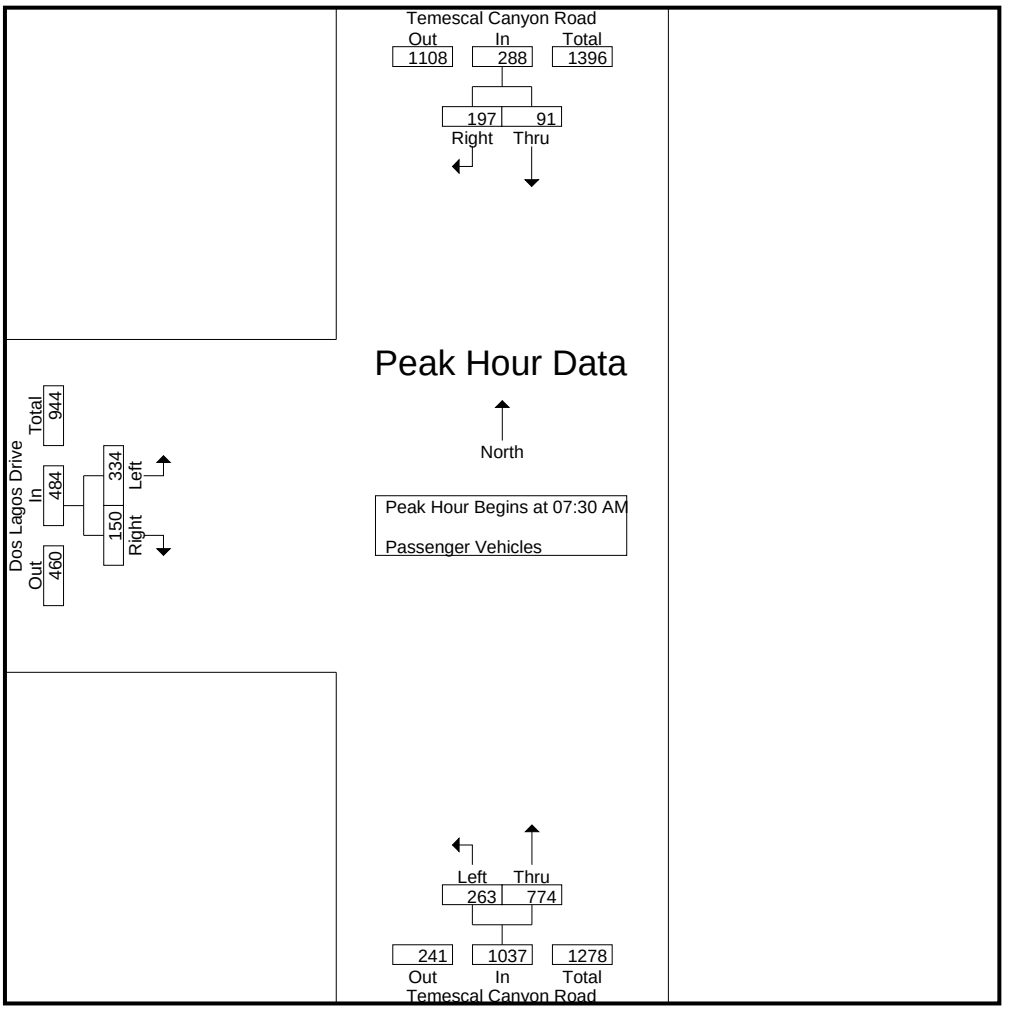
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	21	30	0	51	59	105	164	38	35	10	73	10	288	298
07:15 AM	20	33	0	53	64	148	212	54	21	5	75	5	340	345
07:30 AM	20	32	0	52	74	200	274	80	26	1	106	1	432	433
07:45 AM	23	48	0	71	59	207	266	90	40	15	130	15	467	482
Total	84	143	0	227	256	660	916	262	122	31	384	31	1527	1558
08:00 AM	20	40	0	60	50	208	258	77	37	19	114	19	432	451
08:15 AM	28	77	0	105	80	159	239	87	47	8	134	8	478	486
08:30 AM	32	49	0	81	55	159	214	92	28	6	120	6	415	421
08:45 AM	27	38	0	65	59	111	170	95	36	5	131	5	366	371
Total	107	204	0	311	244	637	881	351	148	38	499	38	1691	1729
Grand Total	191	347	0	538	500	1297	1797	613	270	69	883	69	3218	3287
Apprch %	35.5	64.5			27.8	72.2		69.4	30.6					
Total %	5.9	10.8		16.7	15.5	40.3	55.8	19	8.4		27.4	2.1	97.9	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	20	32	52	74	200	**274**	80	26	106	432
07:45 AM	23	48	71	59	207	266	**90**	40	130	467
08:00 AM	20	40	60	50	**208**	258	77	37	114	432
08:15 AM	**28**	**77**	**105**	**80**	159	239	87	**47**	**134**	**478**
Total Volume	91	197	288	263	774	1037	334	150	484	1809
% App. Total	31.6	68.4		25.4	74.6		69	31		
PHF	.813	.640	.686	.822	.930	.946	.928	.798	.903	.946

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	20	32	52	74	200	**274**	80	26	106
+15 mins.	23	48	71	59	207	266	**90**	40	130
+30 mins.	20	40	60	50	**208**	258	77	37	114
+45 mins.	**28**	**77**	**105**	**80**	159	239	87	**47**	**134**
Total Volume	91	197	288	263	774	1037	334	150	484
% App. Total	31.6	68.4		25.4	74.6		69	31	
PHF	.813	.640	.686	.822	.930	.946	.928	.798	.903

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

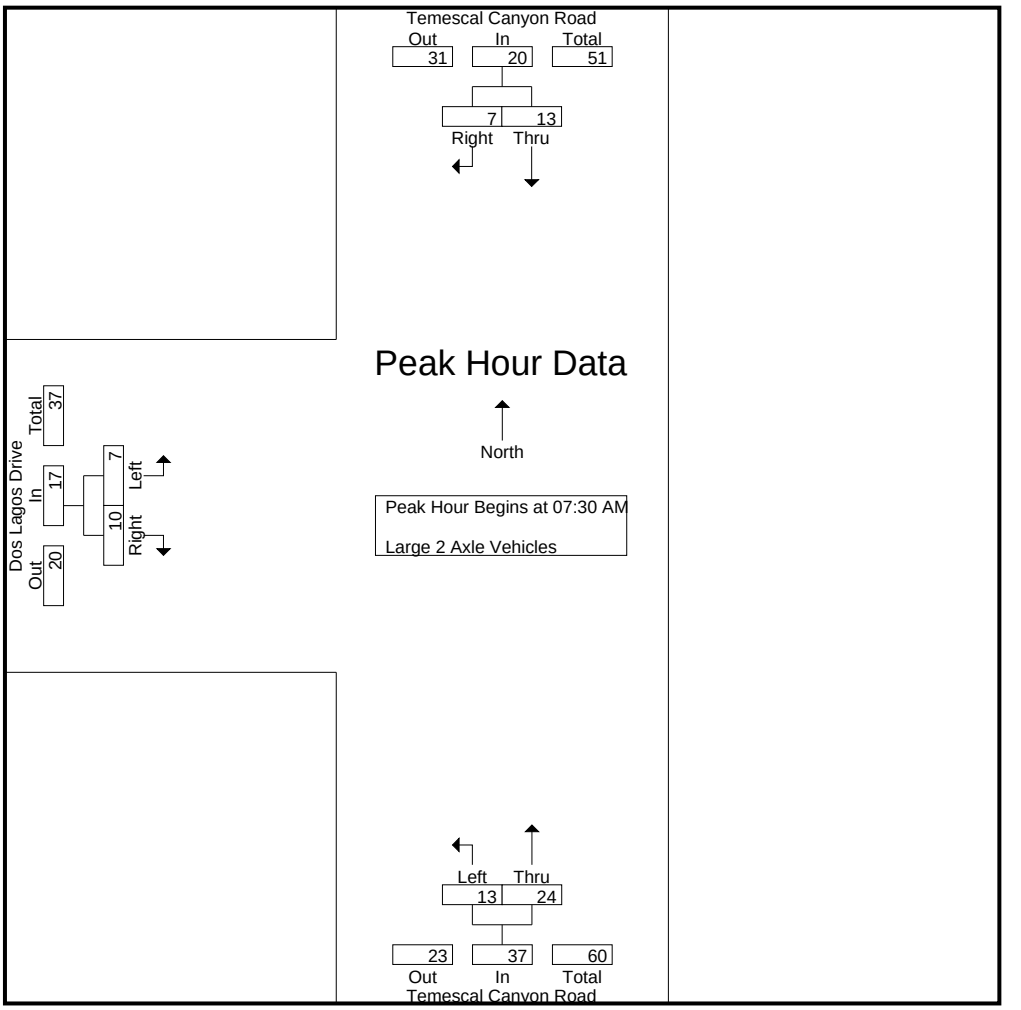
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	1	2	4	6	1	3	0	4	0	11	11
07:15 AM	1	1	0	2	3	0	3	1	1	1	2	1	7	8
07:30 AM	1	0	0	1	1	8	9	3	3	0	6	0	16	16
07:45 AM	4	3	0	7	7	1	8	1	4	2	5	2	20	22
Total	6	5	0	11	13	13	26	6	11	3	17	3	54	57
08:00 AM	4	3	0	7	3	11	14	0	0	0	0	0	21	21
08:15 AM	4	1	0	5	2	4	6	3	3	0	6	0	17	17
08:30 AM	1	1	0	2	5	1	6	3	2	0	5	0	13	13
08:45 AM	3	1	0	4	8	2	10	1	2	0	3	0	17	17
Total	12	6	0	18	18	18	36	7	7	0	14	0	68	68
Grand Total	18	11	0	29	31	31	62	13	18	3	31	3	122	125
Apprch %	62.1	37.9			50	50		41.9	58.1					
Total %	14.8	9		23.8	25.4	25.4	50.8	10.7	14.8		25.4	2.4	97.6	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	1	8	9	**3**	3	**6**	16
07:45 AM	**4**	**3**	**7**	**7**	1	8	1	**4**	5	20
08:00 AM	4	3	7	3	**11**	**14**	0	0	0	**21**
08:15 AM	4	1	5	2	4	6	3	3	6	17
Total Volume	13	7	20	13	24	37	7	10	17	74
% App. Total	65	35		35.1	64.9		41.2	58.8		
PHF	.813	.583	.714	.464	.545	.661	.583	.625	.708	.881

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	0	1	1	8	9	**3**	3	**6**
+15 mins.	**4**	**3**	**7**	**7**	1	8	1	**4**	5
+30 mins.	4	3	7	3	**11**	**14**	0	0	0
+45 mins.	4	1	5	2	4	6	3	3	6
Total Volume	13	7	20	13	24	37	7	10	17
% App. Total	65	35		35.1	64.9		41.2	58.8	
PHF	.813	.583	.714	.464	.545	.661	.583	.625	.708

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

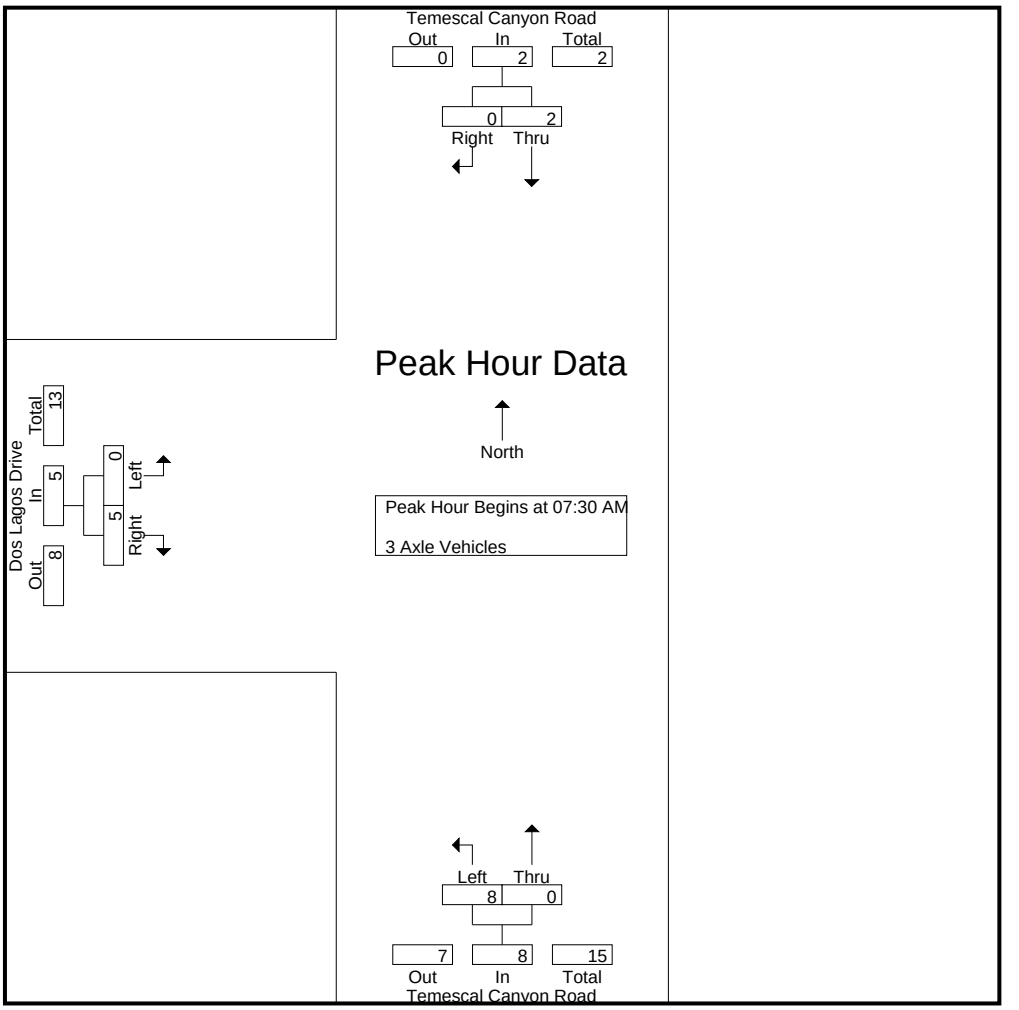
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	2	0	2	0	1	0	1	0	4	4
07:30 AM	1	0	0	1	4	0	4	0	2	0	2	0	7	7
07:45 AM	1	0	0	1	0	0	0	0	1	0	1	0	2	2
Total	3	0	0	3	6	0	6	0	4	0	4	0	13	13
08:00 AM	0	0	0	0	2	0	2	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	2	0	2	0	2	0	2	0	4	4
08:30 AM	0	0	0	0	0	0	0	0	3	0	3	0	3	3
08:45 AM	0	0	0	0	1	0	1	0	2	0	2	0	3	3
Total	0	0	0	0	5	0	5	0	7	0	7	0	12	12
Grand Total	3	0	0	3	11	0	11	0	11	0	11	0	25	25
Apprch %	100	0			100	0		0	100					
Total %	12	0		12	44	0	44	0	44		44	0	100	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	**4**	0	**4**	0	**2**	**2**	**7**
07:45 AM	1	0	1	0	0	0	0	1	1	2
08:00 AM	0	0	0	2	0	2	0	0	0	2
08:15 AM	0	0	0	2	0	2	0	2	2	4
Total Volume	2	0	2	8	0	8	0	5	5	15
% App. Total	100	0		100	0		0	100		
PHF	.500	.000	.500	.500	.000	.500	.000	.625	.625	.536

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	**4**	0	**4**	0	**2**	**2**
+15 mins.	1	0	1	0	0	0	0	1	1
+30 mins.	0	0	0	2	0	2	0	0	0
+45 mins.	0	0	0	2	0	2	0	2	2
Total Volume	2	0	2	8	0	8	0	5	5
% App. Total	100	0		100	0		0	100	
PHF	.500	.000	.500	.500	.000	.500	.000	.625	.625

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

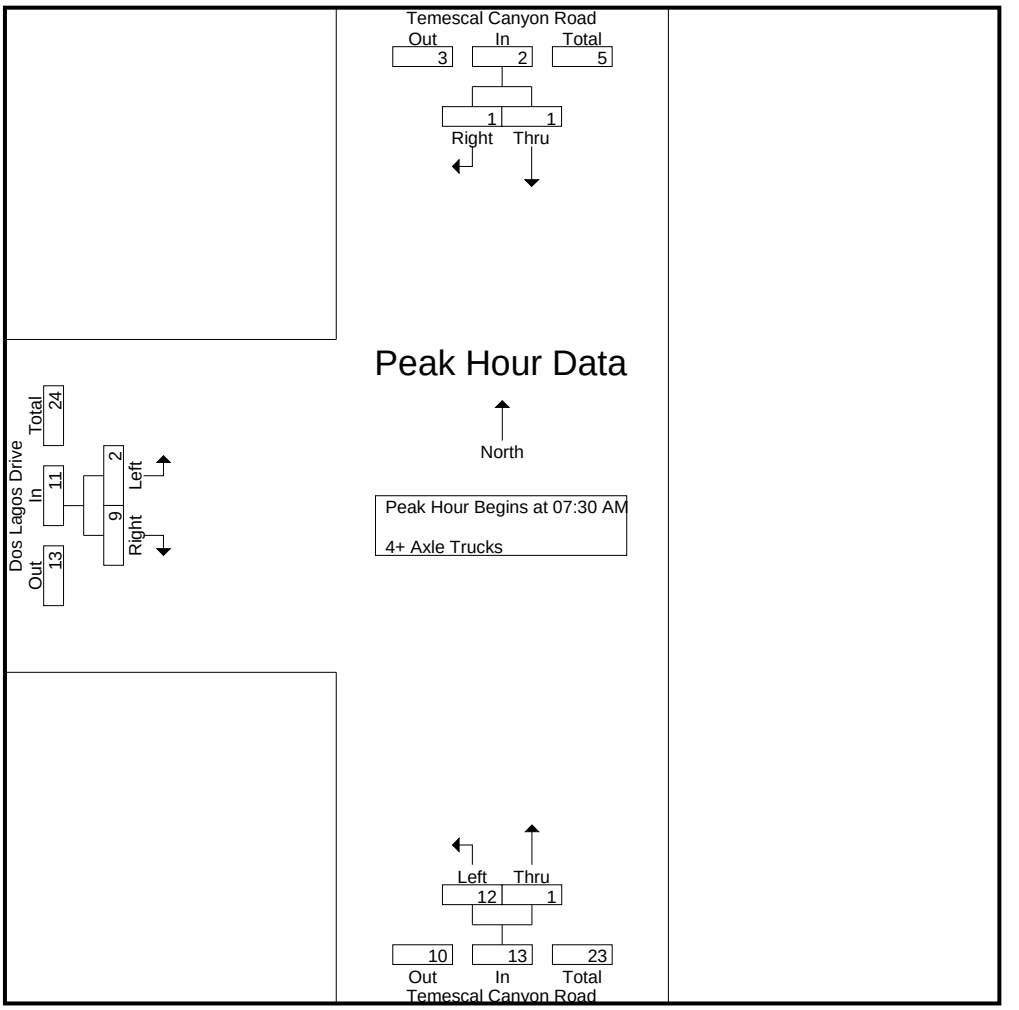
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	1	3	0	3	2	4	2	6	2	10	12
07:15 AM	0	0	0	0	6	1	7	0	2	2	2	2	9	11
07:30 AM	1	0	0	1	5	0	5	1	2	0	3	0	9	9
07:45 AM	0	1	0	1	1	1	2	0	3	0	3	0	6	6
Total	2	1	0	3	15	2	17	3	11	4	14	4	34	38
08:00 AM	0	0	0	0	4	0	4	0	2	0	2	0	6	6
08:15 AM	0	0	0	0	2	0	2	1	2	1	3	1	5	6
08:30 AM	0	2	0	2	5	1	6	1	2	0	3	0	11	11
08:45 AM	1	0	0	1	3	2	5	0	1	0	1	0	7	7
Total	1	2	0	3	14	3	17	2	7	1	9	1	29	30
Grand Total	3	3	0	6	29	5	34	5	18	5	23	5	63	68
Apprch %	50	50			85.3	14.7		21.7	78.3					
Total %	4.8	4.8		9.5	46	7.9	54	7.9	28.6		36.5	7.4	92.6	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	**5**	0	**5**	**1**	2	**3**	**9**
07:45 AM	0	**1**	1	1	**1**	2	0	**3**	3	6
08:00 AM	0	0	0	4	0	4	0	2	2	6
08:15 AM	0	0	0	2	0	2	1	2	3	5
Total Volume	1	1	2	12	1	13	2	9	11	26
% App. Total	50	50		92.3	7.7		18.2	81.8		
PHF	.250	.250	.500	.600	.250	.650	.500	.750	.917	.722

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	**5**	0	**5**	**1**	2	**3**
+15 mins.	0	**1**	1	1	**1**	2	0	**3**	3
+30 mins.	0	0	0	4	0	4	0	2	2
+45 mins.	0	0	0	2	0	2	1	2	3
Total Volume	1	1	2	12	1	13	2	9	11
% App. Total	50	50		92.3	7.7		18.2	81.8	
PHF	.250	.250	.500	.600	.250	.650	.500	.750	.917

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

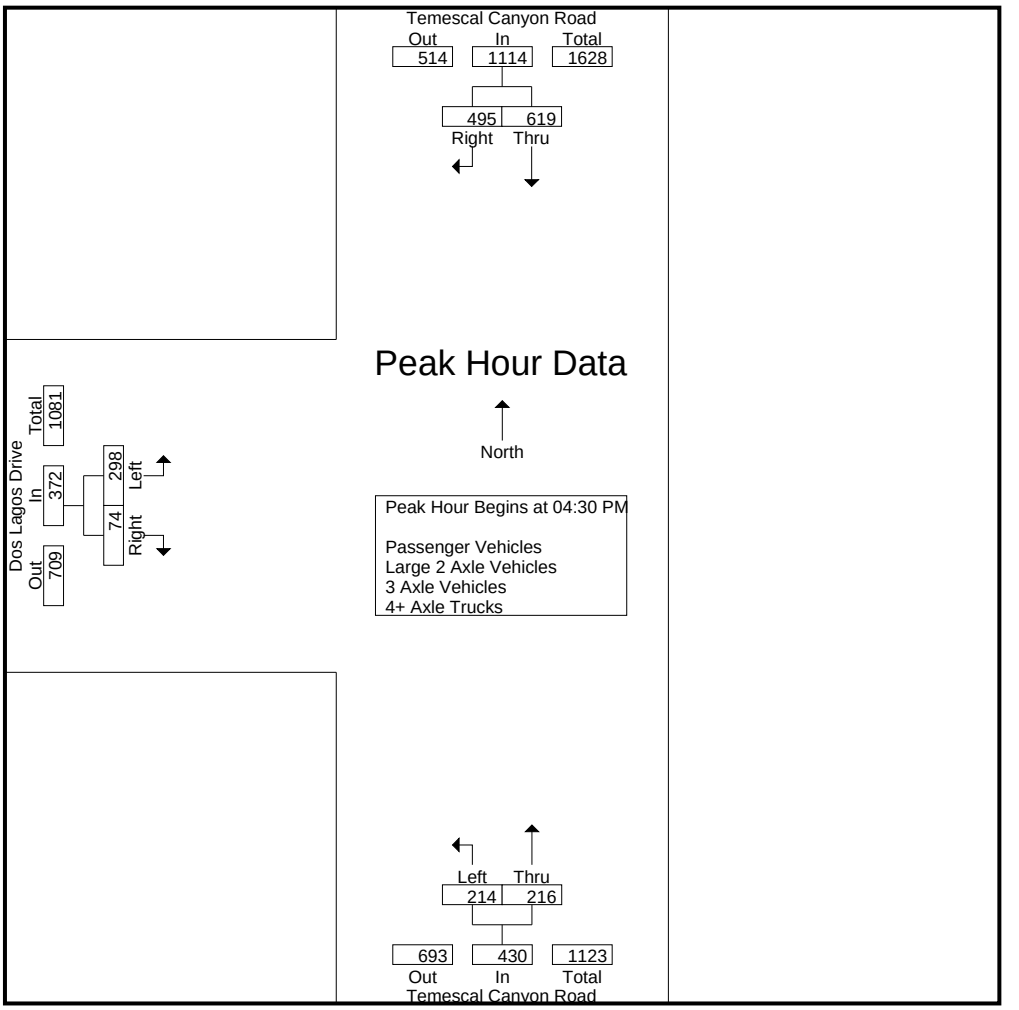
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	132	133	0	265	38	56	94	67	22	9	89	9	448	457
04:15 PM	145	107	0	252	34	42	76	91	15	4	106	4	434	438
04:30 PM	153	112	0	265	54	56	110	75	22	10	97	10	472	482
04:45 PM	144	119	0	263	50	51	101	69	14	5	83	5	447	452
Total	574	471	0	1045	176	205	381	302	73	28	375	28	1801	1829
05:00 PM	170	121	0	291	58	57	115	75	20	9	95	9	501	510
05:15 PM	152	143	0	295	52	52	104	79	18	8	97	8	496	504
05:30 PM	132	124	0	256	44	47	91	66	21	4	87	4	434	438
05:45 PM	125	118	0	243	28	24	52	66	10	5	76	5	371	376
Total	579	506	0	1085	182	180	362	286	69	26	355	26	1802	1828
Grand Total	1153	977	0	2130	358	385	743	588	142	54	730	54	3603	3657
Apprch %	54.1	45.9			48.2	51.8		80.5	19.5					
Total %	32	27.1		59.1	9.9	10.7	20.6	16.3	3.9		20.3	1.5	98.5	
Passenger Vehicles	1125	965		2090	340	373	713	582	111		737	0	0	3540
% Passenger Vehicles	97.6	98.8	0	98.1	95	96.9	96	99	78.2	81.5	94	0	0	96.8
Large 2 Axle Vehicles	19	9		28	4	8	12	6	14		24	0	0	64
% Large 2 Axle Vehicles	1.6	0.9	0	1.3	1.1	2.1	1.6	1	9.9	7.4	3.1	0	0	1.8
3 Axle Vehicles	2	0		2	3	2	5	0	7		9	0	0	16
% 3 Axle Vehicles	0.2	0	0	0.1	0.8	0.5	0.7	0	4.9	3.7	1.1	0	0	0.4
4+ Axle Trucks	7	3		10	11	2	13	0	10		14	0	0	37
% 4+ Axle Trucks	0.6	0.3	0	0.5	3.1	0.5	1.7	0	7	7.4	1.8	0	0	1

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	153	112	265	54	56	110	75	**22**	**97**	472
04:45 PM	144	119	263	50	51	101	69	14	83	447
05:00 PM	**170**	121	291	**58**	**57**	**115**	75	20	95	**501**
05:15 PM	152	**143**	**295**	52	52	104	**79**	18	97	496
Total Volume	619	495	1114	214	216	430	298	74	372	1916
% App. Total	55.6	44.4		49.8	50.2		80.1	19.9		
PHF	.910	.865	.944	.922	.947	.935	.943	.841	.959	.956

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:15 PM		
+0 mins.	153	112	265	54	56	110	**91**	15	**106**
+15 mins.	144	119	263	50	51	101	75	**22**	97
+30 mins.	**170**	121	291	**58**	**57**	**115**	69	14	83
+45 mins.	152	**143**	**295**	52	52	104	75	20	95
Total Volume	619	495	1114	214	216	430	310	71	381
% App. Total	55.6	44.4		49.8	50.2		81.4	18.6	
PHF	.910	.865	.944	.922	.947	.935	.852	.807	.899

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

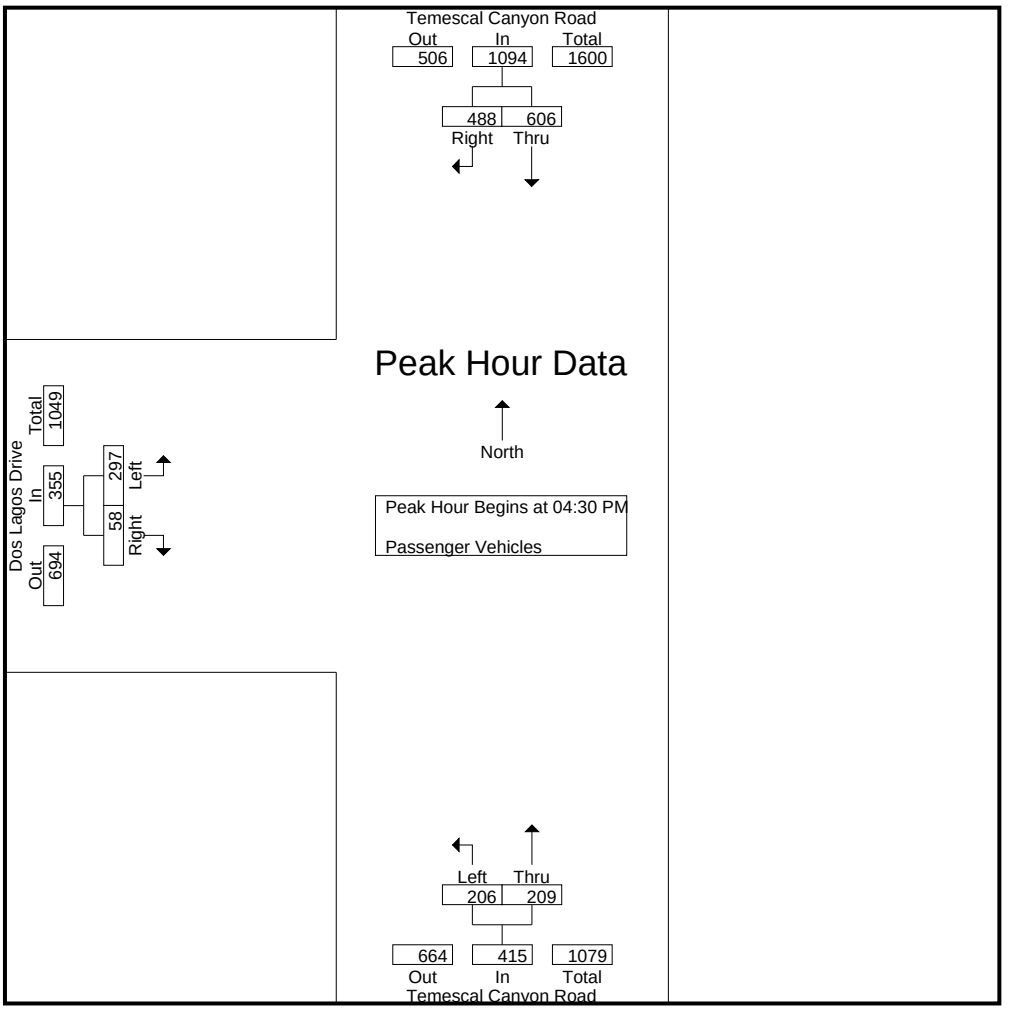
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	129	132	0	261	34	55	89	65	17	6	82	6	432	438
04:15 PM	140	104	0	244	29	40	69	89	13	4	102	4	415	419
04:30 PM	152	110	0	262	53	53	106	74	18	8	92	8	460	468
04:45 PM	141	119	0	260	47	49	96	69	9	4	78	4	434	438
Total	562	465	0	1027	163	197	360	297	57	22	354	22	1741	1763
05:00 PM	165	118	0	283	57	56	113	75	17	7	92	7	488	495
05:15 PM	148	141	0	289	49	51	100	79	14	7	93	7	482	489
05:30 PM	127	124	0	251	44	46	90	66	14	3	80	3	421	424
05:45 PM	123	117	0	240	27	23	50	65	9	5	74	5	364	369
Total	563	500	0	1063	177	176	353	285	54	22	339	22	1755	1777
Grand Total	1125	965	0	2090	340	373	713	582	111	44	693	44	3496	3540
Apprch %	53.8	46.2			47.7	52.3		84	16					
Total %	32.2	27.6		59.8	9.7	10.7	20.4	16.6	3.2		19.8	1.2	98.8	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	152	110	262	53	53	106	74	**18**	92	460
04:45 PM	141	119	260	47	49	96	69	9	78	434
05:00 PM	**165**	118	283	**57**	**56**	**113**	75	17	92	**488**
05:15 PM	148	**141**	**289**	49	51	100	**79**	14	**93**	482
Total Volume	606	488	1094	206	209	415	297	58	355	1864
% App. Total	55.4	44.6		49.6	50.4		83.7	16.3		
PHF	.918	.865	.946	.904	.933	.918	.940	.806	.954	.955

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	152	110	262	53	53	106	74	**18**	92
+15 mins.	141	119	260	47	49	96	69	9	78
+30 mins.	**165**	118	283	**57**	**56**	**113**	75	17	92
+45 mins.	148	**141**	**289**	49	51	100	**79**	14	**93**
Total Volume	606	488	1094	206	209	415	297	58	355
% App. Total	55.4	44.6		49.6	50.4		83.7	16.3	
PHF	.918	.865	.946	.904	.933	.918	.940	.806	.954

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

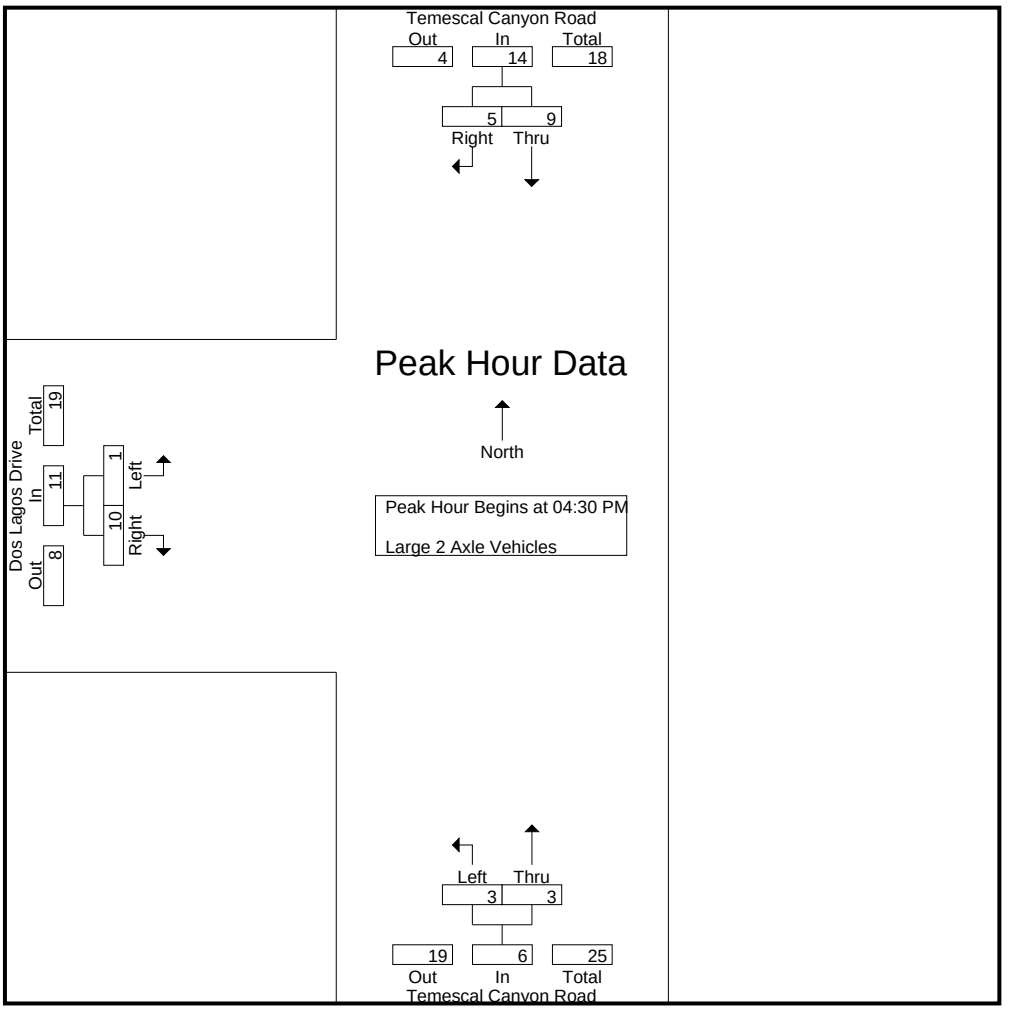
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	1	0	3	0	1	1	2	2	0	4	0	8	8
04:15 PM	3	3	0	6	1	2	3	2	1	0	3	0	12	12
04:30 PM	1	2	0	3	0	1	1	1	2	1	3	1	7	8
04:45 PM	2	0	0	2	1	0	1	0	4	1	4	1	7	8
Total	8	6	0	14	2	4	6	5	9	2	14	2	34	36
05:00 PM	4	2	0	6	0	1	1	0	2	2	2	2	9	11
05:15 PM	2	1	0	3	2	1	3	0	2	0	2	0	8	8
05:30 PM	3	0	0	3	0	1	1	0	1	0	1	0	5	5
05:45 PM	2	0	0	2	0	1	1	1	0	0	1	0	4	4
Total	11	3	0	14	2	4	6	1	5	2	6	2	26	28
Grand Total	19	9	0	28	4	8	12	6	14	4	20	4	60	64
Apprch %	67.9	32.1			33.3	66.7		30	70					
Total %	31.7	15		46.7	6.7	13.3	20	10	23.3		33.3	6.2	93.8	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	**2**	3	0	**1**	1	**1**	2	3	7
04:45 PM	2	0	2	1	0	1	0	**4**	**4**	7
05:00 PM	**4**	2	**6**	0	1	1	0	2	2	**9**
05:15 PM	2	1	3	**2**	1	**3**	0	2	2	8
Total Volume	9	5	14	3	3	6	1	10	11	31
% App. Total	64.3	35.7		50	50		9.1	90.9		
PHF	.563	.625	.583	.375	.750	.500	.250	.625	.688	.861

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	**2**	3	0	**1**	1	**1**	2	3
+15 mins.	2	0	2	1	0	1	0	**4**	**4**
+30 mins.	**4**	2	**6**	0	1	1	0	2	2
+45 mins.	2	1	3	**2**	1	**3**	0	2	2
Total Volume	9	5	14	3	3	6	1	10	11
% App. Total	64.3	35.7		50	50		9.1	90.9	
PHF	.563	.625	.583	.375	.750	.500	.250	.625	.688

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

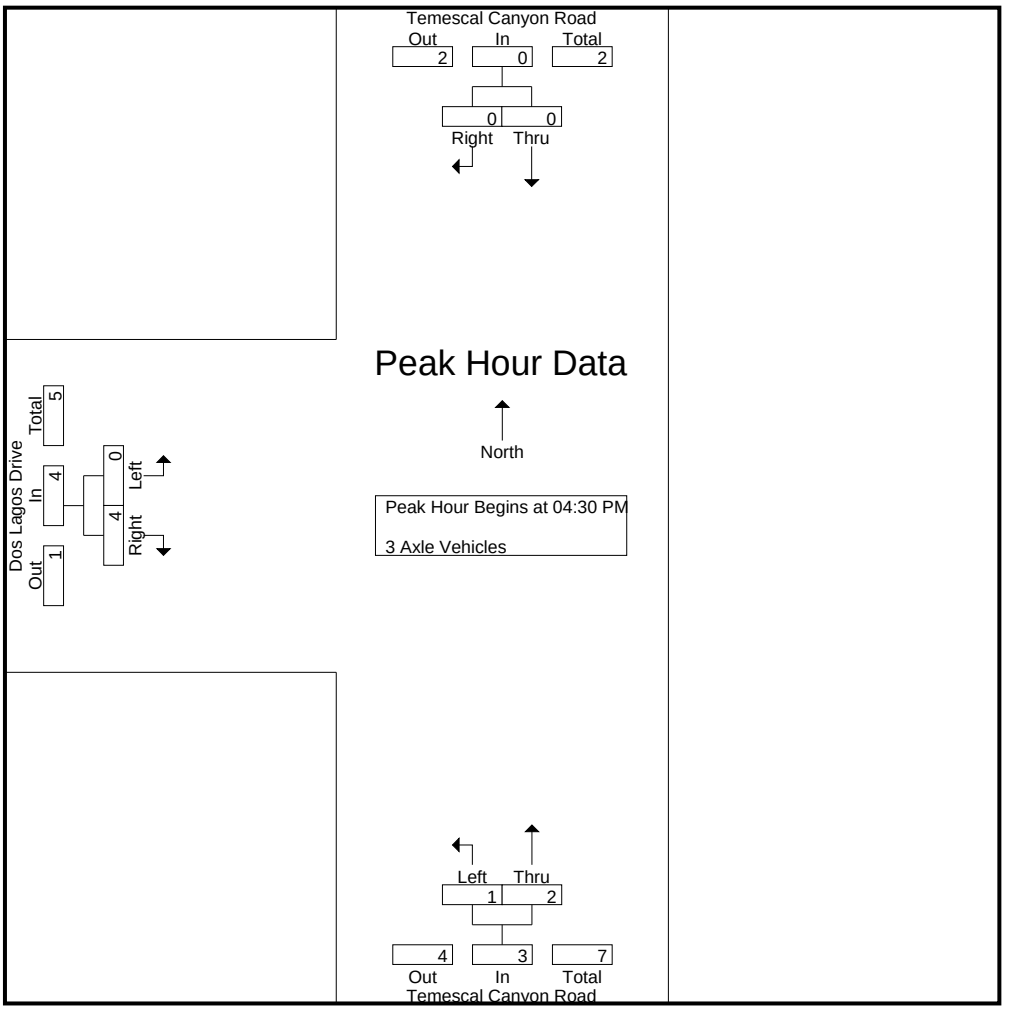
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1
04:15 PM	1	0	0	1	1	0	1	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	1	1	0	1	1	1	1	2	3
04:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1
Total	1	0	0	1	2	2	4	0	1	1	1	1	6	7
05:00 PM	0	0	0	0	1	0	1	0	1	0	1	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	2	1	2	1	2	3
05:30 PM	1	0	0	1	0	0	0	0	2	0	2	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	1	0	0	1	1	0	1	0	6	1	6	1	8	9
Grand Total	2	0	0	2	3	2	5	0	7	2	7	2	14	16
Apprch %	100	0			60	40		0	100					
Total %	14.3	0		14.3	21.4	14.3	35.7	0	50		50	12.5	87.5	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	**1**	**1**	0	1	1	**2**
04:45 PM	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	0	0	**1**	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	**2**	**2**	2
Total Volume	0	0	0	1	2	3	0	4	4	7
% App. Total	0	0		33.3	66.7		0	100		
PHF	.000	.000	.000	.250	.500	.750	.000	.500	.500	.875

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	**1**	**1**	0	1	1
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	**1**	0	1	0	1	1
+45 mins.	0	0	0	0	0	0	0	**2**	**2**
Total Volume	0	0	0	1	2	3	0	4	4
% App. Total	0	0		33.3	66.7		0	100	
PHF	.000	.000	.000	.250	.500	.750	.000	.500	.500

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

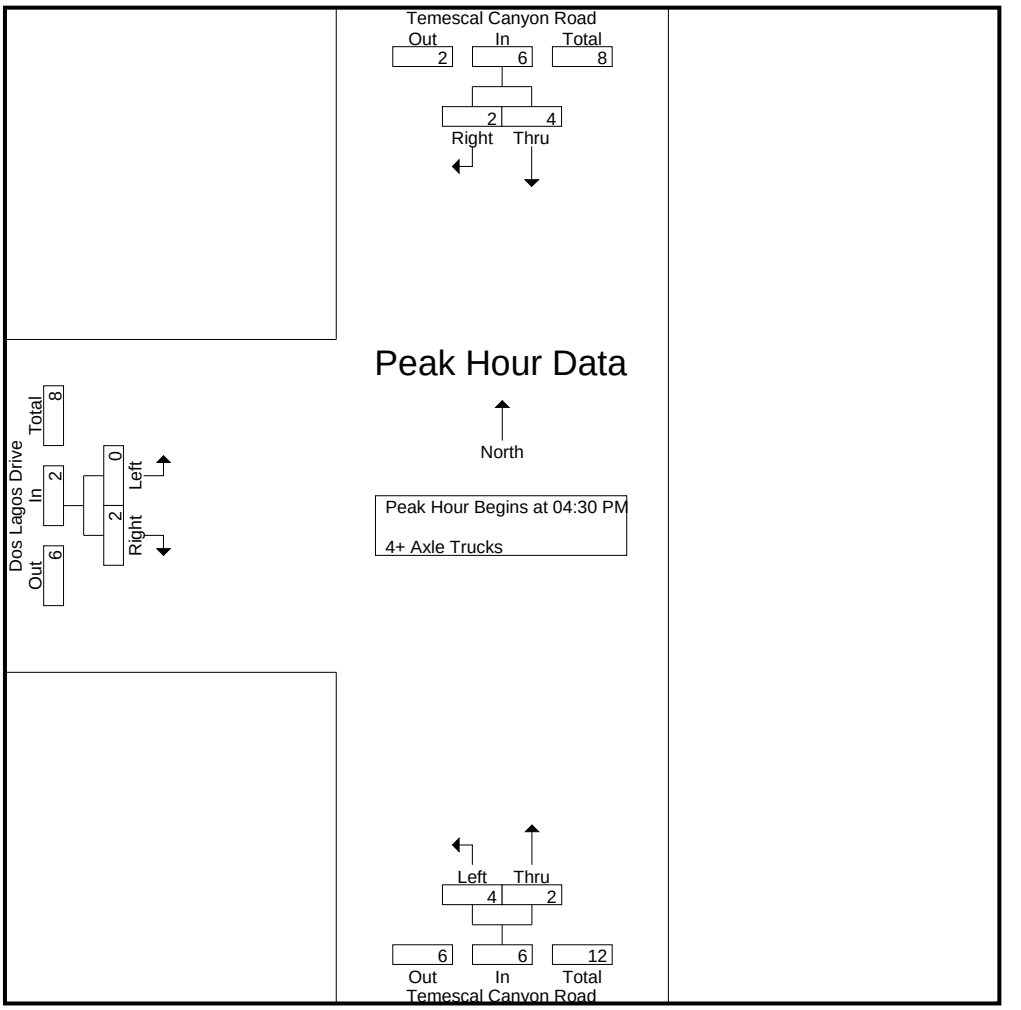
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	1	3	0	3	0	3	3	3	3	7	10
04:15 PM	1	0	0	1	3	0	3	0	1	0	1	0	5	5
04:30 PM	0	0	0	0	1	1	2	0	1	0	1	0	3	3
04:45 PM	1	0	0	1	2	1	3	0	1	0	1	0	5	5
Total	3	0	0	3	9	2	11	0	6	3	6	3	20	23
05:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	2	2
05:15 PM	2	1	0	3	1	0	1	0	0	0	0	0	4	4
05:30 PM	1	0	0	1	0	0	0	0	4	1	4	1	5	6
05:45 PM	0	1	0	1	1	0	1	0	0	0	0	0	2	2
Total	4	3	0	7	2	0	2	0	4	1	4	1	13	14
Grand Total	7	3	0	10	11	2	13	0	10	4	10	4	33	37
Apprch %	70	30			84.6	15.4		0	100					
Total %	21.2	9.1		30.3	33.3	6.1	39.4	0	30.3		30.3	10.8	89.2	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Dos Lagos Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	1	**1**	2	0	**1**	**1**	3
04:45 PM	1	0	1	**2**	1	**3**	0	1	1	**5**
05:00 PM	1	**1**	2	0	0	0	0	0	0	2
05:15 PM	**2**	1	**3**	1	0	1	0	0	0	4
Total Volume	4	2	6	4	2	6	0	2	2	14
% App. Total	66.7	33.3		66.7	33.3		0	100		
PHF	.500	.500	.500	.500	.500	.500	.000	.500	.500	.700

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive
Weather: Clear

File Name : 03_CRV_Tem_Dos L PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	1	**1**	2	0	**1**	**1**
+15 mins.	1	0	1	**2**	1	**3**	0	1	1
+30 mins.	1	**1**	2	0	0	0	0	0	0
+45 mins.	**2**	1	**3**	1	0	1	0	0	0
Total Volume	4	2	6	4	2	6	0	2	2
% App. Total	66.7	33.3		66.7	33.3		0	100	
PHF	.500	.500	.500	.500	.500	.500	.000	.500	.500

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg Temescal Canyon Road	East Leg Dead End	South Leg Temescal Canyon Road	West Leg Dos Lagos Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

	North Leg Temescal Canyon Road	East Leg Dead End	South Leg Temescal Canyon Road	West Leg Dos Lagos Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Dos Lagos Drive

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound Temescal Canyon Road			Westbound Dead End			Northbound Temescal Canyon Road			Eastbound Dos Lagos Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	0	0	0	0	0	3

	Southbound Temescal Canyon Road			Westbound Dead End			Northbound Temescal Canyon Road			Eastbound Dos Lagos Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	0	0	0	1	1	0	1	0	1	5

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

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

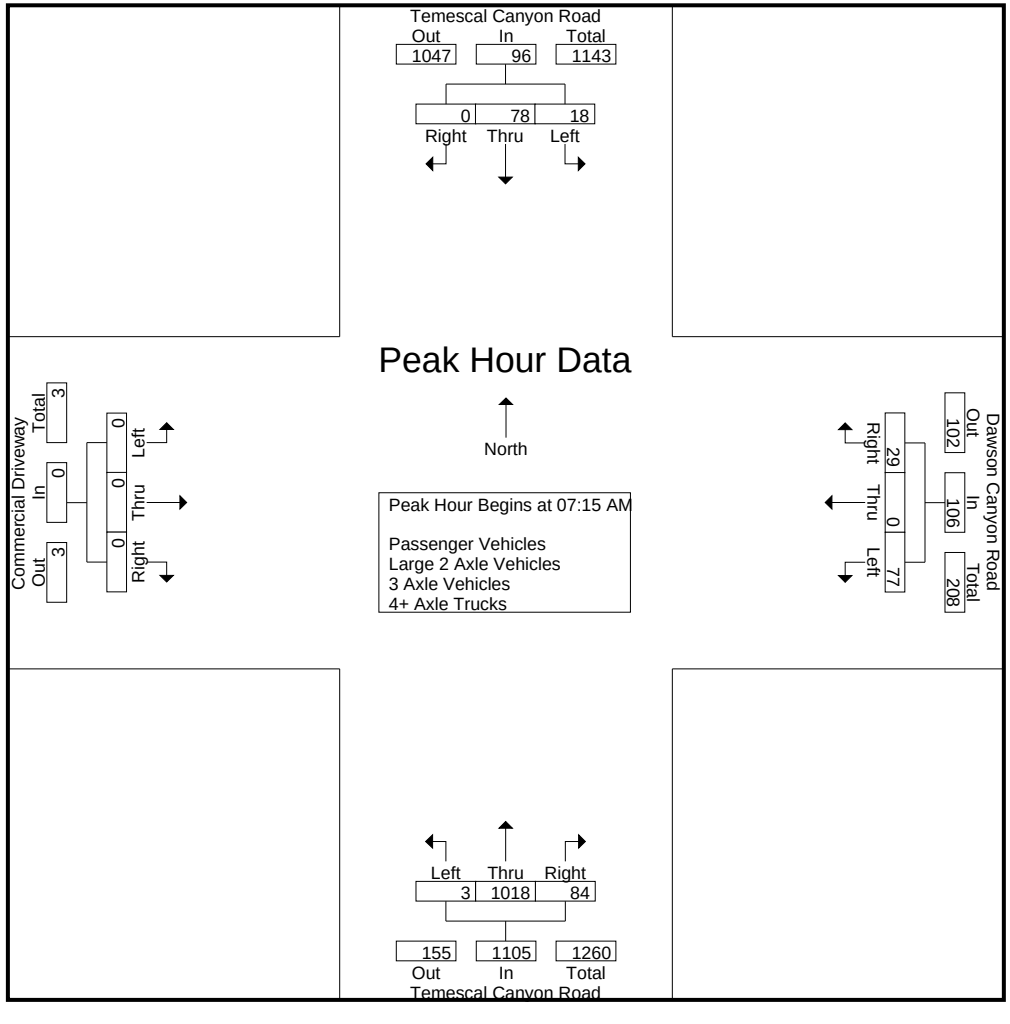
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	11	0	0	13	15	0	7	1	22	2	167	33	1	202	0	0	0	0	0	2	237	239
07:15 AM	7	17	0	0	24	22	0	7	6	29	0	228	26	4	254	0	0	0	0	0	10	307	317
07:30 AM	3	20	0	0	23	19	0	8	0	27	2	268	18	0	288	0	0	0	0	0	0	338	338
07:45 AM	3	25	0	0	28	19	0	6	0	25	1	261	22	0	284	0	0	0	0	0	0	337	337
Total	15	73	0	0	88	75	0	28	7	103	5	924	99	5	1028	0	0	0	0	0	12	1219	1231
08:00 AM	5	16	0	0	21	17	0	8	0	25	0	261	18	0	279	0	0	0	0	0	0	325	325
08:15 AM	3	28	0	0	31	17	0	4	0	21	4	225	19	0	248	0	0	0	0	0	0	300	300
08:30 AM	4	19	0	0	23	13	0	4	0	17	2	193	24	0	219	0	0	0	0	0	0	259	259
08:45 AM	4	16	1	1	21	8	0	8	0	16	0	150	41	0	191	0	0	0	0	0	1	228	229
Total	16	79	1	1	96	55	0	24	0	79	6	829	102	0	937	0	0	0	0	0	1	1112	1113
Grand Total	31	152	1	1	184	130	0	52	7	182	11	1753	201	5	1965	0	0	0	0	0	13	2331	2344
Apprch %	16.8	82.6	0.5			71.4	0	28.6			0.6	89.2	10.2			0	0	0					
Total %	1.3	6.5	0		7.9	5.6	0	2.2		7.8	0.5	75.2	8.6		84.3	0	0	0		0	0.6	99.4	
Passenger Vehicles	20	125	0		145	45	0	32		78	11	1710	93		1817	0	0	0		0	0	0	2040
% Passenger Vehicles	64.5	82.2	0	0	78.4	34.6	0	61.5	14.3	41.3	100	97.5	46.3	60	92.2	0	0	0	0	0	0	0	87
Large 2 Axle Vehicles	7	19	0		26	23	0	11		38	0	26	29		55	0	0	0		0	0	0	119
% Large 2 Axle Vehicles	22.6	12.5	0	0	14.1	17.7	0	21.2	57.1	20.1	0	1.5	14.4	0	2.8	0	0	0	0	0	0	0	5.1
3 Axle Vehicles	2	4	1		8	16	0	0		16	0	10	27		37	0	0	0		0	0	0	61
% 3 Axle Vehicles	6.5	2.6	100	100	4.3	12.3	0	0	0	8.5	0	0.6	13.4	0	1.9	0	0	0	0	0	0	0	2.6
4+ Axle Trucks	2	4	0		6	46	0	9		57	0	7	52		61	0	0	0		0	0	0	124
% 4+ Axle Trucks	6.5	2.6	0	0	3.2	35.4	0	17.3	28.6	30.2	0	0.4	25.9	40	3.1	0	0	0	0	0	0	0	5.3

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**7**	17	0	24	**22**	0	7	**29**	0	228	**26**	254	0	0	0	0	307
07:30 AM	3	20	0	23	19	0	**8**	27	**2**	**268**	18	**288**	0	0	0	0	**338**
07:45 AM	3	**25**	0	**28**	19	0	6	25	1	261	22	284	0	0	0	0	337
08:00 AM	5	16	0	21	17	0	8	25	0	261	18	279	0	0	0	0	325
Total Volume	18	78	0	96	77	0	29	106	3	1018	84	1105	0	0	0	0	1307
% App. Total	18.8	81.2	0		72.6	0	27.4		0.3	92.1	7.6		0	0	0		
PHF	.643	.780	.000	.857	.875	.000	.906	.914	.375	.950	.808	.959	.000	.000	.000	.000	.967

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:15 AM				07:15 AM				07:00 AM				
+0 mins.	3	20	0	23	**22**	0	7	**29**	0	228	**26**	254	0	0	0	0	
+15 mins.	3	25	0	28	19	0	**8**	27	**2**	**268**	18	**288**	0	0	0	0	
+30 mins.	**5**	16	0	21	19	0	6	25	1	261	22	284	0	0	0	0	
+45 mins.	3	**28**	0	**31**	17	0	8	25	0	261	18	279	0	0	0	0	
Total Volume	14	89	0	103	77	0	29	106	3	1018	84	1105	0	0	0	0	
% App. Total	13.6	86.4	0		72.6	0	27.4		0.3	92.1	7.6		0	0	0		
PHF	.700	.795	.000	.831	.875	.000	.906	.914	.375	.950	.808	.959	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022

Groups Printed- Passenger Vehicles

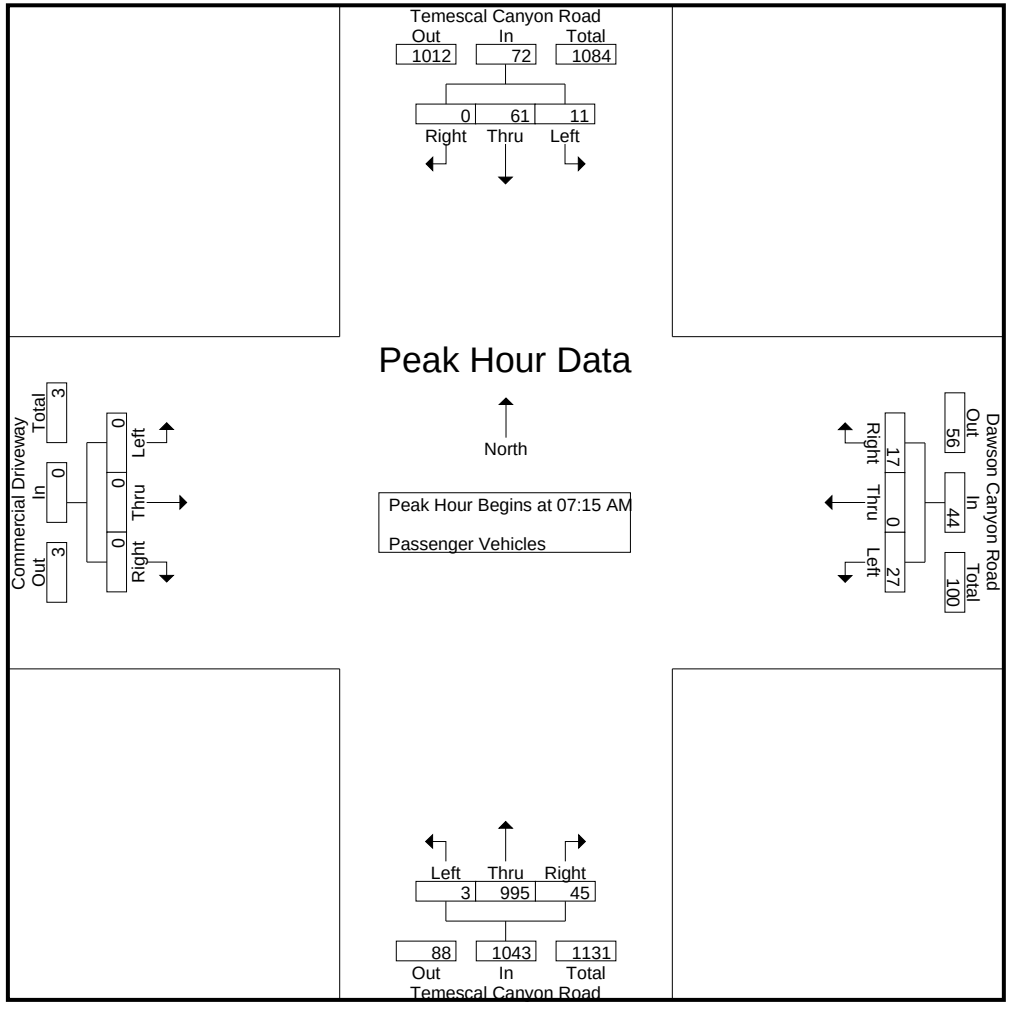
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	9	0	0	10	5	0	4	0	9	2	165	10	1	177	0	0	0	0	0	1	196	197
07:15 AM	4	16	0	0	20	7	0	2	1	9	0	219	18	2	237	0	0	0	0	0	3	266	269
07:30 AM	2	17	0	0	19	6	0	7	0	13	2	262	6	0	270	0	0	0	0	0	0	302	302
07:45 AM	1	17	0	0	18	8	0	3	0	11	1	256	13	0	270	0	0	0	0	0	0	299	299
Total	8	59	0	0	67	26	0	16	1	42	5	902	47	3	954	0	0	0	0	0	4	1063	1067
08:00 AM	4	11	0	0	15	6	0	5	0	11	0	258	8	0	266	0	0	0	0	0	0	292	292
08:15 AM	2	23	0	0	25	5	0	4	0	9	4	221	10	0	235	0	0	0	0	0	0	269	269
08:30 AM	4	17	0	0	21	6	0	3	0	9	2	184	12	0	198	0	0	0	0	0	0	228	228
08:45 AM	2	15	0	0	17	2	0	4	0	6	0	145	16	0	161	0	0	0	0	0	0	184	184
Total	12	66	0	0	78	19	0	16	0	35	6	808	46	0	860	0	0	0	0	0	0	973	973
Grand Total	20	125	0	0	145	45	0	32	1	77	11	1710	93	3	1814	0	0	0	0	0	4	2036	2040
Apprch %	13.8	86.2	0			58.4	0	41.6			0.6	94.3	5.1			0	0	0					
Total %	1	6.1	0		7.1	2.2	0	1.6		3.8	0.5	84	4.6		89.1	0	0	0		0	0.2	99.8	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**4**	16	0	**20**	7	0	2	9	0	219	**18**	237	0	0	0	0	266
07:30 AM	2	**17**	0	19	6	0	**7**	**13**	**2**	**262**	6	**270**	0	0	0	0	**302**
07:45 AM	1	17	0	18	**8**	0	3	11	1	256	13	270	0	0	0	0	299
08:00 AM	4	11	0	15	6	0	5	11	0	258	8	266	0	0	0	0	292
Total Volume	11	61	0	72	27	0	17	44	3	995	45	1043	0	0	0	0	1159
% App. Total	15.3	84.7	0		61.4	0	38.6		0.3	95.4	4.3		0	0	0		
PHF	.688	.897	.000	.900	.844	.000	.607	.846	.375	.949	.625	.966	.000	.000	.000	.000	.959

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**4**	16	0	**20**	7	0	2	9	0	219	**18**	237	0	0	0	0	
+15 mins.	2	**17**	0	19	6	0	**7**	**13**	**2**	**262**	6	**270**	0	0	0	0	
+30 mins.	1	17	0	18	**8**	0	3	11	1	256	13	270	0	0	0	0	
+45 mins.	4	11	0	15	6	0	5	11	0	258	8	266	0	0	0	0	
Total Volume	11	61	0	72	27	0	17	44	3	995	45	1043	0	0	0	0	
% App. Total	15.3	84.7	0		61.4	0	38.6		0.3	95.4	4.3		0	0	0		
PHF	.688	.897	.000	.900	.844	.000	.607	.846	.375	.949	.625	.966	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

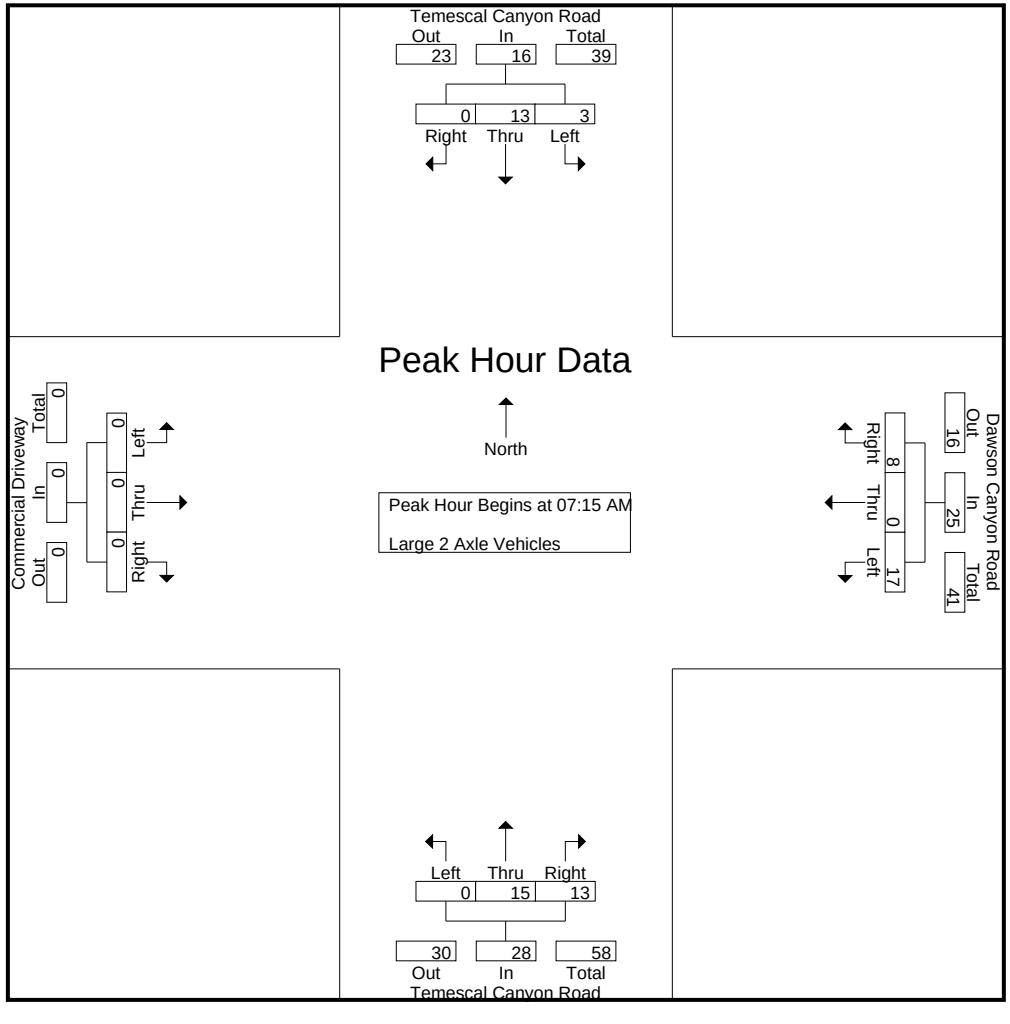
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	5	0	2	1	7	0	2	8	0	10	0	0	0	0	0	1	19	20
07:15 AM	3	1	0	0	4	5	0	3	3	8	0	5	3	0	8	0	0	0	0	0	3	20	23
07:30 AM	0	0	0	0	0	5	0	1	0	6	0	5	2	0	7	0	0	0	0	0	0	13	13
07:45 AM	0	7	0	0	7	4	0	2	0	6	0	3	3	0	6	0	0	0	0	0	0	19	19
Total	4	9	0	0	13	19	0	8	4	27	0	15	16	0	31	0	0	0	0	0	4	71	75
08:00 AM	0	5	0	0	5	3	0	2	0	5	0	2	5	0	7	0	0	0	0	0	0	17	17
08:15 AM	1	3	0	0	4	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	0	10	10
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	0	8	8
08:45 AM	2	0	0	0	2	0	0	1	0	1	0	3	3	0	6	0	0	0	0	0	0	9	9
Total	3	10	0	0	13	4	0	3	0	7	0	11	13	0	24	0	0	0	0	0	0	44	44
Grand Total	7	19	0	0	26	23	0	11	4	34	0	26	29	0	55	0	0	0	0	0	4	115	119
Apprch %	26.9	73.1	0			67.6	0	32.4			0	47.3	52.7			0	0	0					
Total %	6.1	16.5	0		22.6	20	0	9.6		29.6	0	22.6	25.2		47.8	0	0	0		0	3.4	96.6	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	1	0	4	**5**	0	**3**	**8**	0	**5**	3	**8**	0	0	0	0	**20**
07:30 AM	0	0	0	0	5	0	1	6	0	5	2	7	0	0	0	0	13
07:45 AM	0	**7**	0	**7**	4	0	2	6	0	3	3	6	0	0	0	0	19
08:00 AM	0	5	0	5	3	0	2	5	0	2	**5**	7	0	0	0	0	17
Total Volume	3	13	0	16	17	0	8	25	0	15	13	28	0	0	0	0	69
% App. Total	18.8	81.2	0		68	0	32		0	53.6	46.4		0	0	0		
PHF	.250	.464	.000	.571	.850	.000	.667	.781	.000	.750	.650	.875	.000	.000	.000	.000	.863

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**3**	1	0	4	**5**	0	**3**	**8**	0	**5**	3	**8**	0	0	0	0	
+15 mins.	0	0	0	0	5	0	1	6	0	5	2	7	0	0	0	0	
+30 mins.	0	**7**	0	**7**	4	0	2	6	0	3	3	6	0	0	0	0	
+45 mins.	0	5	0	5	3	0	2	5	0	2	**5**	7	0	0	0	0	
Total Volume	3	13	0	16	17	0	8	25	0	15	13	28	0	0	0	0	
% App. Total	18.8	81.2	0		68	0	32		0	53.6	46.4		0	0	0		
PHF	.250	.464	.000	.571	.850	.000	.667	.781	.000	.750	.650	.875	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

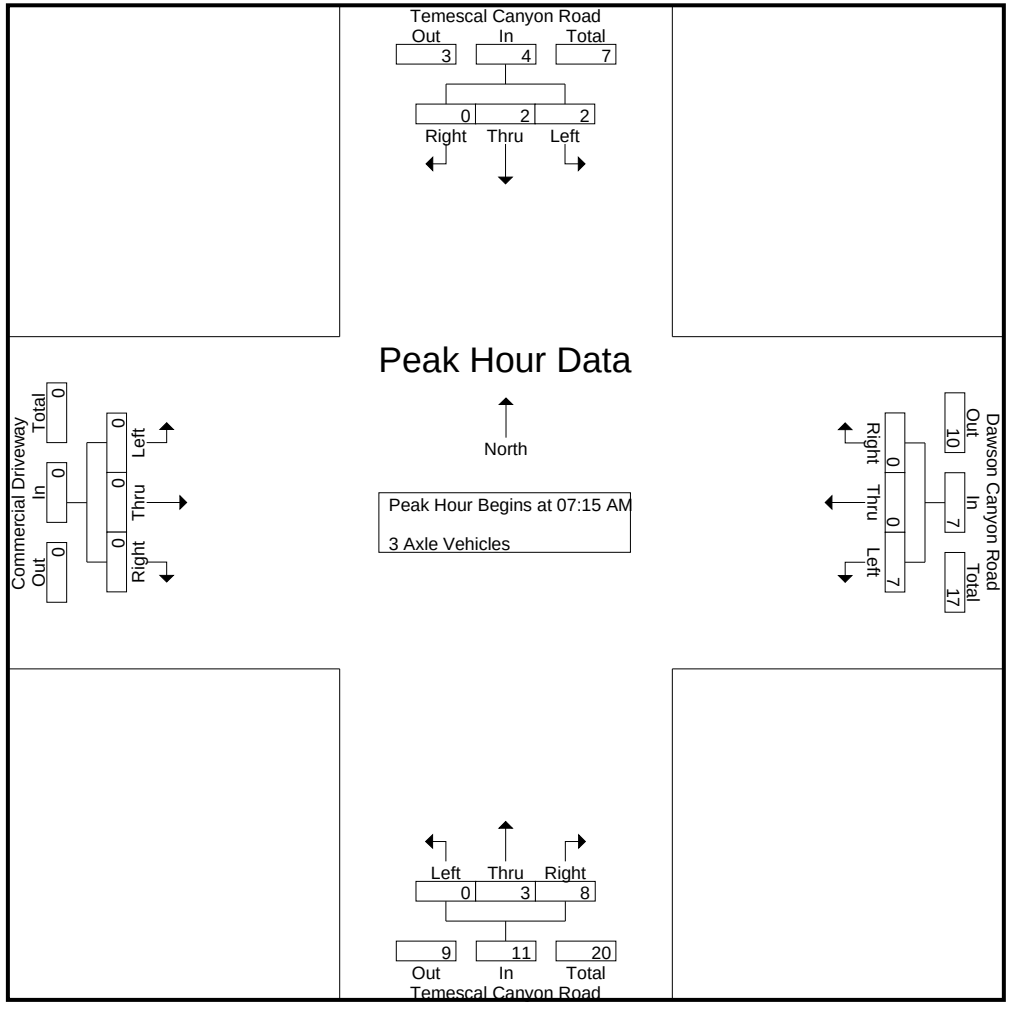
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	0	0	0	0	0	0	7	7
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	1	3	0	4	0	0	0	0	0	0	7	7
07:30 AM	1	1	0	0	2	3	0	0	0	3	0	1	3	0	4	0	0	0	0	0	0	9	9
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	4
Total	2	2	0	0	4	7	0	0	0	7	0	3	13	0	16	0	0	0	0	0	0	27	27
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
08:15 AM	0	2	0	0	2	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	0	7	7
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	5	5	0	10	0	0	0	0	0	0	12	12
08:45 AM	0	0	1	1	1	3	0	0	0	3	0	1	7	0	8	0	0	0	0	0	1	12	13
Total	0	2	1	1	3	9	0	0	0	9	0	7	14	0	21	0	0	0	0	0	1	33	34
Grand Total	2	4	1	1	7	16	0	0	0	16	0	10	27	0	37	0	0	0	0	0	1	60	61
Apprch %	28.6	57.1	14.3			100	0	0			0	27	73			0	0	0					
Total %	3.3	6.7	1.7		11.7	26.7	0	0		26.7	0	16.7	45		61.7	0	0	0		0	1.6	98.4	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**3**	0	0	**3**	0	**1**	**3**	**4**	0	0	0	0	7
07:30 AM	**1**	**1**	0	**2**	3	0	0	3	0	1	3	4	0	0	0	0	**9**
07:45 AM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
08:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total Volume	2	2	0	4	7	0	0	7	0	3	8	11	0	0	0	0	22
% App. Total	50	50	0		100	0	0		0	27.3	72.7		0	0	0		
PHF	.500	.500	.000	.500	.583	.000	.000	.583	.000	.750	.667	.688	.000	.000	.000	.000	.611

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	**3**	0	0	**3**	0	**1**	**3**	**4**	0	0	0	0	
+15 mins.	**1**	**1**	0	**2**	3	0	0	3	0	1	3	4	0	0	0	0	
+30 mins.	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	
Total Volume	2	2	0	4	7	0	0	7	0	3	8	11	0	0	0	0	
% App. Total	50	50	0		100	0	0		0	27.3	72.7		0	0	0		
PHF	.500	.500	.000	.500	.583	.000	.000	.583	.000	.750	.667	.688	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

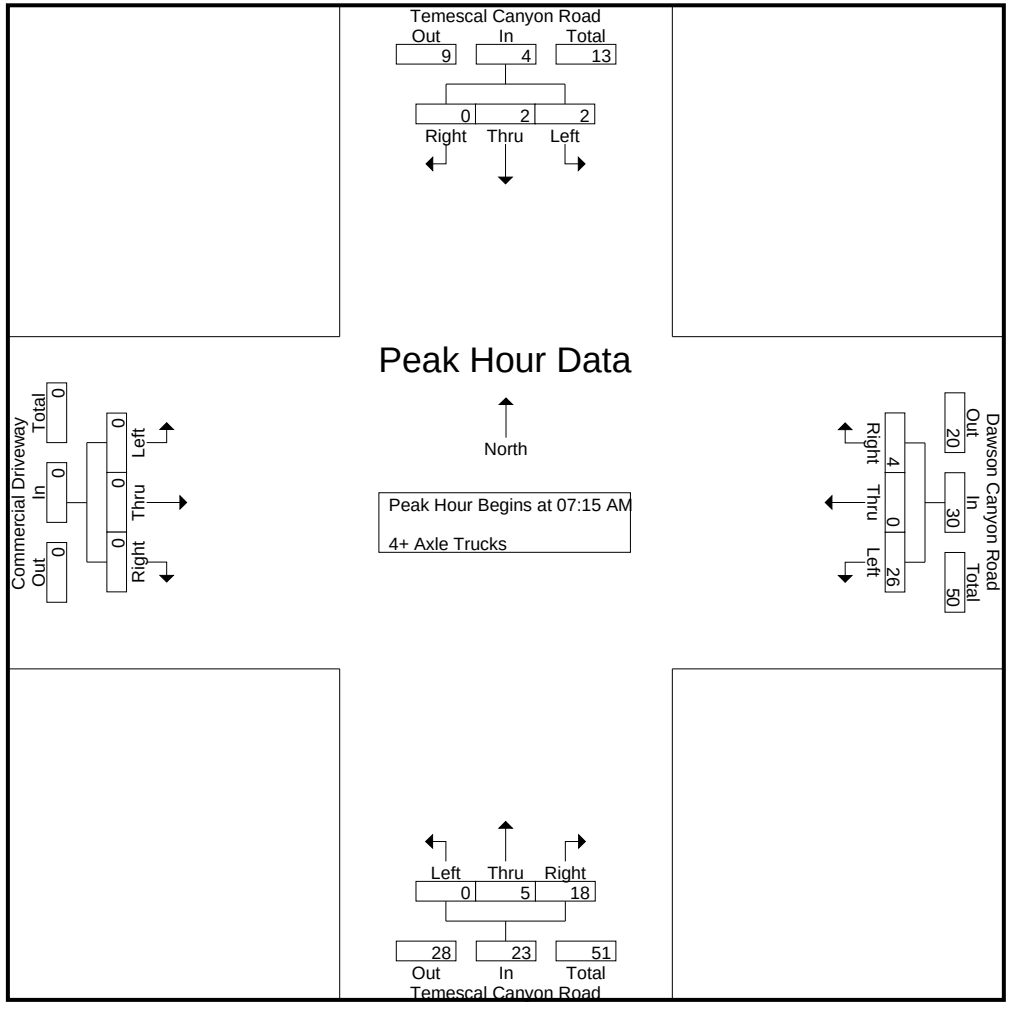
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	4	0	1	0	5	0	0	9	0	9	0	0	0	0	0	0	15	15
07:15 AM	0	0	0	0	0	7	0	2	2	9	0	3	2	2	5	0	0	0	0	0	4	14	18
07:30 AM	0	2	0	0	2	5	0	0	0	5	0	0	7	0	7	0	0	0	0	0	0	14	14
07:45 AM	1	0	0	0	1	7	0	1	0	8	0	1	5	0	6	0	0	0	0	0	0	15	15
Total	1	3	0	0	4	23	0	4	2	27	0	4	23	2	27	0	0	0	0	0	4	58	62
08:00 AM	1	0	0	0	1	7	0	1	0	8	0	1	4	0	5	0	0	0	0	0	0	14	14
08:15 AM	0	0	0	0	0	8	0	0	0	8	0	0	6	0	6	0	0	0	0	0	0	14	14
08:30 AM	0	0	0	0	0	5	0	1	0	6	0	1	4	0	5	0	0	0	0	0	0	11	11
08:45 AM	0	1	0	0	1	3	0	3	0	6	0	1	15	0	16	0	0	0	0	0	0	23	23
Total	1	1	0	0	2	23	0	5	0	28	0	3	29	0	32	0	0	0	0	0	0	62	62
Grand Total	2	4	0	0	6	46	0	9	2	55	0	7	52	2	59	0	0	0	0	0	4	120	124
Apprch %	33.3	66.7	0			83.6	0	16.4			0	11.9	88.1			0	0	0					
Total %	1.7	3.3	0		5	38.3	0	7.5		45.8	0	5.8	43.3		49.2	0	0	0		0	3.2	96.8	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**7**	0	**2**	**9**	0	**3**	2	5	0	0	0	0	14
07:30 AM	0	**2**	0	**2**	5	0	0	5	0	0	**7**	**7**	0	0	0	0	14
07:45 AM	**1**	0	0	1	7	0	1	8	0	1	5	6	0	0	0	0	**15**
08:00 AM	1	0	0	1	7	0	1	8	0	1	4	5	0	0	0	0	14
Total Volume	2	2	0	4	26	0	4	30	0	5	18	23	0	0	0	0	57
% App. Total	50	50	0		86.7	0	13.3		0	21.7	78.3		0	0	0		
PHF	.500	.250	.000	.500	.929	.000	.500	.833	.000	.417	.643	.821	.000	.000	.000	.000	.950

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	**7**	0	**2**	**9**	0	**3**	2	5	0	0	0	0	
+15 mins.	0	**2**	0	**2**	5	0	0	5	0	0	**7**	**7**	0	0	0	0	
+30 mins.	**1**	0	0	1	7	0	1	8	0	1	5	6	0	0	0	0	
+45 mins.	1	0	0	1	7	0	1	8	0	1	4	5	0	0	0	0	
Total Volume	2	2	0	4	26	0	4	30	0	5	18	23	0	0	0	0	
% App. Total	50	50	0		86.7	0	13.3		0	21.7	78.3		0	0	0		
PHF	.500	.250	.000	.500	.929	.000	.500	.833	.000	.417	.643	.821	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

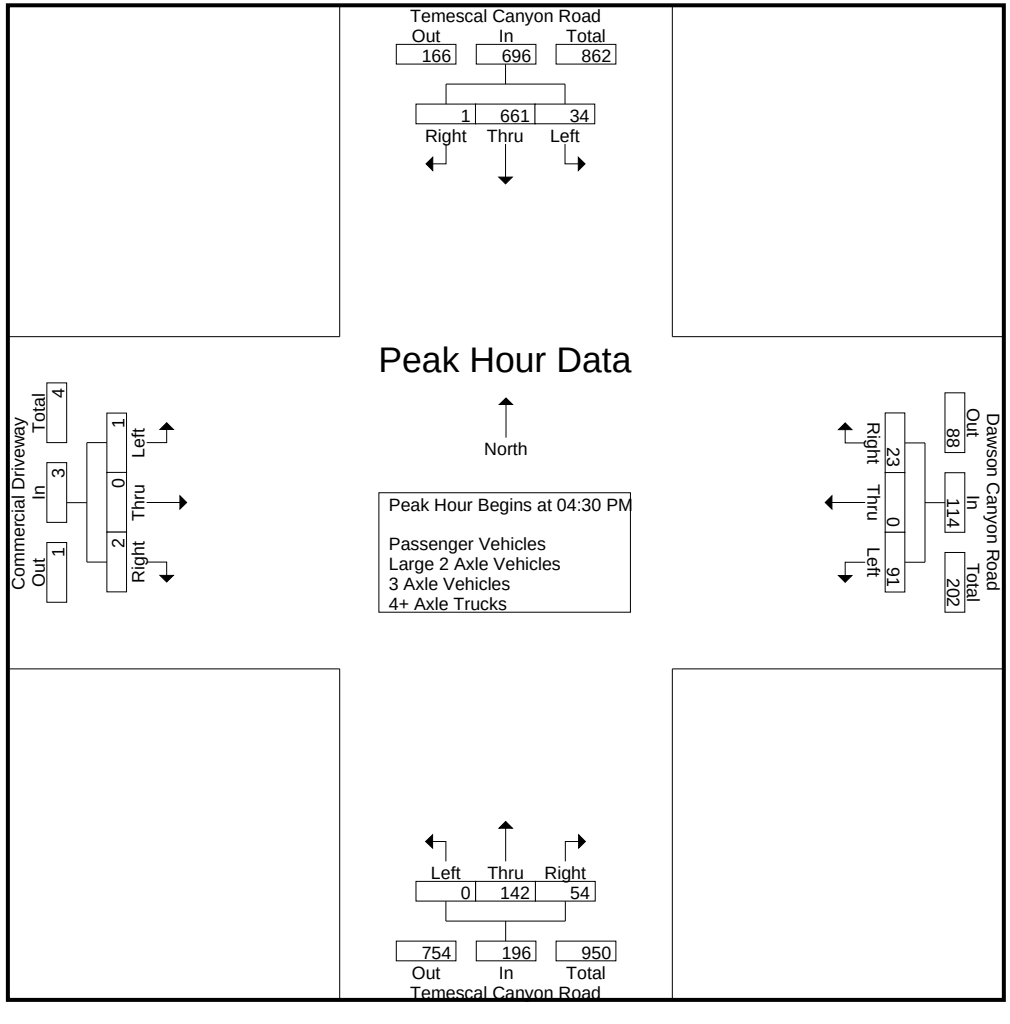
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	152	0	0	156	18	0	5	0	23	0	41	16	0	57	0	0	0	0	0	0	236	236
04:15 PM	6	137	0	0	143	22	0	6	0	28	0	31	25	0	56	0	0	0	0	0	0	227	227
04:30 PM	9	173	0	0	182	23	0	6	0	29	0	35	10	0	45	0	0	0	0	0	0	256	256
04:45 PM	6	155	0	0	161	28	0	2	0	30	0	37	10	0	47	0	0	0	0	0	0	238	238
Total	25	617	0	0	642	91	0	19	0	110	0	144	61	0	205	0	0	0	0	0	0	957	957
05:00 PM	9	166	0	0	175	23	0	6	0	29	0	27	22	0	49	0	0	1	1	1	1	254	255
05:15 PM	10	167	1	0	178	17	0	9	0	26	0	43	12	0	55	1	0	1	1	2	1	261	262
05:30 PM	11	128	0	0	139	16	0	8	0	24	0	32	13	0	45	1	0	0	0	1	0	209	209
05:45 PM	5	128	0	0	133	28	0	7	0	35	0	23	8	0	31	0	0	0	0	0	0	199	199
Total	35	589	1	0	625	84	0	30	0	114	0	125	55	0	180	2	0	2	2	4	2	923	925
Grand Total	60	1206	1	0	1267	175	0	49	0	224	0	269	116	0	385	2	0	2	2	4	2	1880	1882
Apprch %	4.7	95.2	0.1			78.1	0	21.9			0	69.9	30.1			50	0	50					
Total %	3.2	64.1	0.1		67.4	9.3	0	2.6		11.9	0	14.3	6.2		20.5	0.1	0	0.1		0.2	0.1	99.9	
Passenger Vehicles	35	1190	1		1226	78	0	42		120	0	254	46		300	2	0	2		6	0	0	1652
% Passenger Vehicles	58.3	98.7	100	0	96.8	44.6	0	85.7	0	53.6	0	94.4	39.7	0	77.9	100	0	100	100	100	0	0	87.8
Large 2 Axle Vehicles	14	15	0		29	21	0	3		24	0	10	10		20	0	0	0		0	0	0	73
% Large 2 Axle Vehicles	23.3	1.2	0	0	2.3	12	0	6.1	0	10.7	0	3.7	8.6	0	5.2	0	0	0	0	0	0	0	3.9
3 Axle Vehicles	8	1	0		9	34	0	3		37	0	1	21		22	0	0	0		0	0	0	68
% 3 Axle Vehicles	13.3	0.1	0	0	0.7	19.4	0	6.1	0	16.5	0	0.4	18.1	0	5.7	0	0	0	0	0	0	0	3.6
4+ Axle Trucks	3	0	0		3	42	0	1		43	0	4	39		43	0	0	0		0	0	0	89
% 4+ Axle Trucks	5	0	0	0	0.2	24	0	2	0	19.2	0	1.5	33.6	0	11.2	0	0	0	0	0	0	0	4.7

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	**173**	0	**182**	23	0	6	29	0	35	10	45	0	0	0	0	256
04:45 PM	6	155	0	161	**28**	0	2	**30**	0	37	10	47	0	0	0	0	238
05:00 PM	9	166	0	175	23	0	6	29	0	27	**22**	49	0	0	**1**	1	254
05:15 PM	**10**	167	**1**	178	17	0	**9**	26	0	**43**	12	**55**	**1**	0	1	**2**	**261**
Total Volume	34	661	1	696	91	0	23	114	0	142	54	196	1	0	2	3	1009
% App. Total	4.9	95	0.1		79.8	0	20.2		0	72.4	27.6		33.3	0	66.7		
PHF	.850	.955	.250	.956	.813	.000	.639	.950	.000	.826	.614	.891	.250	.000	.500	.375	.966

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:00 PM				04:45 PM				
+0 mins.	9	**173**	0	**182**	22	0	**6**	28	0	**41**	16	**57**	0	0	0	0	
+15 mins.	6	155	0	161	23	0	6	29	0	31	**25**	56	0	0	**1**	1	
+30 mins.	9	166	0	175	**28**	0	2	**30**	0	35	10	45	**1**	0	1	**2**	
+45 mins.	**10**	167	**1**	178	23	0	6	29	0	37	10	47	1	0	0	1	
Total Volume	34	661	1	696	96	0	20	116	0	144	61	205	2	0	2	4	
% App. Total	4.9	95	0.1		82.8	0	17.2		0	70.2	29.8		50	0	50		
PHF	.850	.955	.250	.956	.857	.000	.833	.967	.000	.878	.610	.899	.500	.000	.500	.500	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

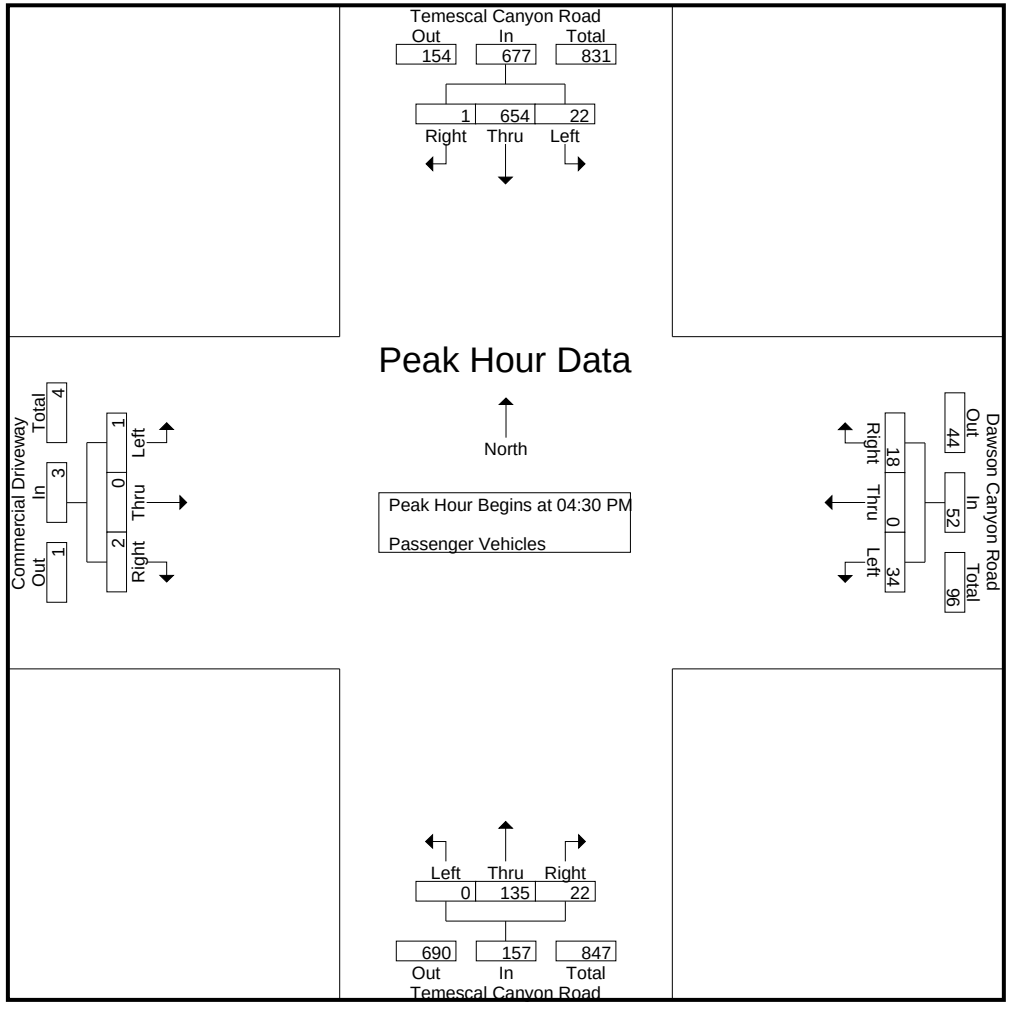
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	150	0	0	152	9	0	4	0	13	0	38	4	0	42	0	0	0	0	0	0	207	207
04:15 PM	4	134	0	0	138	11	0	5	0	16	0	28	8	0	36	0	0	0	0	0	0	190	190
04:30 PM	6	173	0	0	179	9	0	4	0	13	0	32	6	0	38	0	0	0	0	0	0	230	230
04:45 PM	5	152	0	0	157	13	0	2	0	15	0	35	4	0	39	0	0	0	0	0	0	211	211
Total	17	609	0	0	626	42	0	15	0	57	0	133	22	0	155	0	0	0	0	0	0	838	838
05:00 PM	7	163	0	0	170	8	0	5	0	13	0	25	8	0	33	0	0	1	1	1	1	217	218
05:15 PM	4	166	1	0	171	4	0	7	0	11	0	43	4	0	47	1	0	1	1	2	1	231	232
05:30 PM	2	126	0	0	128	10	0	8	0	18	0	32	9	0	41	1	0	0	0	1	0	188	188
05:45 PM	5	126	0	0	131	14	0	7	0	21	0	21	3	0	24	0	0	0	0	0	0	176	176
Total	18	581	1	0	600	36	0	27	0	63	0	121	24	0	145	2	0	2	2	4	2	812	814
Grand Total	35	1190	1	0	1226	78	0	42	0	120	0	254	46	0	300	2	0	2	2	4	2	1650	1652
Apprch %	2.9	97.1	0.1			65	0	35			0	84.7	15.3			50	0	50					
Total %	2.1	72.1	0.1		74.3	4.7	0	2.5		7.3	0	15.4	2.8		18.2	0.1	0	0.1		0.2	0.1	99.9	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	**173**	0	**179**	9	0	4	13	0	32	6	38	0	0	0	0	230
04:45 PM	5	152	0	157	**13**	0	2	**15**	0	35	4	39	0	0	0	0	211
05:00 PM	**7**	163	0	170	8	0	5	13	0	25	**8**	33	0	0	**1**	1	217
05:15 PM	4	166	**1**	171	4	0	**7**	11	0	**43**	4	**47**	**1**	0	1	**2**	**231**
Total Volume	22	654	1	677	34	0	18	52	0	135	22	157	1	0	2	3	889
% App. Total	3.2	96.6	0.1		65.4	0	34.6		0	86	14		33.3	0	66.7		
PHF	.786	.945	.250	.946	.654	.000	.643	.867	.000	.785	.688	.835	.250	.000	.500	.375	.962

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	6	**173**	0	**179**	9	0	4	13	0	32	6	38	0	0	0	0	
+15 mins.	5	152	0	157	**13**	0	2	**15**	0	35	4	39	0	0	0	0	
+30 mins.	**7**	163	0	170	8	0	5	13	0	25	**8**	33	0	0	**1**	1	
+45 mins.	4	166	**1**	171	4	0	**7**	11	0	**43**	4	**47**	**1**	0	1	**2**	
Total Volume	22	654	1	677	34	0	18	52	0	135	22	157	1	0	2	3	
% App. Total	3.2	96.6	0.1		65.4	0	34.6		0	86	14		33.3	0	66.7		
PHF	.786	.945	.250	.946	.654	.000	.643	.867	.000	.785	.688	.835	.250	.000	.500	.375	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

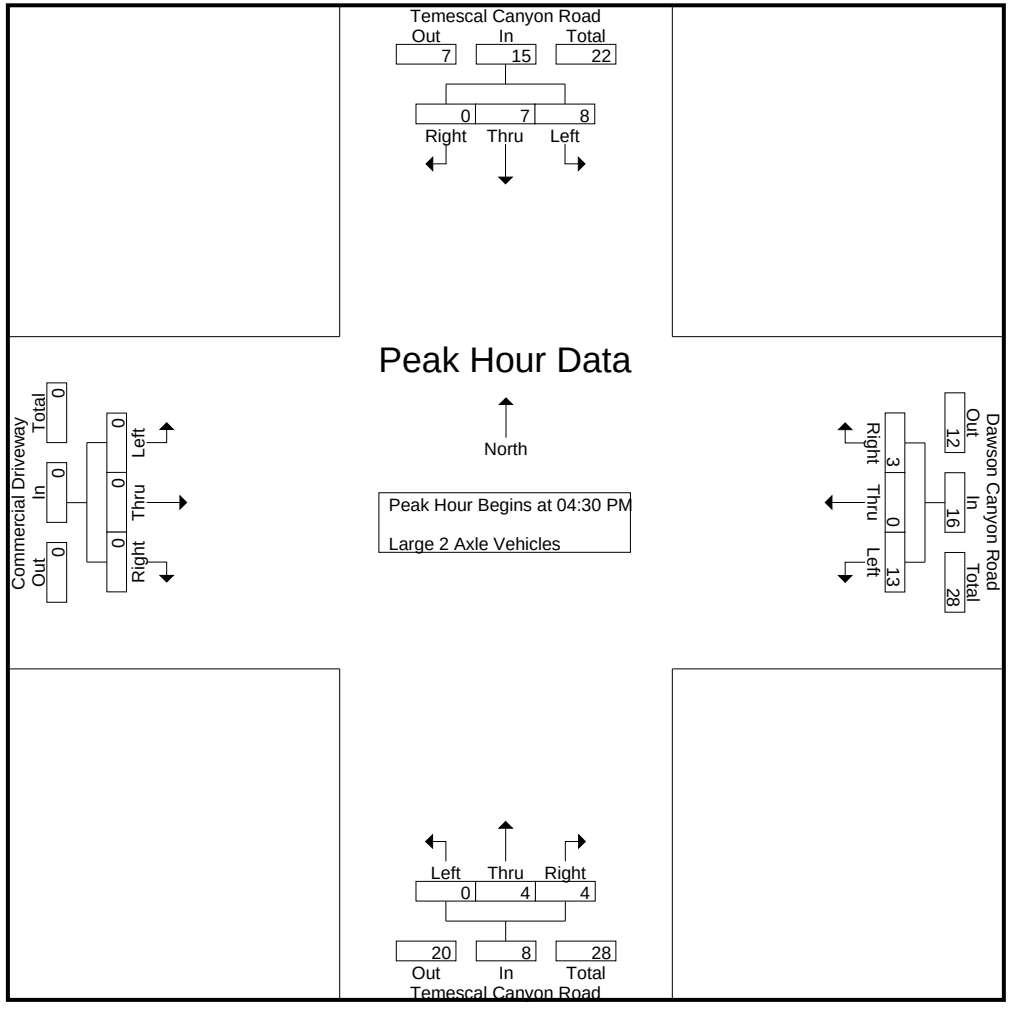
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	2	0	0	4	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	0	9	9
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	0	9	9
04:30 PM	1	0	0	0	1	3	0	1	0	4	0	2	0	0	2	0	0	0	0	0	0	7	7
04:45 PM	1	3	0	0	4	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	0	10	10
Total	5	7	0	0	12	8	0	1	0	9	0	7	7	0	14	0	0	0	0	0	0	35	35
05:00 PM	1	3	0	0	4	4	0	1	0	5	0	1	2	0	3	0	0	0	0	0	0	12	12
05:15 PM	5	1	0	0	6	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	10	10
05:30 PM	3	2	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	6	6
05:45 PM	0	2	0	0	2	6	0	0	0	6	0	2	0	0	2	0	0	0	0	0	0	10	10
Total	9	8	0	0	17	13	0	2	0	15	0	3	3	0	6	0	0	0	0	0	0	38	38
Grand Total	14	15	0	0	29	21	0	3	0	24	0	10	10	0	20	0	0	0	0	0	0	73	73
Apprch %	48.3	51.7	0			87.5	0	12.5			0	50	50			0	0	0					
Total %	19.2	20.5	0		39.7	28.8	0	4.1		32.9	0	13.7	13.7		27.4	0	0	0		0	0	100	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	0	1	3	0	**1**	4	0	**2**	0	2	0	0	0	0	7
04:45 PM	1	**3**	0	4	3	0	0	3	0	1	**2**	**3**	0	0	0	0	10
05:00 PM	1	3	0	4	**4**	0	1	**5**	0	1	2	3	0	0	0	0	**12**
05:15 PM	**5**	1	0	**6**	3	0	1	4	0	0	0	0	0	0	0	0	10
Total Volume	8	7	0	15	13	0	3	16	0	4	4	8	0	0	0	0	39
% App. Total	53.3	46.7	0		81.2	0	18.8		0	50	50		0	0	0		
PHF	.400	.583	.000	.625	.813	.000	.750	.800	.000	.500	.500	.667	.000	.000	.000	.000	.813

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	0	0	1	3	0	**1**	4	0	**2**	0	2	0	0	0	0	
+15 mins.	1	**3**	0	4	3	0	0	3	0	1	**2**	**3**	0	0	0	0	
+30 mins.	1	3	0	4	**4**	0	1	**5**	0	1	2	3	0	0	0	0	
+45 mins.	**5**	1	0	**6**	3	0	1	4	0	0	0	0	0	0	0	0	
Total Volume	8	7	0	15	13	0	3	16	0	4	4	8	0	0	0	0	
% App. Total	53.3	46.7	0		81.2	0	18.8		0	50	50		0	0	0		
PHF	.400	.583	.000	.625	.813	.000	.750	.800	.000	.500	.500	.667	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

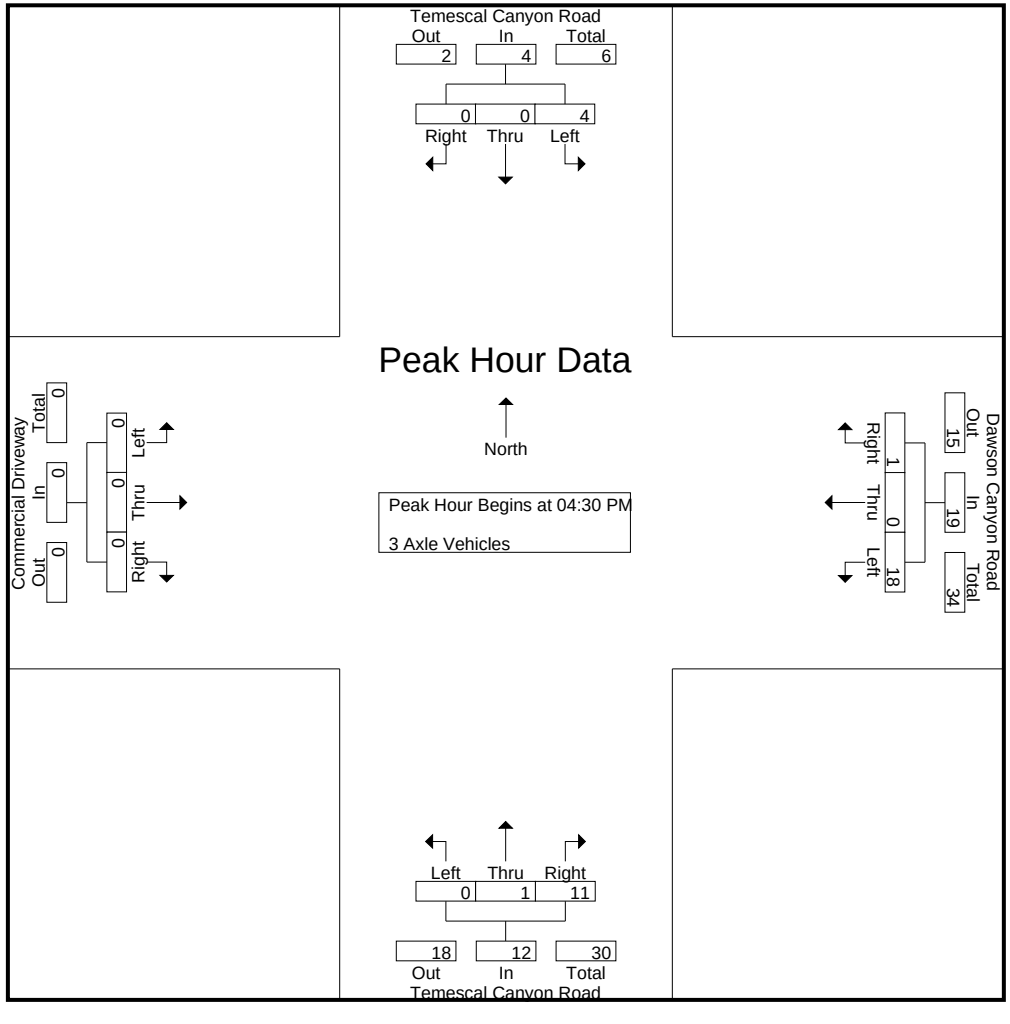
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	1	0	5	0	0	4	0	4	0	0	0	0	0	0	9	9
04:15 PM	0	1	0	0	1	7	0	1	0	8	0	0	4	0	4	0	0	0	0	0	0	13	13
04:30 PM	2	0	0	0	2	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	8	8
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	0	6	6
Total	2	1	0	0	3	19	0	3	0	22	0	1	10	0	11	0	0	0	0	0	0	36	36
05:00 PM	1	0	0	0	1	6	0	0	0	6	0	0	5	0	5	0	0	0	0	0	0	12	12
05:15 PM	1	0	0	0	1	4	0	0	0	4	0	0	4	0	4	0	0	0	0	0	0	9	9
05:30 PM	4	0	0	0	4	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	8	8
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	3	3
Total	6	0	0	0	6	15	0	0	0	15	0	0	11	0	11	0	0	0	0	0	0	32	32
Grand Total	8	1	0	0	9	34	0	3	0	37	0	1	21	0	22	0	0	0	0	0	0	68	68
Apprch %	88.9	11.1	0			91.9	0	8.1			0	4.5	95.5			0	0	0					
Total %	11.8	1.5	0		13.2	50	0	4.4		54.4	0	1.5	30.9		32.4	0	0	0		0	0	100	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	**2**	5	0	**1**	**6**	0	0	0	0	0	0	0	0	8
04:45 PM	0	0	0	0	3	0	0	3	0	**1**	2	3	0	0	0	0	6
05:00 PM	1	0	0	1	**6**	0	0	6	0	0	**5**	**5**	0	0	0	0	**12**
05:15 PM	1	0	0	1	4	0	0	4	0	0	4	4	0	0	0	0	9
Total Volume	4	0	0	4	18	0	1	19	0	1	11	12	0	0	0	0	35
% App. Total	100	0	0		94.7	0	5.3		0	8.3	91.7		0	0	0		
PHF	.500	.000	.000	.500	.750	.000	.250	.792	.000	.250	.550	.600	.000	.000	.000	.000	.729

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**2**	0	0	**2**	5	0	**1**	**6**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	3	0	0	3	0	**1**	2	3	0	0	0	0	
+30 mins.	1	0	0	1	**6**	0	0	6	0	0	**5**	**5**	0	0	0	0	
+45 mins.	1	0	0	1	4	0	0	4	0	0	4	4	0	0	0	0	
Total Volume	4	0	0	4	18	0	1	19	0	1	11	12	0	0	0	0	
% App. Total	100	0	0		94.7	0	5.3		0	8.3	91.7		0	0	0		
PHF	.500	.000	.000	.500	.750	.000	.250	.792	.000	.250	.550	.600	.000	.000	.000	.000	

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

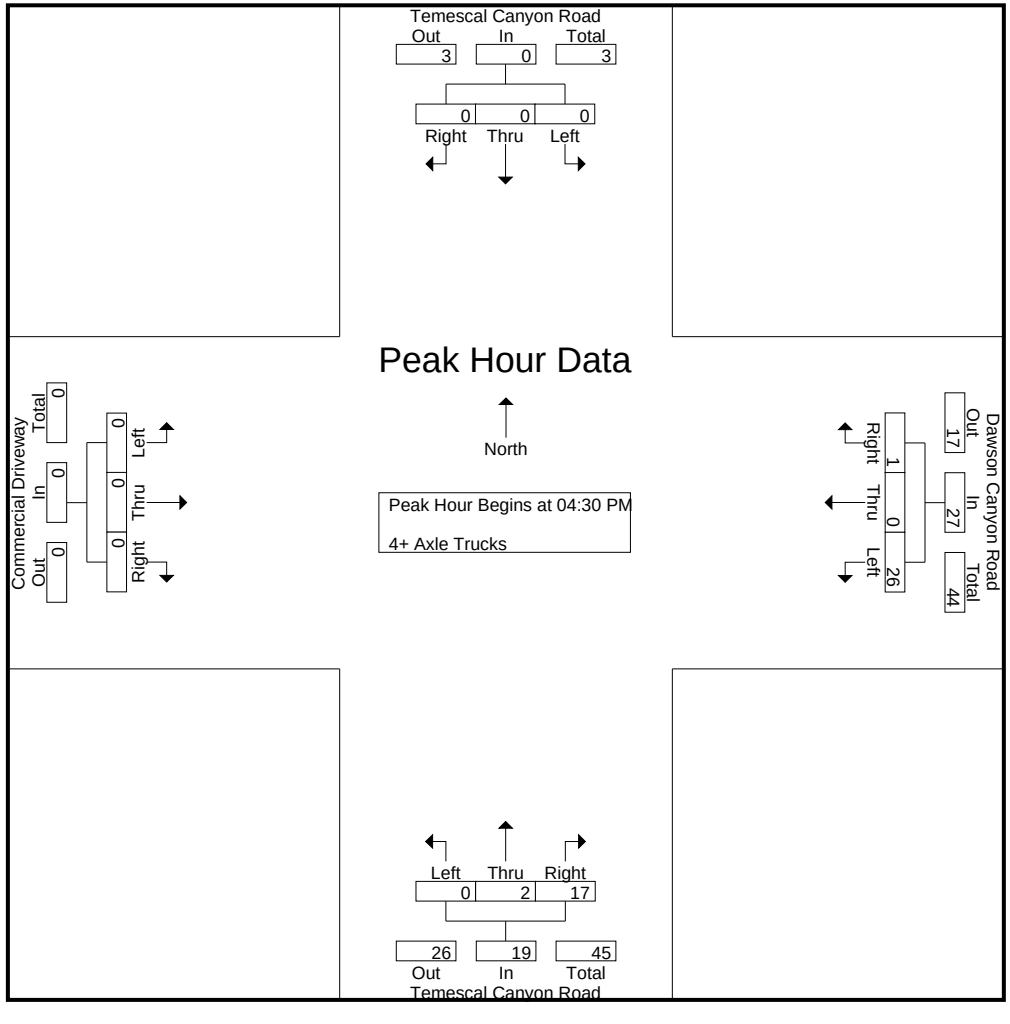
	Temescal Canyon Road Southbound					Dawson Canyon Road Westbound					Temescal Canyon Road Northbound					Commercial Driveway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	0	0	3	0	2	6	0	8	0	0	0	0	0	0	11	11
04:15 PM	1	0	0	0	1	4	0	0	0	4	0	0	10	0	10	0	0	0	0	0	0	15	15
04:30 PM	0	0	0	0	0	6	0	0	0	6	0	1	4	0	5	0	0	0	0	0	0	11	11
04:45 PM	0	0	0	0	0	9	0	0	0	9	0	0	2	0	2	0	0	0	0	0	0	11	11
Total	1	0	0	0	1	22	0	0	0	22	0	3	22	0	25	0	0	0	0	0	0	48	48
05:00 PM	0	0	0	0	0	5	0	0	0	5	0	1	7	0	8	0	0	0	0	0	0	13	13
05:15 PM	0	0	0	0	0	6	0	1	0	7	0	0	4	0	4	0	0	0	0	0	0	11	11
05:30 PM	2	0	0	0	2	3	0	0	0	3	0	0	2	0	2	0	0	0	0	0	0	7	7
05:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	4	0	4	0	0	0	0	0	0	10	10
Total	2	0	0	0	2	20	0	1	0	21	0	1	17	0	18	0	0	0	0	0	0	41	41
Grand Total	3	0	0	0	3	42	0	1	0	43	0	4	39	0	43	0	0	0	0	0	0	89	89
Apprch %	100	0	0			97.7	0	2.3			0	9.3	90.7			0	0	0					
Total %	3.4	0	0		3.4	47.2	0	1.1		48.3	0	4.5	43.8		48.3	0	0	0		0	0	100	

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	6	0	0	6	0	**1**	4	5	0	0	0	0	11
04:45 PM	0	0	0	0	**9**	0	0	**9**	0	0	2	2	0	0	0	0	11
05:00 PM	0	0	0	0	5	0	0	5	0	1	**7**	**8**	0	0	0	0	**13**
05:15 PM	0	0	0	0	6	0	**1**	7	0	0	4	4	0	0	0	0	11
Total Volume	0	0	0	0	26	0	1	27	0	2	17	19	0	0	0	0	46
% App. Total	0	0	0		96.3	0	3.7		0	10.5	89.5		0	0	0		
PHF	.000	.000	.000	.000	.722	.000	.250	.750	.000	.500	.607	.594	.000	.000	.000	.000	.885

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road
Weather: Clear

File Name : 04_CRV_Tem_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022

	Temescal Canyon Road Southbound				Dawson Canyon Road Westbound				Temescal Canyon Road Northbound				Commercial Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	6	0	0	6	0	**1**	4	5	0	0	0	0	
+15 mins.	0	0	0	0	**9**	0	0	**9**	0	0	2	2	0	0	0	0	
+30 mins.	0	0	0	0	5	0	0	5	0	1	**7**	**8**	0	0	0	0	
+45 mins.	0	0	0	0	6	0	**1**	7	0	0	4	4	0	0	0	0	
Total Volume	0	0	0	0	26	0	1	27	0	2	17	19	0	0	0	0	
% App. Total	0	0	0		96.3	0	3.7		0	10.5	89.5		0	0	0		
PHF	.000	.000	.000	.000	.722	.000	.250	.750	.000	.500	.607	.594	.000	.000	.000	.000	

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg Temescal Canyon Road	East Leg Dawson Canyon Road	South Leg Temescal Canyon Road	West Leg Commercial Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Temescal Canyon Road	East Leg Dawson Canyon Road	South Leg Temescal Canyon Road	West Leg Commercial Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Dawson Canyon Road

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound Temescal Canyon Road			Westbound Dawson Canyon Road			Northbound Temescal Canyon Road			Eastbound Commercial Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Temescal Canyon Road			Westbound Dawson Canyon Road			Northbound Temescal Canyon Road			Eastbound Commercial Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	1	0	0	0	0	0	0	2

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

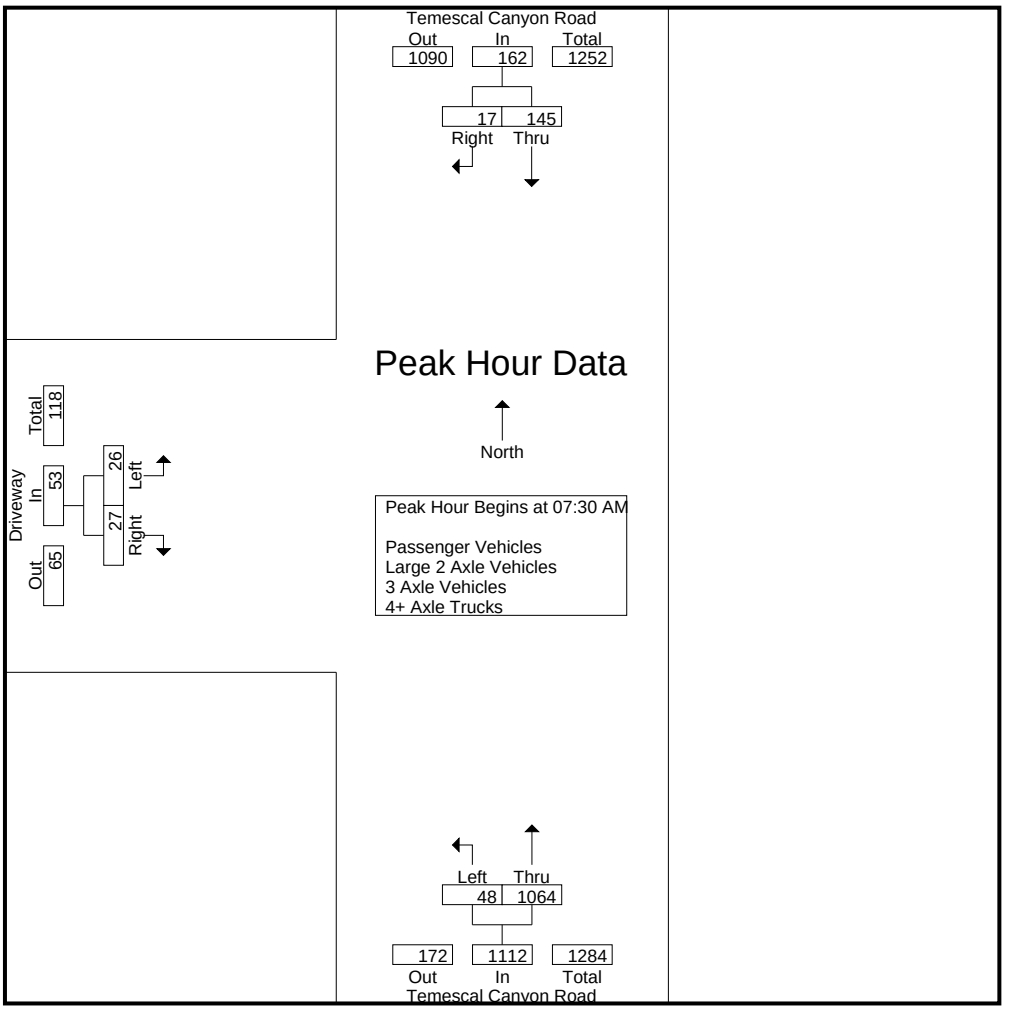
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	20	4	24	14	208	222	5	5	10	256
07:15 AM	35	3	38	7	245	252	6	12	18	308
07:30 AM	34	3	37	12	271	283	7	3	10	330
07:45 AM	44	5	49	8	294	302	6	8	14	365
Total	133	15	148	41	1018	1059	24	28	52	1259
08:00 AM	27	4	31	11	258	269	6	7	13	313
08:15 AM	40	5	45	17	241	258	7	9	16	319
08:30 AM	27	4	31	14	208	222	9	12	21	274
08:45 AM	24	2	26	3	180	183	2	9	11	220
Total	118	15	133	45	887	932	24	37	61	1126
Grand Total	251	30	281	86	1905	1991	48	65	113	2385
Apprch %	89.3	10.7		4.3	95.7		42.5	57.5		
Total %	10.5	1.3	11.8	3.6	79.9	83.5	2	2.7	4.7	
Passenger Vehicles	145	26	171	78	1759	1837	45	52	97	2105
% Passenger Vehicles	57.8	86.7	60.9	90.7	92.3	92.3	93.8	80	85.8	88.3
Large 2 Axle Vehicles	36	3	39	7	52	59	1	10	11	109
% Large 2 Axle Vehicles	14.3	10	13.9	8.1	2.7	3	2.1	15.4	9.7	4.6
3 Axle Vehicles	22	1	23	1	36	37	1	1	2	62
% 3 Axle Vehicles	8.8	3.3	8.2	1.2	1.9	1.9	2.1	1.5	1.8	2.6
4+ Axle Trucks	48	0	48	0	58	58	1	2	3	109
% 4+ Axle Trucks	19.1	0	17.1	0	3	2.9	2.1	3.1	2.7	4.6

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	34	3	37	12	271	283	**7**	3	10	330
07:45 AM	**44**	**5**	**49**	8	**294**	**302**	6	8	14	**365**
08:00 AM	27	4	31	11	258	269	6	7	13	313
08:15 AM	40	5	45	**17**	241	258	7	**9**	**16**	319
Total Volume	145	17	162	48	1064	1112	26	27	53	1327
% App. Total	89.5	10.5		4.3	95.7		49.1	50.9		
PHF	.824	.850	.827	.706	.905	.921	.929	.750	.828	.909

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:45 AM		
+0 mins.	34	3	37	12	271	283	6	8	14
+15 mins.	**44**	**5**	**49**	8	**294**	**302**	6	7	13
+30 mins.	27	4	31	11	258	269	7	9	16
+45 mins.	40	5	45	**17**	241	258	**9**	**12**	**21**
Total Volume	145	17	162	48	1064	1112	28	36	64
% App. Total	89.5	10.5		4.3	95.7		43.8	56.2	
PHF	.824	.850	.827	.706	.905	.921	.778	.750	.762

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

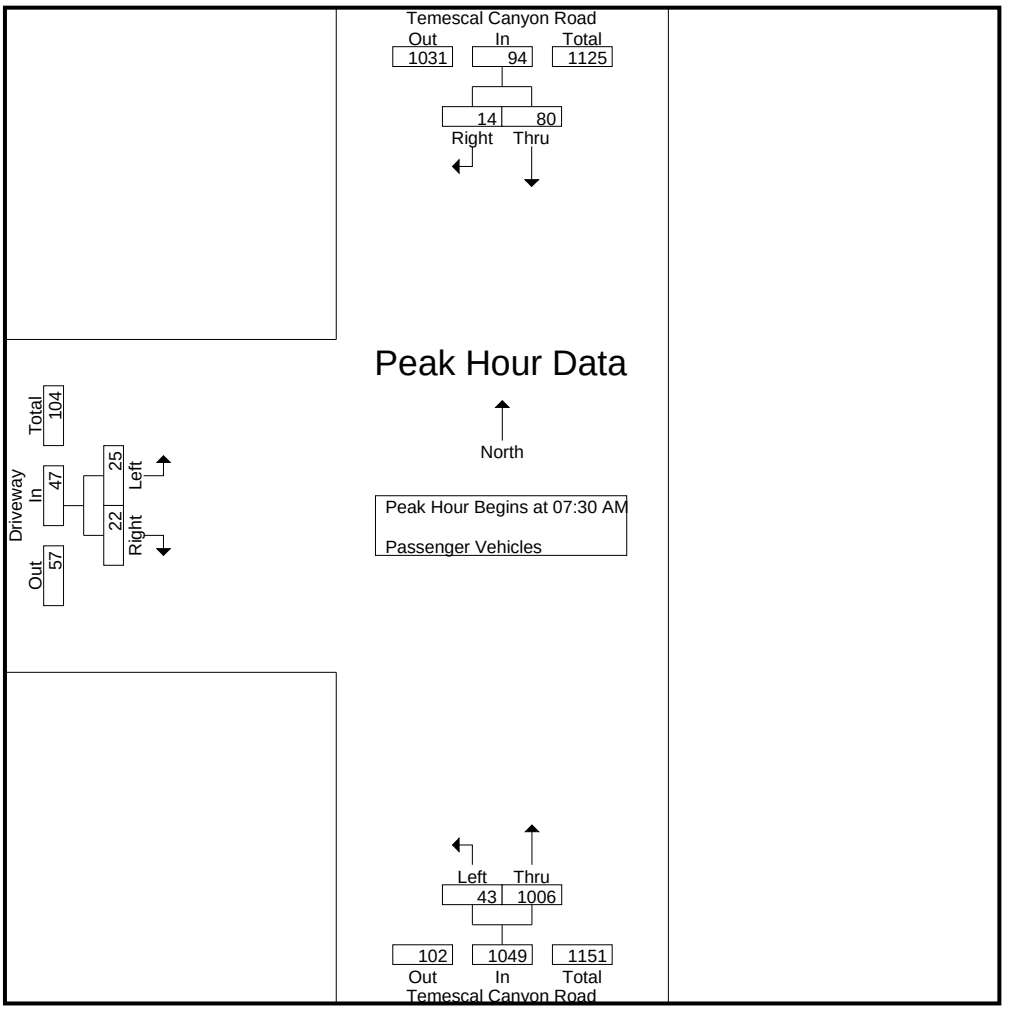
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	10	4	14	13	183	196	5	5	10	220
07:15 AM	20	2	22	6	230	236	5	9	14	272
07:30 AM	17	3	20	11	254	265	6	3	9	294
07:45 AM	25	4	29	8	278	286	6	6	12	327
Total	72	13	85	38	945	983	22	23	45	1113
08:00 AM	12	3	15	11	247	258	6	6	12	285
08:15 AM	26	4	30	13	227	240	7	7	14	284
08:30 AM	18	4	22	13	187	200	8	8	16	238
08:45 AM	17	2	19	3	153	156	2	8	10	185
Total	73	13	86	40	814	854	23	29	52	992
Grand Total	145	26	171	78	1759	1837	45	52	97	2105
Apprch %	84.8	15.2		4.2	95.8		46.4	53.6		
Total %	6.9	1.2	8.1	3.7	83.6	87.3	2.1	2.5	4.6	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	17	3	20	11	254	265	6	3	9	294
07:45 AM	25	**4**	29	8	**278**	**286**	6	6	12	**327**
08:00 AM	12	3	15	11	247	258	6	6	12	285
08:15 AM	**26**	4	**30**	**13**	227	240	**7**	**7**	**14**	284
Total Volume	80	14	94	43	1006	1049	25	22	47	1190
% App. Total	85.1	14.9		4.1	95.9		53.2	46.8		
PHF	.769	.875	.783	.827	.905	.917	.893	.786	.839	.910

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	17	3	20	11	254	265	6	3	9
+15 mins.	25	**4**	29	8	**278**	**286**	6	6	12
+30 mins.	12	3	15	11	247	258	6	6	12
+45 mins.	**26**	4	**30**	**13**	227	240	**7**	**7**	**14**
Total Volume	80	14	94	43	1006	1049	25	22	47
% App. Total	85.1	14.9		4.1	95.9		53.2	46.8	
PHF	.769	.875	.783	.827	.905	.917	.893	.786	.839

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

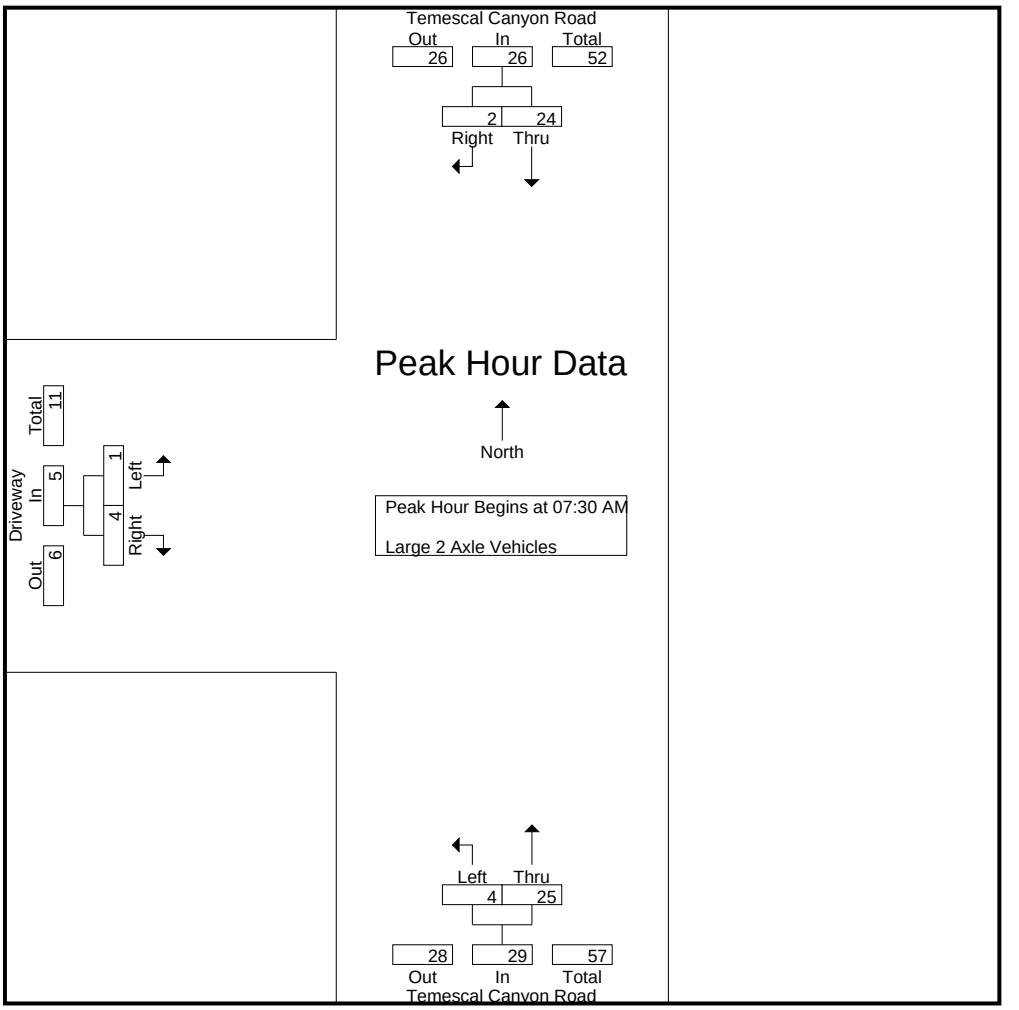
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	0	5	1	7	8	0	0	0	13
07:15 AM	5	1	6	1	9	10	0	2	2	18
07:30 AM	6	0	6	1	6	7	1	0	1	14
07:45 AM	10	1	11	0	8	8	0	2	2	21
Total	26	2	28	3	30	33	1	4	5	66
08:00 AM	7	1	8	0	5	5	0	1	1	14
08:15 AM	1	0	1	3	6	9	0	1	1	11
08:30 AM	2	0	2	1	5	6	0	3	3	11
08:45 AM	0	0	0	0	6	6	0	1	1	7
Total	10	1	11	4	22	26	0	6	6	43
Grand Total	36	3	39	7	52	59	1	10	11	109
Apprch %	92.3	7.7		11.9	88.1		9.1	90.9		
Total %	33	2.8	35.8	6.4	47.7	54.1	0.9	9.2	10.1	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	6	0	6	1	6	7	**1**	0	1	14
07:45 AM	**10**	**1**	**11**	0	**8**	8	0	**2**	**2**	**21**
08:00 AM	7	1	8	0	5	5	0	1	1	14
08:15 AM	1	0	1	**3**	6	**9**	0	1	1	11
Total Volume	24	2	26	4	25	29	1	4	5	60
% App. Total	92.3	7.7		13.8	86.2		20	80		
PHF	.600	.500	.591	.333	.781	.806	.250	.500	.625	.714

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	6	0	6	1	6	7	**1**	0	1
+15 mins.	**10**	**1**	**11**	0	**8**	8	0	**2**	**2**
+30 mins.	7	1	8	0	5	5	0	1	1
+45 mins.	1	0	1	**3**	6	**9**	0	1	1
Total Volume	24	2	26	4	25	29	1	4	5
% App. Total	92.3	7.7		13.8	86.2		20	80	
PHF	.600	.500	.591	.333	.781	.806	.250	.500	.625

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

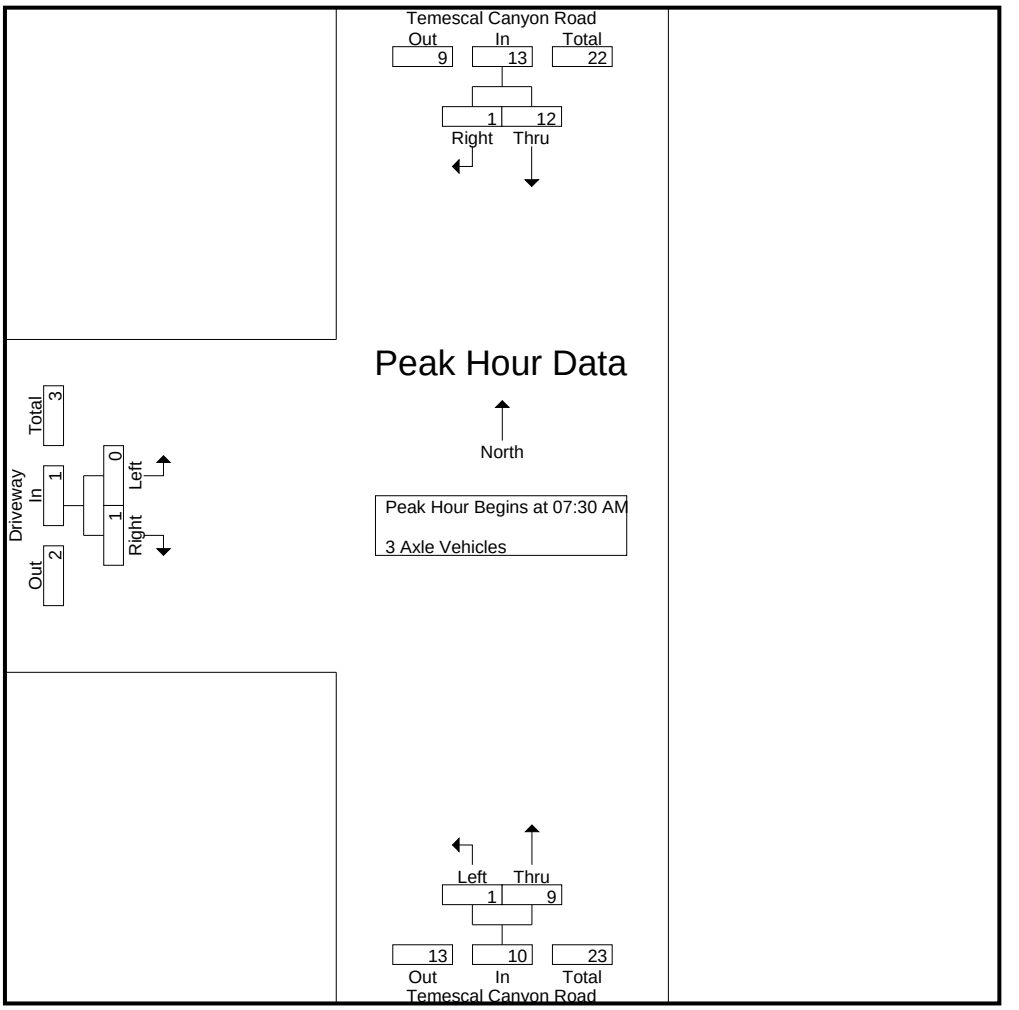
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	9	9	0	0	0	11
07:15 AM	2	0	2	0	3	3	0	0	0	5
07:30 AM	5	0	5	0	4	4	0	0	0	9
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	10	0	10	0	17	17	0	0	0	27
08:00 AM	1	0	1	0	2	2	0	0	0	3
08:15 AM	5	1	6	1	2	3	0	1	1	10
08:30 AM	3	0	3	0	10	10	1	0	1	14
08:45 AM	3	0	3	0	5	5	0	0	0	8
Total	12	1	13	1	19	20	1	1	2	35
Grand Total	22	1	23	1	36	37	1	1	2	62
Apprch %	95.7	4.3		2.7	97.3		50	50		
Total %	35.5	1.6	37.1	1.6	58.1	59.7	1.6	1.6	3.2	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**5**	0	5	0	**4**	**4**	0	0	0	9
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	1	0	1	0	2	2	0	0	0	3
08:15 AM	5	**1**	**6**	**1**	2	3	0	**1**	**1**	**10**
Total Volume	12	1	13	1	9	10	0	1	1	24
% App. Total	92.3	7.7		10	90		0	100		
PHF	.600	.250	.542	.250	.563	.625	.000	.250	.250	.600

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**5**	0	5	0	**4**	**4**	0	0	0
+15 mins.	1	0	1	0	1	1	0	0	0
+30 mins.	1	0	1	0	2	2	0	0	0
+45 mins.	5	**1**	**6**	**1**	2	3	0	**1**	**1**
Total Volume	12	1	13	1	9	10	0	1	1
% App. Total	92.3	7.7		10	90		0	100	
PHF	.600	.250	.542	.250	.563	.625	.000	.250	.250

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

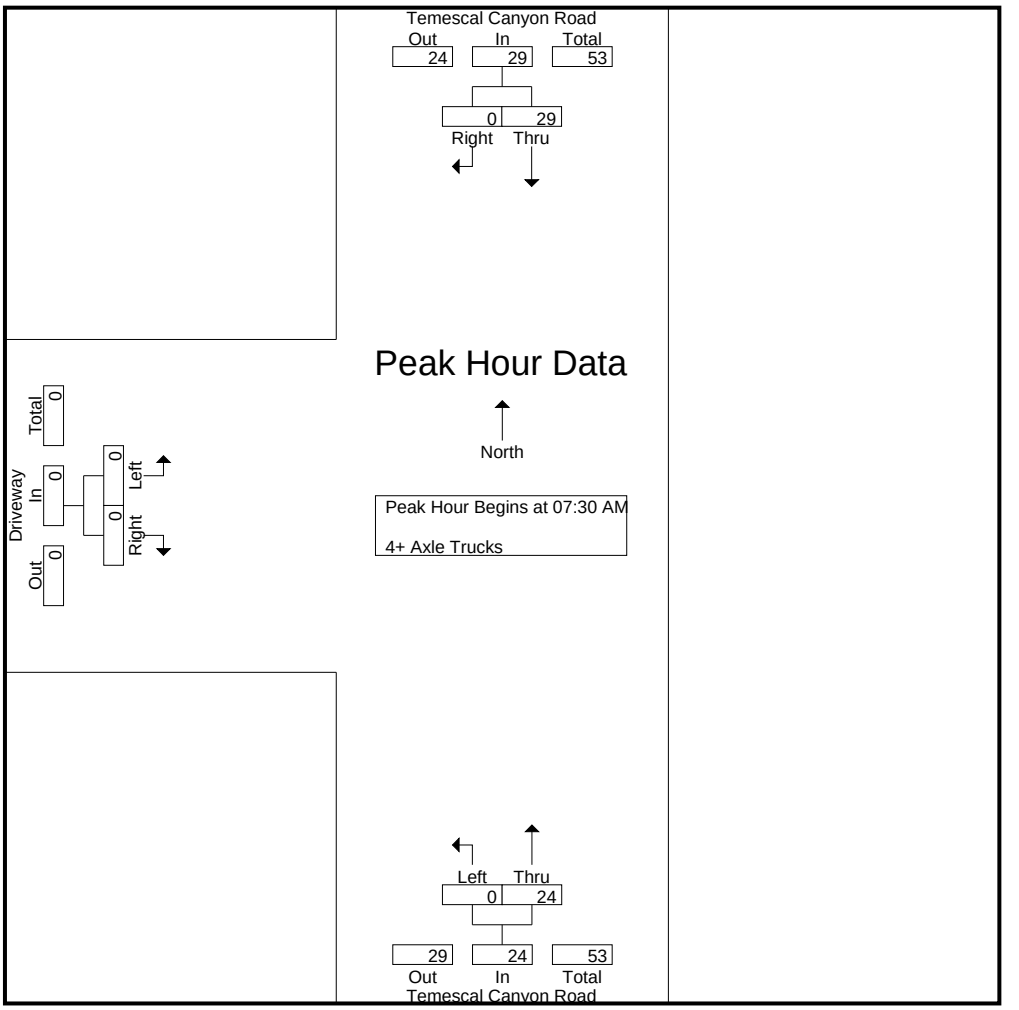
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	9	9	0	0	0	12
07:15 AM	8	0	8	0	3	3	1	1	2	13
07:30 AM	6	0	6	0	7	7	0	0	0	13
07:45 AM	8	0	8	0	7	7	0	0	0	15
Total	25	0	25	0	26	26	1	1	2	53
08:00 AM	7	0	7	0	4	4	0	0	0	11
08:15 AM	8	0	8	0	6	6	0	0	0	14
08:30 AM	4	0	4	0	6	6	0	1	1	11
08:45 AM	4	0	4	0	16	16	0	0	0	20
Total	23	0	23	0	32	32	0	1	1	56
Grand Total	48	0	48	0	58	58	1	2	3	109
Apprch %	100	0		0	100		33.3	66.7		
Total %	44	0	44	0	53.2	53.2	0.9	1.8	2.8	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	6	0	6	0	**7**	**7**	0	0	0	13
07:45 AM	**8**	0	**8**	0	7	7	0	0	0	**15**
08:00 AM	7	0	7	0	4	4	0	0	0	11
08:15 AM	8	0	8	0	6	6	0	0	0	14
Total Volume	29	0	29	0	24	24	0	0	0	53
% App. Total	100	0		0	100		0	0		
PHF	.906	.000	.906	.000	.857	.857	.000	.000	.000	.883

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	6	0	6	0	**7**	**7**	0	0	0
+15 mins.	**8**	0	**8**	0	7	7	0	0	0
+30 mins.	7	0	7	0	4	4	0	0	0
+45 mins.	8	0	8	0	6	6	0	0	0
Total Volume	29	0	29	0	24	24	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.906	.000	.906	.000	.857	.857	.000	.000	.000

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

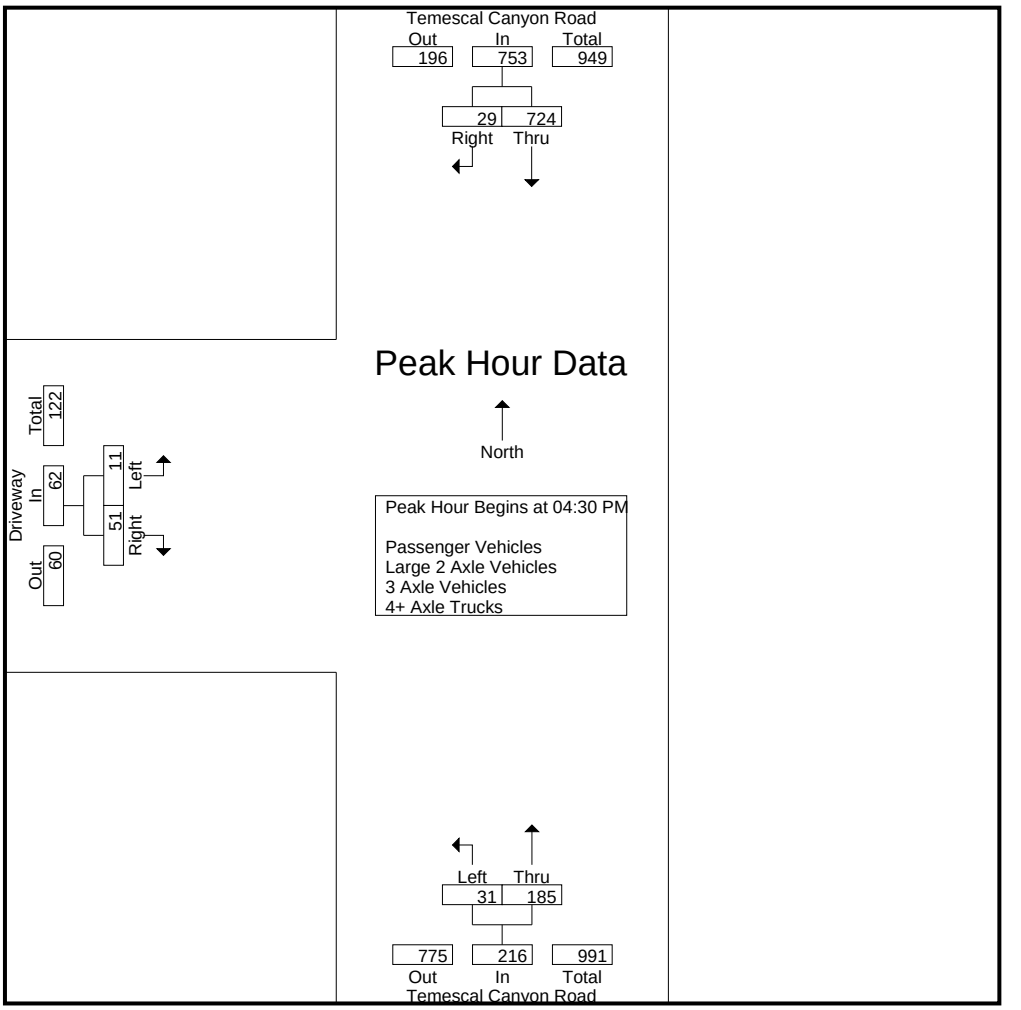
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	172	3	175	9	56	65	0	11	11	251
04:15 PM	145	8	153	8	57	65	2	14	16	234
04:30 PM	188	3	191	9	39	48	2	5	7	246
04:45 PM	174	10	184	9	46	55	4	16	20	259
Total	679	24	703	35	198	233	8	46	54	990
05:00 PM	181	10	191	4	51	55	4	19	23	269
05:15 PM	181	6	187	9	49	58	1	11	12	257
05:30 PM	134	6	140	4	39	43	2	10	12	195
05:45 PM	150	8	158	11	29	40	2	16	18	216
Total	646	30	676	28	168	196	9	56	65	937
Grand Total	1325	54	1379	63	366	429	17	102	119	1927
Apprch %	96.1	3.9		14.7	85.3		14.3	85.7		
Total %	68.8	2.8	71.6	3.3	19	22.3	0.9	5.3	6.2	
Passenger Vehicles	1214	50	1264	59	280	339	16	95	111	1714
% Passenger Vehicles	91.6	92.6	91.7	93.7	76.5	79	94.1	93.1	93.3	88.9
Large 2 Axle Vehicles	34	3	37	3	20	23	0	7	7	67
% Large 2 Axle Vehicles	2.6	5.6	2.7	4.8	5.5	5.4	0	6.9	5.9	3.5
3 Axle Vehicles	34	1	35	0	21	21	1	0	1	57
% 3 Axle Vehicles	2.6	1.9	2.5	0	5.7	4.9	5.9	0	0.8	3
4+ Axle Trucks	43	0	43	1	45	46	0	0	0	89
% 4+ Axle Trucks	3.2	0	3.1	1.6	12.3	10.7	0	0	0	4.6

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**188**	3	**191**	**9**	39	48	2	5	7	246
04:45 PM	174	**10**	184	9	46	55	**4**	16	20	259
05:00 PM	181	10	191	4	**51**	55	4	**19**	**23**	**269**
05:15 PM	181	6	187	9	49	**58**	1	11	12	257
Total Volume	724	29	753	31	185	216	11	51	62	1031
% App. Total	96.1	3.9		14.4	85.6		17.7	82.3		
PHF	.963	.725	.986	.861	.907	.931	.688	.671	.674	.958

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:00 PM			04:45 PM		
+0 mins.	**188**	3	**191**	**9**	56	**65**	**4**	16	20
+15 mins.	174	**10**	184	8	**57**	65	4	**19**	**23**
+30 mins.	181	10	191	9	39	48	1	11	12
+45 mins.	181	6	187	9	46	55	2	10	12
Total Volume	724	29	753	35	198	233	11	56	67
% App. Total	96.1	3.9		15	85		16.4	83.6	
PHF	.963	.725	.986	.972	.868	.896	.688	.737	.728

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

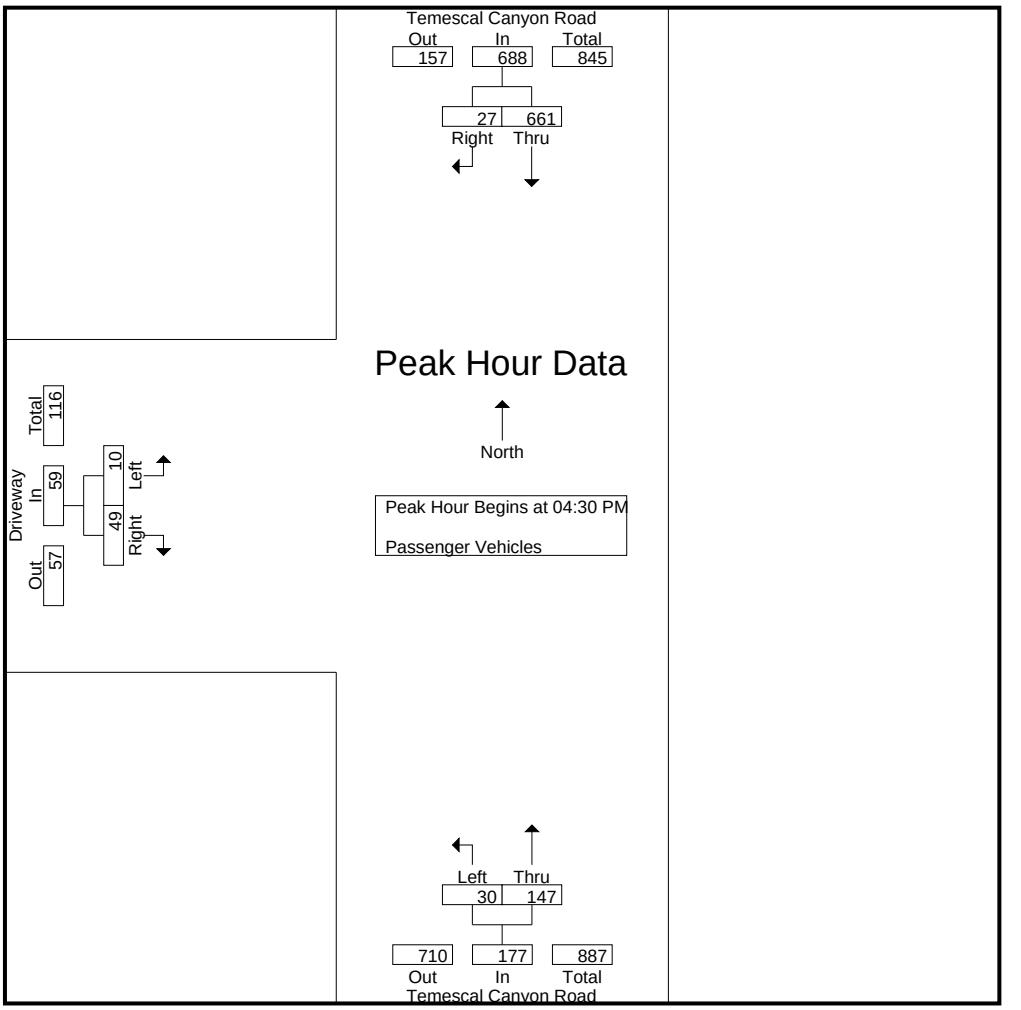
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	159	3	162	7	41	48	0	10	10	220
04:15 PM	129	8	137	8	36	44	2	13	15	196
04:30 PM	174	3	177	8	34	42	2	5	7	226
04:45 PM	160	8	168	9	36	45	3	14	17	230
Total	622	22	644	32	147	179	7	42	49	872
05:00 PM	160	10	170	4	36	40	4	19	23	233
05:15 PM	167	6	173	9	41	50	1	11	12	235
05:30 PM	126	5	131	4	35	39	2	9	11	181
05:45 PM	139	7	146	10	21	31	2	14	16	193
Total	592	28	620	27	133	160	9	53	62	842
Grand Total	1214	50	1264	59	280	339	16	95	111	1714
Apprch %	96	4		17.4	82.6		14.4	85.6		
Total %	70.8	2.9	73.7	3.4	16.3	19.8	0.9	5.5	6.5	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**174**	3	**177**	8	34	42	2	5	7	226
04:45 PM	160	8	168	**9**	36	45	3	14	17	230
05:00 PM	160	**10**	170	4	36	40	**4**	**19**	**23**	233
05:15 PM	167	6	173	9	**41**	**50**	1	11	12	**235**
Total Volume	661	27	688	30	147	177	10	49	59	924
% App. Total	96.1	3.9		16.9	83.1		16.9	83.1		
PHF	.950	.675	.972	.833	.896	.885	.625	.645	.641	.983

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**174**	3	**177**	8	34	42	2	5	7
+15 mins.	160	8	168	**9**	36	45	3	14	17
+30 mins.	160	**10**	170	4	36	40	**4**	**19**	**23**
+45 mins.	167	6	173	9	**41**	**50**	1	11	12
Total Volume	661	27	688	30	147	177	10	49	59
% App. Total	96.1	3.9		16.9	83.1		16.9	83.1	
PHF	.950	.675	.972	.833	.896	.885	.625	.645	.641

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

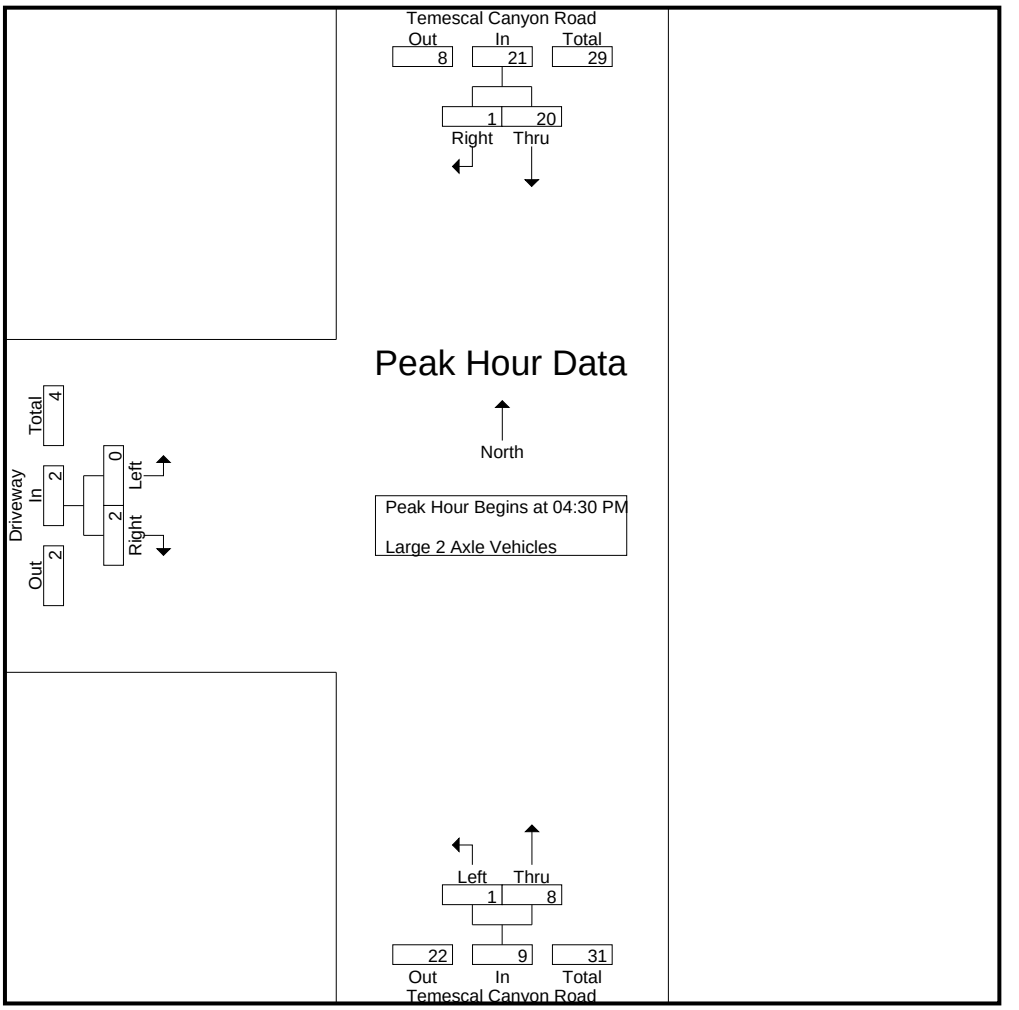
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	4	0	4	1	3	4	0	1	1	9
04:15 PM	3	0	3	0	6	6	0	1	1	10
04:30 PM	4	0	4	1	1	2	0	0	0	6
04:45 PM	5	1	6	0	4	4	0	2	2	12
Total	16	1	17	2	14	16	0	4	4	37
05:00 PM	7	0	7	0	2	2	0	0	0	9
05:15 PM	4	0	4	0	1	1	0	0	0	5
05:30 PM	1	1	2	0	1	1	0	1	1	4
05:45 PM	6	1	7	1	2	3	0	2	2	12
Total	18	2	20	1	6	7	0	3	3	30
Grand Total	34	3	37	3	20	23	0	7	7	67
Apprch %	91.9	8.1		13	87		0	100		
Total %	50.7	4.5	55.2	4.5	29.9	34.3	0	10.4	10.4	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	4	0	4	**1**	1	2	0	0	0	6
04:45 PM	5	**1**	6	0	**4**	**4**	0	**2**	**2**	**12**
05:00 PM	**7**	0	**7**	0	2	2	0	0	0	9
05:15 PM	4	0	4	0	1	1	0	0	0	5
Total Volume	20	1	21	1	8	9	0	2	2	32
% App. Total	95.2	4.8		11.1	88.9		0	100		
PHF	.714	.250	.750	.250	.500	.563	.000	.250	.250	.667

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	4	0	4	**1**	1	2	0	0	0
+15 mins.	5	**1**	6	0	**4**	**4**	0	**2**	**2**
+30 mins.	**7**	0	**7**	0	2	2	0	0	0
+45 mins.	4	0	4	0	1	1	0	0	0
Total Volume	20	1	21	1	8	9	0	2	2
% App. Total	95.2	4.8		11.1	88.9		0	100	
PHF	.714	.250	.750	.250	.500	.563	.000	.250	.250

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

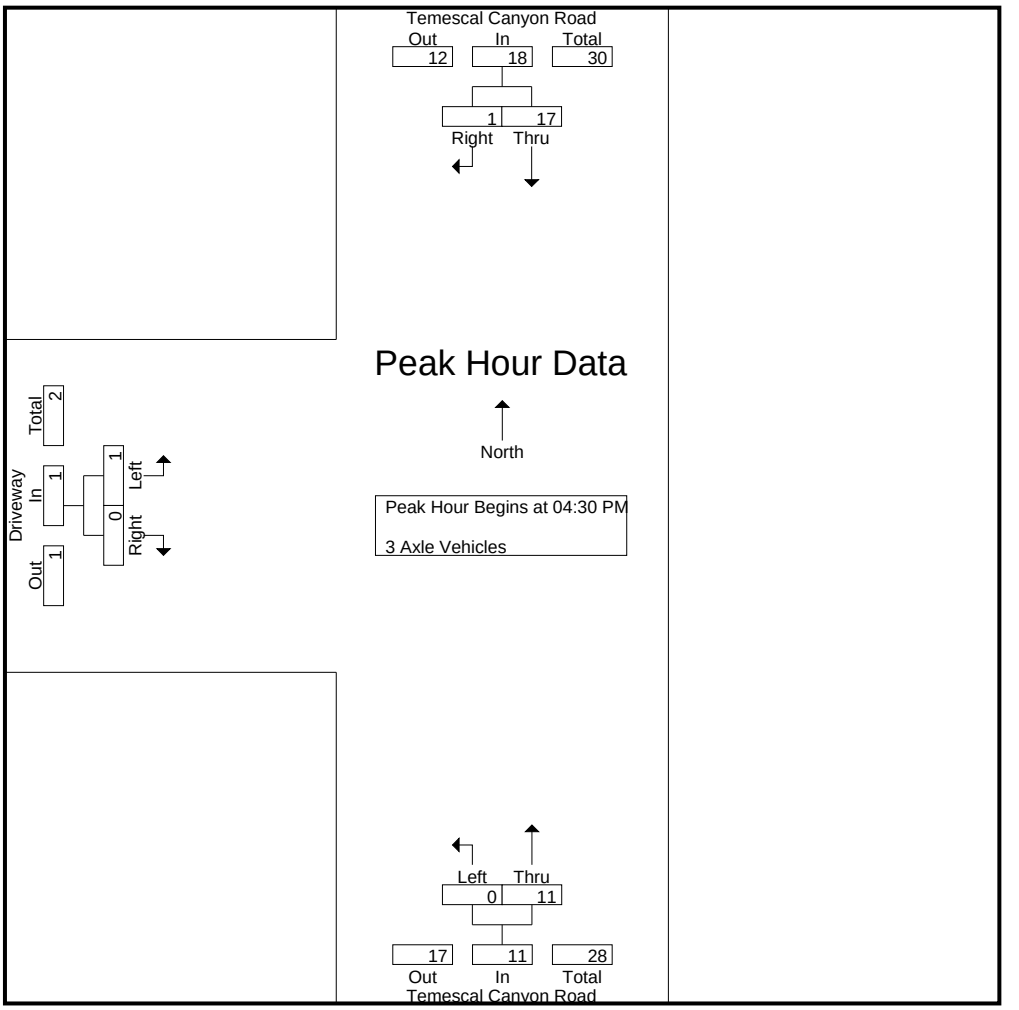
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	5	0	5	0	4	4	0	0	0	9
04:15 PM	8	0	8	0	4	4	0	0	0	12
04:30 PM	5	0	5	0	0	0	0	0	0	5
04:45 PM	1	1	2	0	3	3	1	0	1	6
Total	19	1	20	0	11	11	1	0	1	32
05:00 PM	6	0	6	0	4	4	0	0	0	10
05:15 PM	5	0	5	0	4	4	0	0	0	9
05:30 PM	3	0	3	0	1	1	0	0	0	4
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	15	0	15	0	10	10	0	0	0	25
Grand Total	34	1	35	0	21	21	1	0	1	57
Apprch %	97.1	2.9		0	100		100	0		
Total %	59.6	1.8	61.4	0	36.8	36.8	1.8	0	1.8	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	5	0	5	0	0	0	0	0	0	5
04:45 PM	1	**1**	2	0	3	3	**1**	0	**1**	6
05:00 PM	**6**	0	**6**	0	**4**	**4**	0	0	0	**10**
05:15 PM	5	0	5	0	4	4	0	0	0	9
Total Volume	17	1	18	0	11	11	1	0	1	30
% App. Total	94.4	5.6		0	100		100	0		
PHF	.708	.250	.750	.000	.688	.688	.250	.000	.250	.750

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	5	0	5	0	0	0	0	0	0
+15 mins.	1	**1**	2	0	3	3	**1**	0	**1**
+30 mins.	**6**	0	**6**	0	**4**	**4**	0	0	0
+45 mins.	5	0	5	0	4	4	0	0	0
Total Volume	17	1	18	0	11	11	1	0	1
% App. Total	94.4	5.6		0	100		100	0	
PHF	.708	.250	.750	.000	.688	.688	.250	.000	.250

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

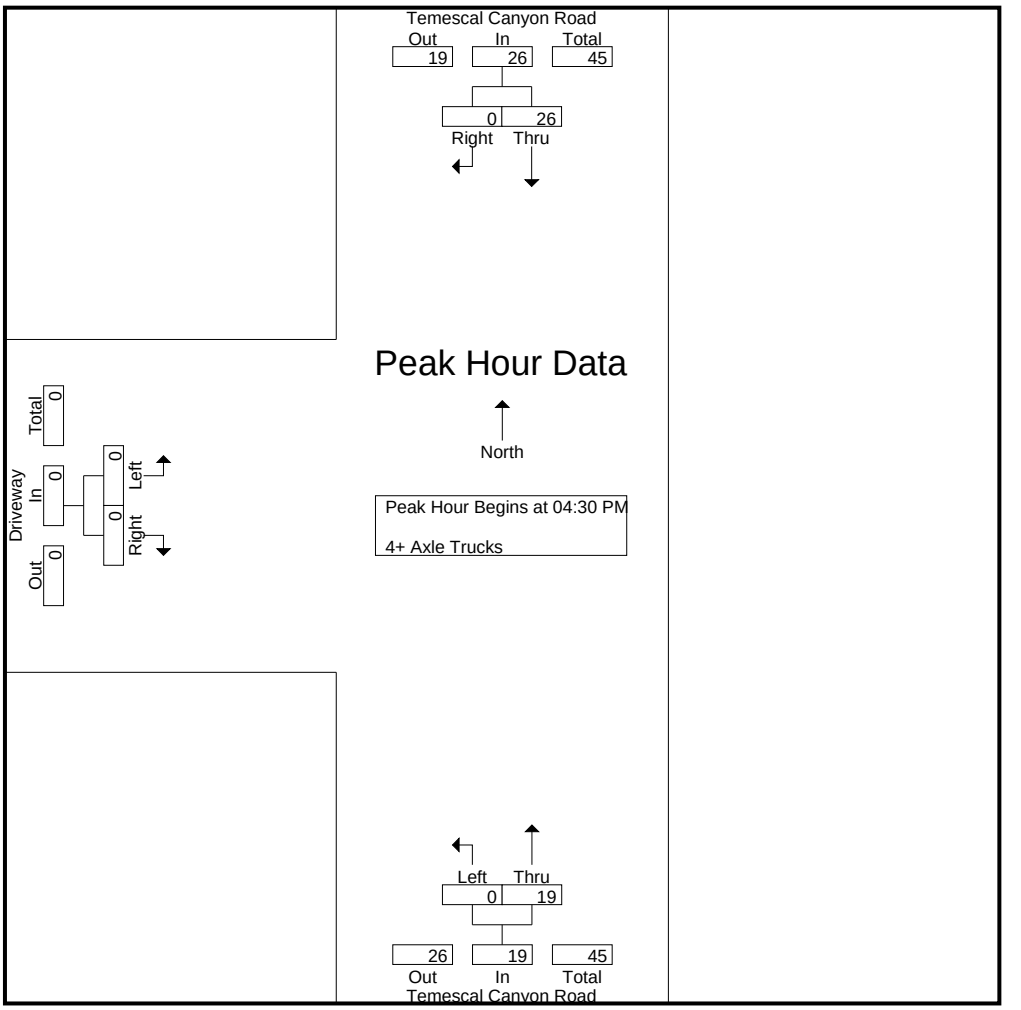
	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	4	0	4	1	8	9	0	0	0	13
04:15 PM	5	0	5	0	11	11	0	0	0	16
04:30 PM	5	0	5	0	4	4	0	0	0	9
04:45 PM	8	0	8	0	3	3	0	0	0	11
Total	22	0	22	1	26	27	0	0	0	49
05:00 PM	8	0	8	0	9	9	0	0	0	17
05:15 PM	5	0	5	0	3	3	0	0	0	8
05:30 PM	4	0	4	0	2	2	0	0	0	6
05:45 PM	4	0	4	0	5	5	0	0	0	9
Total	21	0	21	0	19	19	0	0	0	40
Grand Total	43	0	43	1	45	46	0	0	0	89
Apprch %	100	0		2.2	97.8		0	0		
Total %	48.3	0	48.3	1.1	50.6	51.7	0	0	0	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	5	0	5	0	4	4	0	0	0	9
04:45 PM	**8**	0	**8**	0	3	3	0	0	0	11
05:00 PM	8	0	8	0	**9**	**9**	0	0	0	**17**
05:15 PM	5	0	5	0	3	3	0	0	0	8
Total Volume	26	0	26	0	19	19	0	0	0	45
% App. Total	100	0		0	100		0	0		
PHF	.813	.000	.813	.000	.528	.528	.000	.000	.000	.662

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway
Weather: Clear

File Name : 06_CRV_Tem_DW PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	5	0	5	0	4	4	0	0	0
+15 mins.	**8**	0	**8**	0	3	3	0	0	0
+30 mins.	8	0	8	0	**9**	**9**	0	0	0
+45 mins.	5	0	5	0	3	3	0	0	0
Total Volume	26	0	26	0	19	19	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.813	.000	.813	.000	.528	.528	.000	.000	.000

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg Temescal Canyon Road	East Leg Dead End	South Leg Temescal Canyon Road	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Temescal Canyon Road	East Leg Dead End	South Leg Temescal Canyon Road	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Driveway

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound Temescal Canyon Road			Westbound Dead End			Northbound Temescal Canyon Road			Eastbound Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Temescal Canyon Road			Westbound Dead End			Northbound Temescal Canyon Road			Eastbound Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

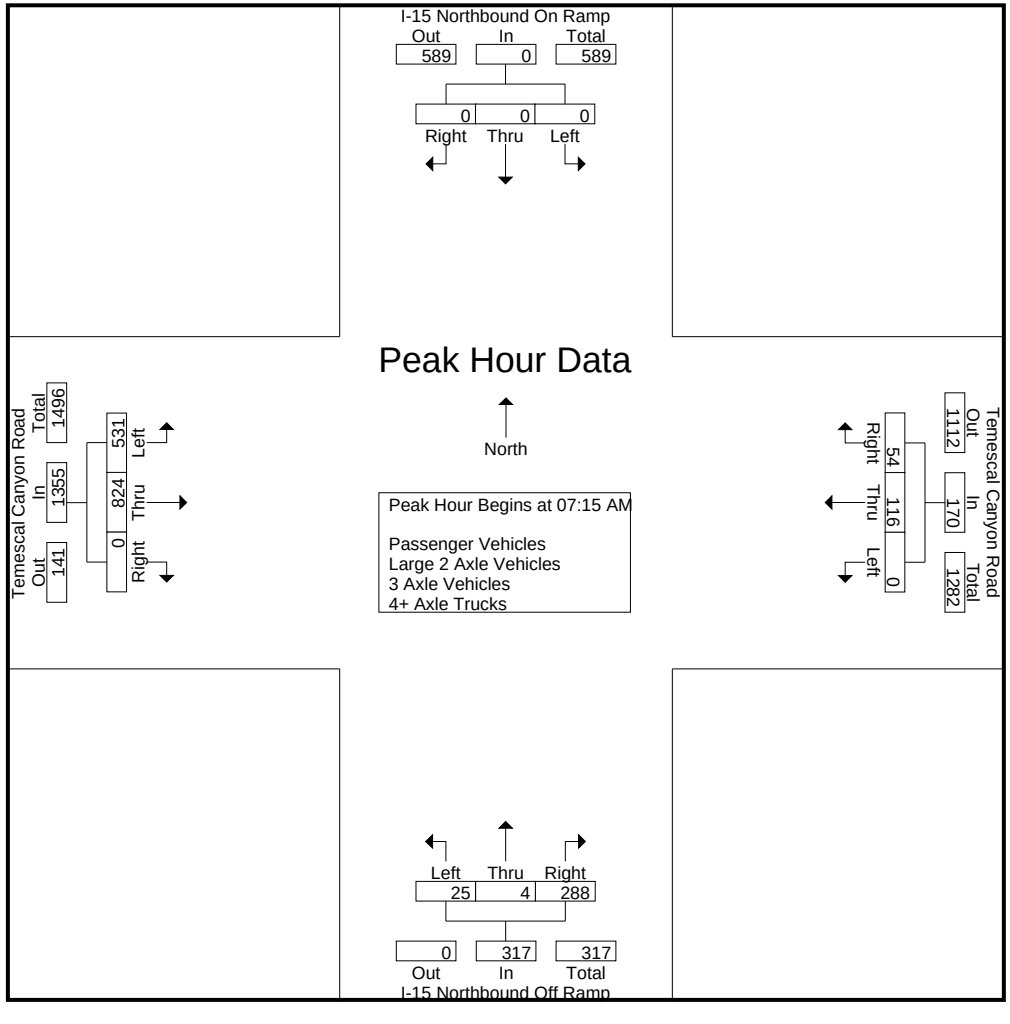
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	11	13	5	24	0	1	64	48	65	108	156	0	0	264	53	353	406
07:15 AM	0	0	0	0	0	0	30	15	3	45	7	0	61	40	68	134	196	0	0	330	43	443	486
07:30 AM	0	0	0	0	0	0	26	14	1	40	4	0	68	40	72	142	217	0	0	359	41	471	512
07:45 AM	0	0	0	0	0	0	37	7	0	44	10	2	81	34	93	127	214	0	0	341	34	478	512
Total	0	0	0	0	0	0	104	49	9	153	21	3	274	162	298	511	783	0	0	1294	171	1745	1916
08:00 AM	0	0	0	0	0	0	23	18	5	41	4	2	78	43	84	128	197	0	0	325	48	450	498
08:15 AM	0	0	0	0	0	0	36	14	4	50	10	0	73	44	83	124	178	0	0	302	48	435	483
08:30 AM	0	0	0	0	0	0	30	12	1	42	6	4	90	62	100	87	130	0	0	217	63	359	422
08:45 AM	0	0	0	0	0	0	23	7	0	30	7	5	61	23	73	86	117	0	0	203	23	306	329
Total	0	0	0	0	0	0	112	51	10	163	27	11	302	172	340	425	622	0	0	1047	182	1550	1732
Grand Total	0	0	0	0	0	0	216	100	19	316	48	14	576	334	638	936	1405	0	0	2341	353	3295	3648
Apprch %	0	0	0			0	68.4	31.6			7.5	2.2	90.3			40	60	0					
Total %	0	0	0		0	0	6.6	3		9.6	1.5	0.4	17.5		19.4	28.4	42.6	0		71	9.7	90.3	
Passenger Vehicles	0	0	0		0	0	166	32		204	44	9	541		916	825	1297	0		2122	0	0	3242
% Passenger Vehicles	0	0	0	0	0	0	76.9	32	31.6	60.9	91.7	64.3	93.9	96.4	94.2	88.1	92.3	0	0	90.6	0	0	88.9
Large 2 Axle Vehicles	0	0	0		0	0	26	15		47	2	2	12		21	27	34	0		61	0	0	129
% Large 2 Axle Vehicles	0	0	0	0	0	0	12	15	31.6	14	4.2	14.3	2.1	1.5	2.2	2.9	2.4	0	0	2.6	0	0	3.5
3 Axle Vehicles	0	0	0		0	0	7	14		22	1	0	3		4	36	34	0		70	0	0	96
% 3 Axle Vehicles	0	0	0	0	0	0	3.2	14	5.3	6.6	2.1	0	0.5	0	0.4	3.8	2.4	0	0	3	0	0	2.6
4+ Axle Trucks	0	0	0		0	0	17	39		62	1	3	20		31	48	40	0		88	0	0	181
% 4+ Axle Trucks	0	0	0	0	0	0	7.9	39	31.6	18.5	2.1	21.4	3.5	2.1	3.2	5.1	2.8	0	0	3.8	0	0	5

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	30	15	**45**	7	0	61	68	134	196	0	330	443
07:30 AM	0	0	0	0	0	26	14	40	4	0	68	72	**142**	**217**	0	**359**	471
07:45 AM	0	0	0	0	0	**37**	7	44	**10**	**2**	**81**	**93**	127	214	0	341	**478**
08:00 AM	0	0	0	0	0	23	**18**	41	4	2	78	84	128	197	0	325	450
Total Volume	0	0	0	0	0	116	54	170	25	4	288	317	531	824	0	1355	1842
% App. Total	0	0	0		0	68.2	31.8		7.9	1.3	90.9		39.2	60.8	0		
PHF	.000	.000	.000	.000	.000	.784	.750	.944	.625	.500	.889	.852	.935	.949	.000	.944	.963

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:45 AM				07:45 AM				07:15 AM				
+0 mins.	0	0	0	0	0	**37**	7	44	**10**	2	81	93	134	196	0	330	
+15 mins.	0	0	0	0	0	23	**18**	41	4	2	78	84	**142**	**217**	0	**359**	
+30 mins.	0	0	0	0	0	36	14	**50**	10	0	73	83	127	214	0	341	
+45 mins.	0	0	0	0	0	30	12	42	6	**4**	**90**	**100**	128	197	0	325	
Total Volume	0	0	0	0	0	126	51	177	30	8	322	360	531	824	0	1355	
% App. Total	0	0	0		0	71.2	28.8		8.3	2.2	89.4		39.2	60.8	0		
PHF	.000	.000	.000	.000	.000	.851	.708	.885	.750	.500	.894	.900	.935	.949	.000	.944	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

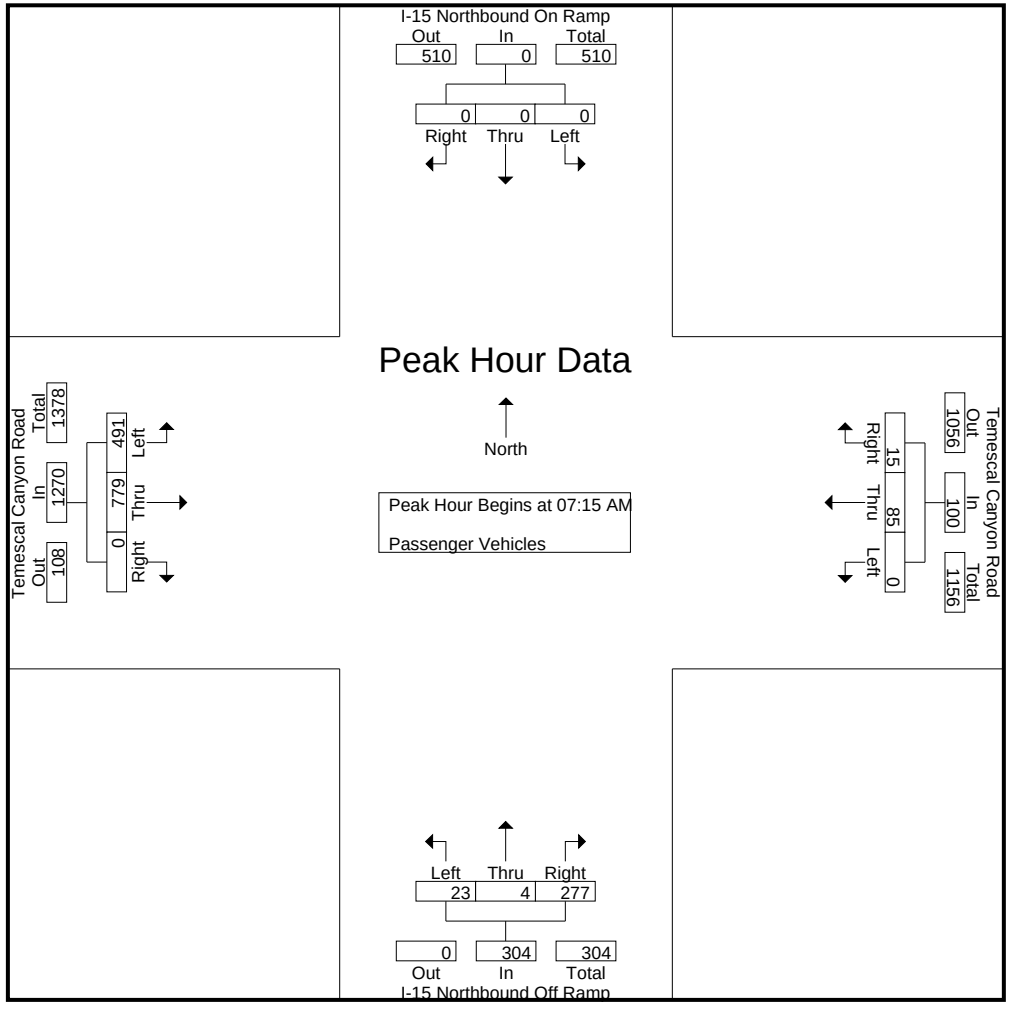
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	8	7	2	15	0	0	61	46	61	95	135	0	0	230	48	306	354
07:15 AM	0	0	0	0	0	0	23	7	2	30	6	0	58	38	64	120	185	0	0	305	40	399	439
07:30 AM	0	0	0	0	0	0	21	1	0	22	4	0	64	40	68	133	204	0	0	337	40	427	467
07:45 AM	0	0	0	0	0	0	28	2	0	30	10	2	79	34	91	121	200	0	0	321	34	442	476
Total	0	0	0	0	0	0	80	17	4	97	20	2	262	158	284	469	724	0	0	1193	162	1574	1736
08:00 AM	0	0	0	0	0	0	13	5	1	18	3	2	76	42	81	117	190	0	0	307	43	406	449
08:15 AM	0	0	0	0	0	0	29	3	1	32	9	0	69	42	78	102	166	0	0	268	43	378	421
08:30 AM	0	0	0	0	0	0	25	3	0	28	6	2	82	59	90	65	117	0	0	182	59	300	359
08:45 AM	0	0	0	0	0	0	19	4	0	23	6	3	52	21	61	72	100	0	0	172	21	256	277
Total	0	0	0	0	0	0	86	15	2	101	24	7	279	164	310	356	573	0	0	929	166	1340	1506
Grand Total	0	0	0	0	0	0	166	32	6	198	44	9	541	322	594	825	1297	0	0	2122	328	2914	3242
Apprch %	0	0	0			0	83.8	16.2			7.4	1.5	91.1			38.9	61.1	0					
Total %	0	0	0		0	0	5.7	1.1		6.8	1.5	0.3	18.6		20.4	28.3	44.5	0		72.8	10.1	89.9	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	23	**7**	**30**	6	0	58	64	120	185	0	305	399
07:30 AM	0	0	0	0	0	21	1	22	4	0	64	68	**133**	**204**	0	**337**	427
07:45 AM	0	0	0	0	0	**28**	2	30	**10**	**2**	**79**	**91**	121	200	0	321	**442**
08:00 AM	0	0	0	0	0	13	5	18	3	2	76	81	117	190	0	307	406
Total Volume	0	0	0	0	0	85	15	100	23	4	277	304	491	779	0	1270	1674
% App. Total	0	0	0		0	85	15		7.6	1.3	91.1		38.7	61.3	0		
PHF	.000	.000	.000	.000	.000	.759	.536	.833	.575	.500	.877	.835	.923	.955	.000	.942	.947

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	23	**7**	**30**	6	0	58	64	120	185	0	305	
+15 mins.	0	0	0	0	0	21	1	22	4	0	64	68	**133**	**204**	0	**337**	
+30 mins.	0	0	0	0	0	**28**	2	30	**10**	**2**	**79**	**91**	121	200	0	321	
+45 mins.	0	0	0	0	0	13	5	18	3	2	76	81	117	190	0	307	
Total Volume	0	0	0	0	0	85	15	100	23	4	277	304	491	779	0	1270	
% App. Total	0	0	0		0	85	15		7.6	1.3	91.1		38.7	61.3	0		
PHF	.000	.000	.000	.000	.000	.759	.536	.833	.575	.500	.877	.835	.923	.955	.000	.942	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

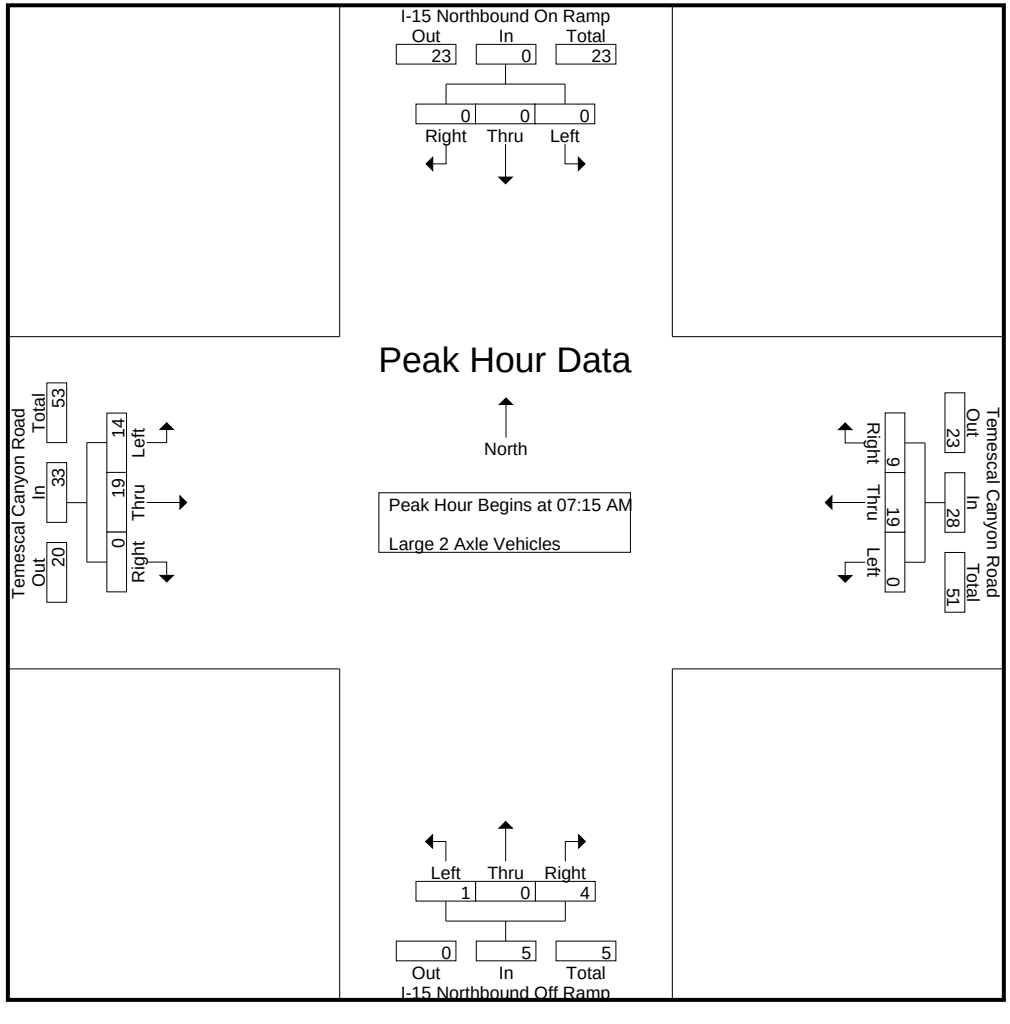
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	3	6	0	0	9	5	14	19
07:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	2	2	3	0	5	0	0	5	2	12	14
07:30 AM	0	0	0	0	0	0	1	4	1	5	0	0	1	0	1	6	5	0	0	11	1	17	18
07:45 AM	0	0	0	0	0	0	7	2	0	9	0	0	1	0	1	2	5	0	0	7	0	17	17
Total	0	0	0	0	0	0	12	9	4	21	1	0	6	4	7	11	21	0	0	32	8	60	68
08:00 AM	0	0	0	0	0	0	7	3	2	10	0	0	0	0	0	6	4	0	0	10	2	20	22
08:15 AM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	5	5	0	0	10	0	16	16
08:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	3	3	0	0	6	0	12	12
08:45 AM	0	0	0	0	0	0	0	1	0	1	1	2	3	1	6	2	1	0	0	3	1	10	11
Total	0	0	0	0	0	0	14	6	2	20	1	2	6	1	9	16	13	0	0	29	3	58	61
Grand Total	0	0	0	0	0	0	26	15	6	41	2	2	12	5	16	27	34	0	0	61	11	118	129
Apprch %	0	0	0			0	63.4	36.6			12.5	12.5	75			44.3	55.7	0					
Total %	0	0	0		0	0	22	12.7		34.7	1.7	1.7	10.2		13.6	22.9	28.8	0		51.7	8.5	91.5	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	0	4	**1**	0	**2**	**3**	0	**5**	0	5	12
07:30 AM	0	0	0	0	0	1	**4**	5	0	0	1	1	**6**	5	0	**11**	17
07:45 AM	0	0	0	0	0	**7**	2	9	0	0	1	1	2	5	0	7	17
08:00 AM	0	0	0	0	0	7	3	**10**	0	0	0	0	6	4	0	10	**20**
Total Volume	0	0	0	0	0	19	9	28	1	0	4	5	14	19	0	33	66
% App. Total	0	0	0		0	67.9	32.1		20	0	80		42.4	57.6	0		
PHF	.000	.000	.000	.000	.000	.679	.563	.700	.250	.000	.500	.417	.583	.950	.000	.750	.825

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	4	0	4	**1**	0	**2**	**3**	0	**5**	0	5	
+15 mins.	0	0	0	0	0	1	**4**	5	0	0	1	1	**6**	5	0	**11**	
+30 mins.	0	0	0	0	0	**7**	2	9	0	0	1	1	2	5	0	7	
+45 mins.	0	0	0	0	0	7	3	**10**	0	0	0	0	6	4	0	10	
Total Volume	0	0	0	0	0	19	9	28	1	0	4	5	14	19	0	33	
% App. Total	0	0	0		0	67.9	32.1		20	0	80		42.4	57.6	0		
PHF	.000	.000	.000	.000	.000	.679	.563	.700	.250	.000	.500	.417	.583	.950	.000	.750	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

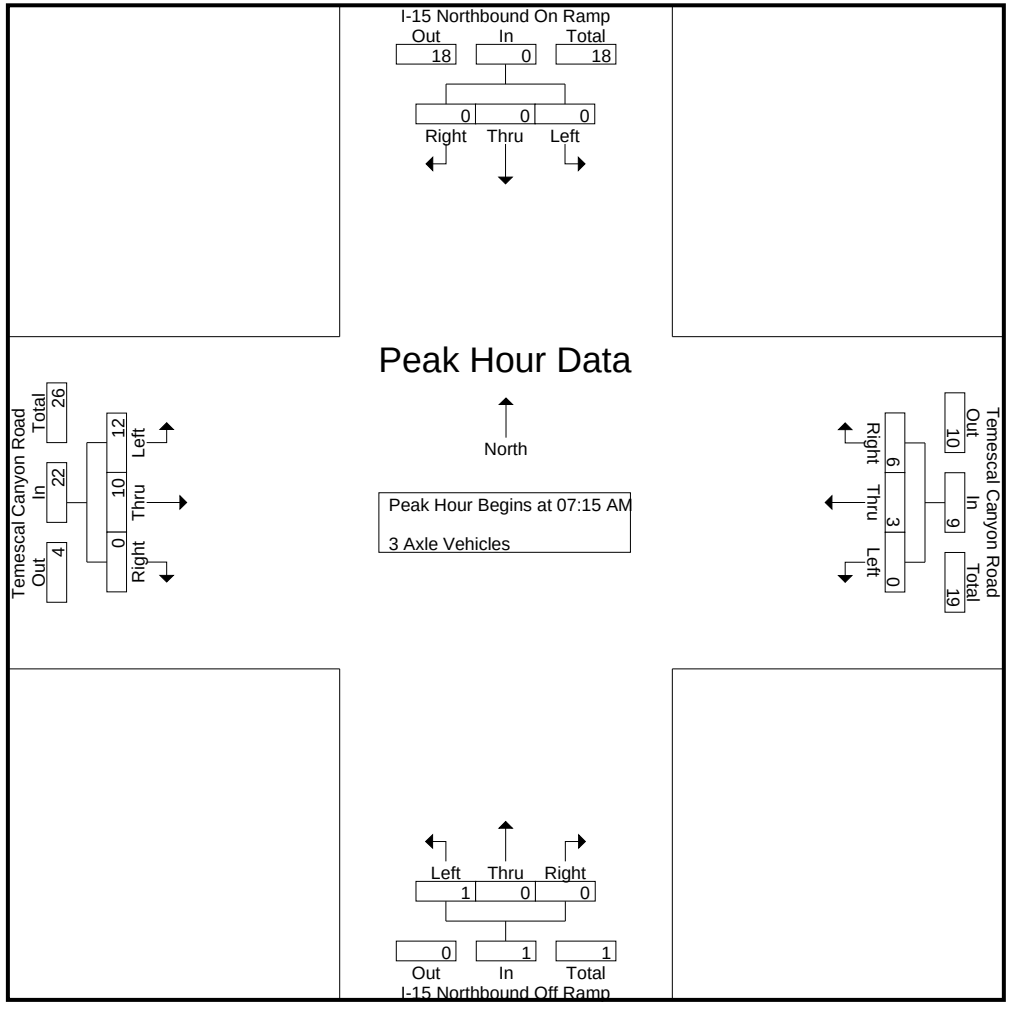
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	7	0	0	8	0	10	10
07:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5	3	0	0	8	0	10	10
07:30 AM	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	1	4	0	0	5	0	10	10
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	4	4
Total	0	0	0	0	0	0	4	6	0	10	0	0	0	0	0	9	15	0	0	24	0	34	34
08:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4	2	0	0	6	0	8	8
08:15 AM	0	0	0	0	0	0	2	3	1	5	0	0	0	0	0	10	3	0	0	13	1	18	19
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3	9	7	0	0	16	0	22	22
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4	7	0	0	11	0	13	13
Total	0	0	0	0	0	0	3	8	1	11	1	0	3	0	4	27	19	0	0	46	1	61	62
Grand Total	0	0	0	0	0	0	7	14	1	21	1	0	3	0	4	36	34	0	0	70	1	95	96
Apprch %	0	0	0			0	33.3	66.7			25	0	75			51.4	48.6	0					
Total %	0	0	0		0	0	7.4	14.7		22.1	1.1	0	3.2		4.2	37.9	35.8	0		73.7	1	99	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	1	2	0	0	0	0	**5**	3	0	**8**	**10**
07:30 AM	0	0	0	0	0	1	**4**	**5**	0	0	0	0	1	**4**	0	5	10
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	4
08:00 AM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	4	2	0	6	8
Total Volume	0	0	0	0	0	3	6	9	1	0	0	1	12	10	0	22	32
% App. Total	0	0	0		0	33.3	66.7		100	0	0		54.5	45.5	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.450	.250	.000	.000	.250	.600	.625	.000	.688	.800

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	**1**	1	2	0	0	0	0	**5**	3	0	**8**	
+15 mins.	0	0	0	0	0	1	**4**	**5**	0	0	0	0	1	**4**	0	5	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	
+45 mins.	0	0	0	0	0	0	1	1	**1**	0	0	**1**	4	2	0	6	
Total Volume	0	0	0	0	0	3	6	9	1	0	0	1	12	10	0	22	
% App. Total	0	0	0		0	33.3	66.7		100	0	0		54.5	45.5	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.450	.250	.000	.000	.250	.600	.625	.000	.688	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

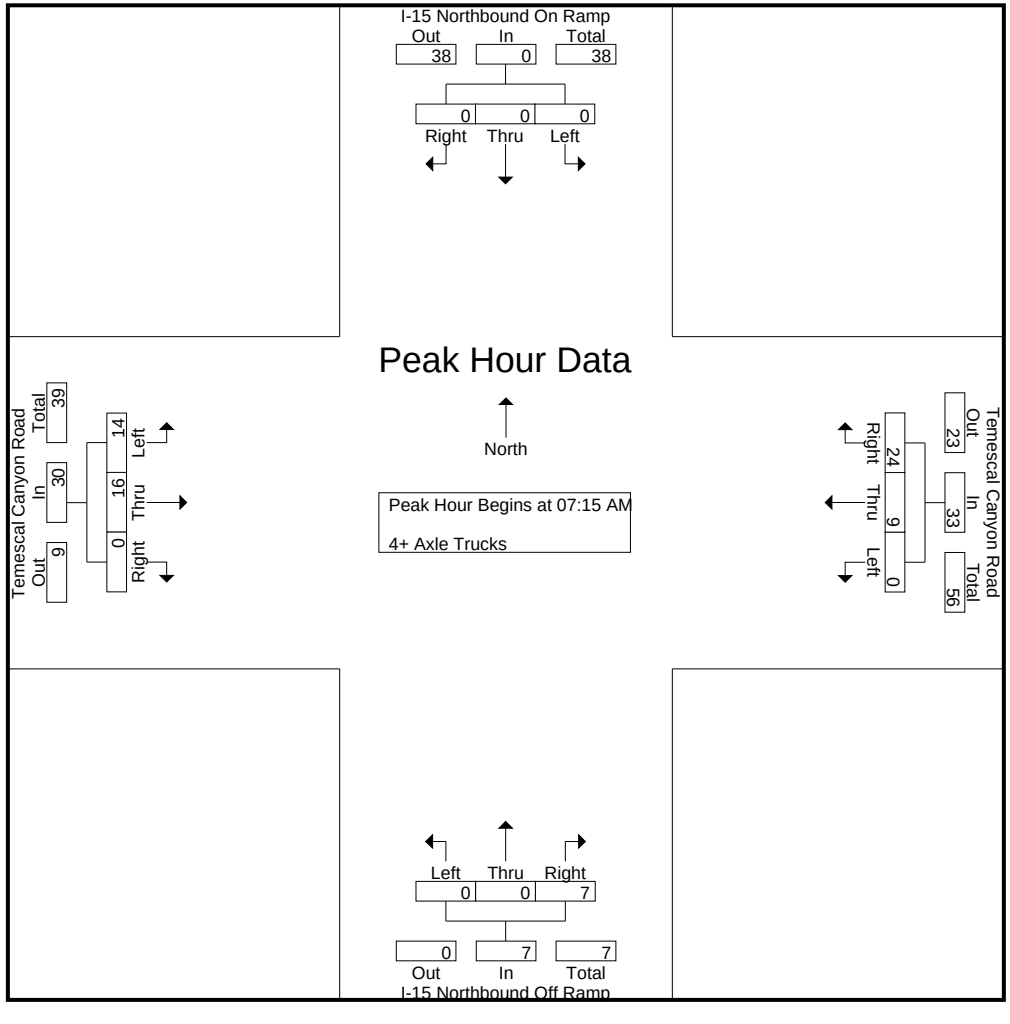
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	2	0	4	0	1	1	0	2	9	8	0	0	17	0	23	23
07:15 AM	0	0	0	0	0	0	2	7	1	9	0	0	1	0	1	9	3	0	0	12	1	22	23
07:30 AM	0	0	0	0	0	0	3	5	0	8	0	0	3	0	3	2	4	0	0	6	0	17	17
07:45 AM	0	0	0	0	0	0	1	3	0	4	0	0	1	0	1	2	8	0	0	10	0	15	15
Total	0	0	0	0	0	0	8	17	1	25	0	1	6	0	7	22	23	0	0	45	1	77	78
08:00 AM	0	0	0	0	0	0	3	9	2	12	0	0	2	1	2	1	1	0	0	2	3	16	19
08:15 AM	0	0	0	0	0	0	2	7	2	9	1	0	2	2	3	7	4	0	0	11	4	23	27
08:30 AM	0	0	0	0	0	0	1	5	1	6	0	2	4	3	6	10	3	0	0	13	4	25	29
08:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	6	1	6	8	9	0	0	17	1	27	28
Total	0	0	0	0	0	0	9	22	5	31	1	2	14	7	17	26	17	0	0	43	12	91	103
Grand Total	0	0	0	0	0	0	17	39	6	56	1	3	20	7	24	48	40	0	0	88	13	168	181
Apprch %	0	0	0			0	30.4	69.6			4.2	12.5	83.3			54.5	45.5	0					
Total %	0	0	0		0	0	10.1	23.2		33.3	0.6	1.8	11.9		14.3	28.6	23.8	0		52.4	7.2	92.8	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	7	9	0	0	1	1	**9**	3	0	**12**	**22**
07:30 AM	0	0	0	0	0	**3**	5	8	0	0	**3**	**3**	2	4	0	6	17
07:45 AM	0	0	0	0	0	1	3	4	0	0	1	1	2	**8**	0	10	15
08:00 AM	0	0	0	0	0	3	**9**	**12**	0	0	2	2	1	1	0	2	16
Total Volume	0	0	0	0	0	9	24	33	0	0	7	7	14	16	0	30	70
% App. Total	0	0	0		0	27.3	72.7		0	0	100		46.7	53.3	0		
PHF	.000	.000	.000	.000	.000	.750	.667	.688	.000	.000	.583	.583	.389	.500	.000	.625	.795

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	2	7	9	0	0	1	1	**9**	3	0	**12**	
+15 mins.	0	0	0	0	0	**3**	5	8	0	0	**3**	**3**	2	4	0	6	
+30 mins.	0	0	0	0	0	1	3	4	0	0	1	1	2	**8**	0	10	
+45 mins.	0	0	0	0	0	3	**9**	**12**	0	0	2	2	1	1	0	2	
Total Volume	0	0	0	0	0	9	24	33	0	0	7	7	14	16	0	30	
% App. Total	0	0	0		0	27.3	72.7		0	0	100		46.7	53.3	0		
PHF	.000	.000	.000	.000	.000	.750	.667	.688	.000	.000	.583	.583	.389	.500	.000	.625	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

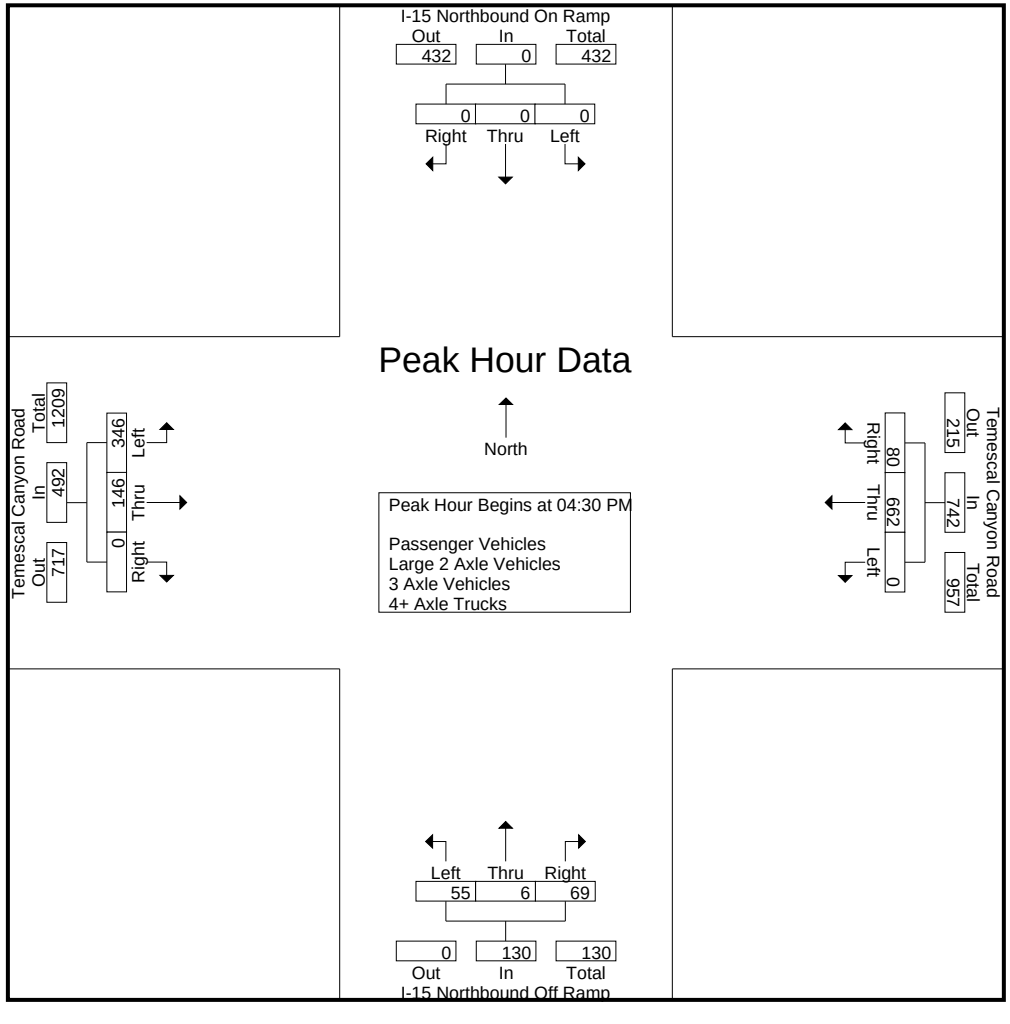
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	159	19	5	178	9	3	24	14	36	74	41	0	0	115	19	329	348
04:15 PM	0	0	0	0	0	0	142	13	8	155	17	1	20	9	38	75	45	0	0	120	17	313	330
04:30 PM	0	0	0	0	0	0	167	28	13	195	13	0	19	14	32	77	28	0	0	105	27	332	359
04:45 PM	0	0	0	0	0	0	162	15	3	177	15	1	21	12	37	74	33	0	0	107	15	321	336
Total	0	0	0	0	0	0	630	75	29	705	54	5	84	49	143	300	147	0	0	447	78	1295	1373
05:00 PM	0	0	0	0	0	0	168	22	6	190	13	3	13	10	29	95	44	0	0	139	16	358	374
05:15 PM	0	0	0	0	0	0	165	15	4	180	14	2	16	10	32	100	41	0	0	141	14	353	367
05:30 PM	0	0	0	0	0	0	130	14	7	144	20	0	14	7	34	92	30	0	0	122	14	300	314
05:45 PM	0	0	0	0	0	0	147	19	8	166	15	1	16	11	32	76	26	0	0	102	19	300	319
Total	0	0	0	0	0	0	610	70	25	680	62	6	59	38	127	363	141	0	0	504	63	1311	1374
Grand Total	0	0	0	0	0	0	1240	145	54	1385	116	11	143	87	270	663	288	0	0	951	141	2606	2747
Apprch %	0	0	0			0	89.5	10.5			43	4.1	53			69.7	30.3	0					
Total %	0	0	0		0	0	47.6	5.6		53.1	4.5	0.4	5.5		10.4	25.4	11.1	0		36.5	5.1	94.9	
Passenger Vehicles	0	0	0		0	0	1204	84		1323	114	6	98		282	625	241	0		866	0	0	2471
% Passenger Vehicles	0	0	0	0	0	0	97.1	57.9	64.8	91.9	98.3	54.5	68.5	73.6	79	94.3	83.7	0	0	91.1	0	0	90
Large 2 Axle Vehicles	0	0	0		0	0	13	8		23	2	2	8		16	16	13	0		29	0	0	68
% Large 2 Axle Vehicles	0	0	0	0	0	0	1	5.5	3.7	1.6	1.7	18.2	5.6	4.6	4.5	2.4	4.5	0	0	3	0	0	2.5
3 Axle Vehicles	0	0	0		0	0	3	28		43	0	0	9		13	4	13	0		17	0	0	73
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	19.3	22.2	3	0	0	6.3	4.6	3.6	0.6	4.5	0	0	1.8	0	0	2.7
4+ Axle Trucks	0	0	0		0	0	20	25		50	0	3	28		46	18	21	0		39	0	0	135
% 4+ Axle Trucks	0	0	0	0	0	0	1.6	17.2	9.3	3.5	0	27.3	19.6	17.2	12.9	2.7	7.3	0	0	4.1	0	0	4.9

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	167	**28**	**195**	13	0	19	32	77	28	0	105	332
04:45 PM	0	0	0	0	0	162	15	177	**15**	1	**21**	**37**	74	33	0	107	321
05:00 PM	0	0	0	0	0	**168**	22	190	13	**3**	13	29	95	**44**	0	139	**358**
05:15 PM	0	0	0	0	0	165	15	180	14	2	16	32	**100**	41	0	**141**	353
Total Volume	0	0	0	0	0	662	80	742	55	6	69	130	346	146	0	492	1364
% App. Total	0	0	0		0	89.2	10.8		42.3	4.6	53.1		70.3	29.7	0		
PHF	.000	.000	.000	.000	.000	.985	.714	.951	.917	.500	.821	.878	.865	.830	.000	.872	.953

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:00 PM				04:45 PM				
+0 mins.	0	0	0	0	0	167	**28**	**195**	9	**3**	**24**	36	74	33	0	107	
+15 mins.	0	0	0	0	0	162	15	177	**17**	1	20	**38**	95	**44**	0	139	
+30 mins.	0	0	0	0	0	**168**	22	190	13	0	19	32	**100**	41	0	**141**	
+45 mins.	0	0	0	0	0	165	15	180	15	1	21	37	92	30	0	122	
Total Volume	0	0	0	0	0	662	80	742	54	5	84	143	361	148	0	509	
% App. Total	0	0	0		0	89.2	10.8		37.8	3.5	58.7		70.9	29.1	0		
PHF	.000	.000	.000	.000	.000	.985	.714	.951	.794	.417	.875	.941	.903	.841	.000	.902	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

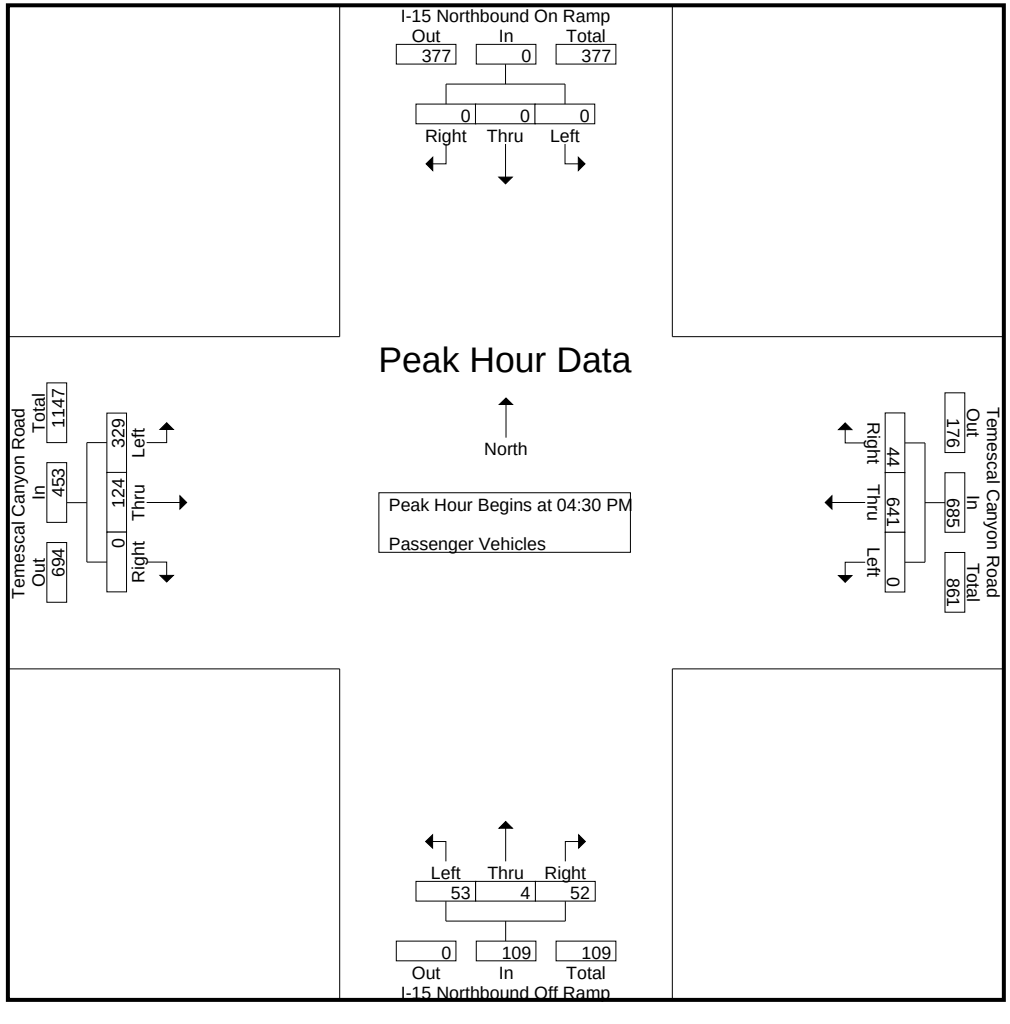
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	155	11	3	166	9	1	14	10	24	66	33	0	0	99	13	289	302
04:15 PM	0	0	0	0	0	0	137	5	4	142	17	1	11	5	29	73	33	0	0	106	9	277	286
04:30 PM	0	0	0	0	0	0	164	15	6	179	11	0	15	12	26	73	26	0	0	99	18	304	322
04:45 PM	0	0	0	0	0	0	156	9	3	165	15	0	17	9	32	65	26	0	0	91	12	288	300
Total	0	0	0	0	0	0	612	40	16	652	52	2	57	36	111	277	118	0	0	395	52	1158	1210
05:00 PM	0	0	0	0	0	0	163	11	5	174	13	3	9	7	25	94	33	0	0	127	12	326	338
05:15 PM	0	0	0	0	0	0	158	9	3	167	14	1	11	7	26	97	39	0	0	136	10	329	339
05:30 PM	0	0	0	0	0	0	127	9	5	136	20	0	11	6	31	91	28	0	0	119	11	286	297
05:45 PM	0	0	0	0	0	0	144	15	6	159	15	0	10	8	25	66	23	0	0	89	14	273	287
Total	0	0	0	0	0	0	592	44	19	636	62	4	41	28	107	348	123	0	0	471	47	1214	1261
Grand Total	0	0	0	0	0	0	1204	84	35	1288	114	6	98	64	218	625	241	0	0	866	99	2372	2471
Apprch %	0	0	0			0	93.5	6.5			52.3	2.8	45			72.2	27.8	0					
Total %	0	0	0		0	0	50.8	3.5		54.3	4.8	0.3	4.1		9.2	26.3	10.2	0		36.5	4	96	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**164**	**15**	**179**	11	0	15	26	73	26	0	99	304
04:45 PM	0	0	0	0	0	156	9	165	**15**	0	**17**	**32**	65	26	0	91	288
05:00 PM	0	0	0	0	0	163	11	174	13	**3**	9	25	94	33	0	127	326
05:15 PM	0	0	0	0	0	158	9	167	14	1	11	26	**97**	**39**	0	**136**	**329**
Total Volume	0	0	0	0	0	641	44	685	53	4	52	109	329	124	0	453	1247
% App. Total	0	0	0		0	93.6	6.4		48.6	3.7	47.7		72.6	27.4	0		
PHF	.000	.000	.000	.000	.000	.977	.733	.957	.883	.333	.765	.852	.848	.795	.000	.833	.948

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	**164**	**15**	**179**	11	0	15	26	73	26	0	99	
+15 mins.	0	0	0	0	0	156	9	165	**15**	0	**17**	**32**	65	26	0	91	
+30 mins.	0	0	0	0	0	163	11	174	13	**3**	9	25	94	33	0	127	
+45 mins.	0	0	0	0	0	158	9	167	14	1	11	26	**97**	**39**	0	**136**	
Total Volume	0	0	0	0	0	641	44	685	53	4	52	109	329	124	0	453	
% App. Total	0	0	0		0	93.6	6.4		48.6	3.7	47.7		72.6	27.4	0		
PHF	.000	.000	.000	.000	.000	.977	.733	.957	.883	.333	.765	.852	.848	.795	.000	.833	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

Groups Printed- Large 2 Axle Vehicles

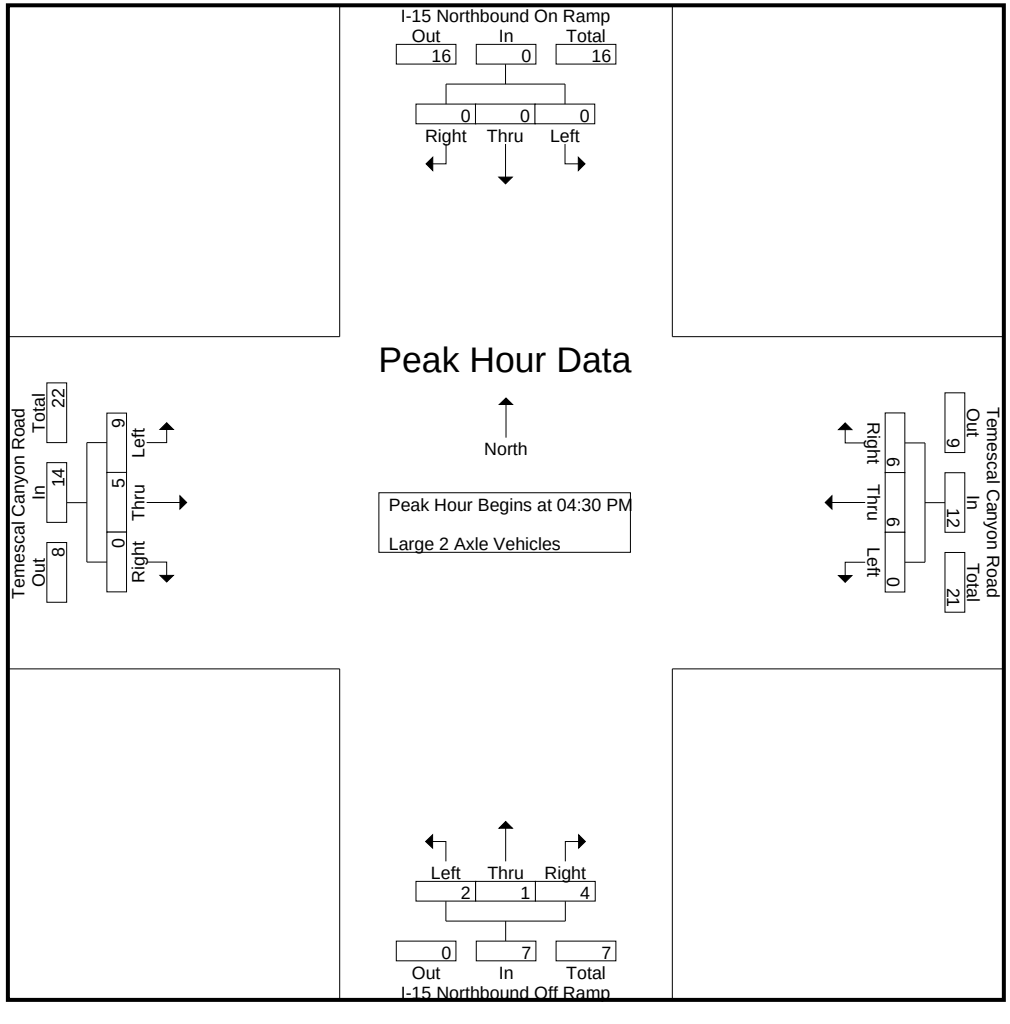
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	2	2	0	0	4	0	8	8
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	1	2	0	4	0	0	4	1	8	9
04:30 PM	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	2	1	0	0	3	0	8	8
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	2	2	5	2	0	0	7	2	12	14
Total	0	0	0	0	0	0	9	1	0	10	2	0	6	3	8	9	9	0	0	18	3	36	39
05:00 PM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	2	0	0	2	0	6	6
05:15 PM	0	0	0	0	0	0	2	2	1	4	0	1	0	0	1	2	0	0	0	2	1	7	8
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	1	1	1	2	0	1	1	1	2	5	1	0	0	6	2	10	12
Total	0	0	0	0	0	0	4	7	2	11	0	2	2	1	4	7	4	0	0	11	3	26	29
Grand Total	0	0	0	0	0	0	13	8	2	21	2	2	8	4	12	16	13	0	0	29	6	62	68
Apprch %	0	0	0			0	61.9	38.1			16.7	16.7	66.7			55.2	44.8	0					
Total %	0	0	0		0	0	21	12.9		33.9	3.2	3.2	12.9		19.4	25.8	21	0		46.8	8.8	91.2	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	1	2	**2**	0	1	**3**	2	1	0	3	8
04:45 PM	0	0	0	0	0	**3**	0	3	0	0	**2**	2	**5**	**2**	0	**7**	**12**
05:00 PM	0	0	0	0	0	0	**3**	3	0	0	1	1	0	2	0	2	6
05:15 PM	0	0	0	0	0	2	2	**4**	0	**1**	0	1	2	0	0	2	7
Total Volume	0	0	0	0	0	6	6	12	2	1	4	7	9	5	0	14	33
% App. Total	0	0	0		0	50	50		28.6	14.3	57.1		64.3	35.7	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.750	.250	.250	.500	.583	.450	.625	.000	.500	.688

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	1	2	**2**	0	1	**3**	2	1	0	3	
+15 mins.	0	0	0	0	0	**3**	0	3	0	0	**2**	2	**5**	**2**	0	**7**	
+30 mins.	0	0	0	0	0	0	**3**	3	0	0	1	1	0	2	0	2	
+45 mins.	0	0	0	0	0	2	2	**4**	0	**1**	0	1	2	0	0	2	
Total Volume	0	0	0	0	0	6	6	12	2	1	4	7	9	5	0	14	
% App. Total	0	0	0		0	50	50		28.6	14.3	57.1		64.3	35.7	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.750	.250	.250	.500	.583	.450	.625	.000	.500	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

Groups Printed- 3 Axle Vehicles

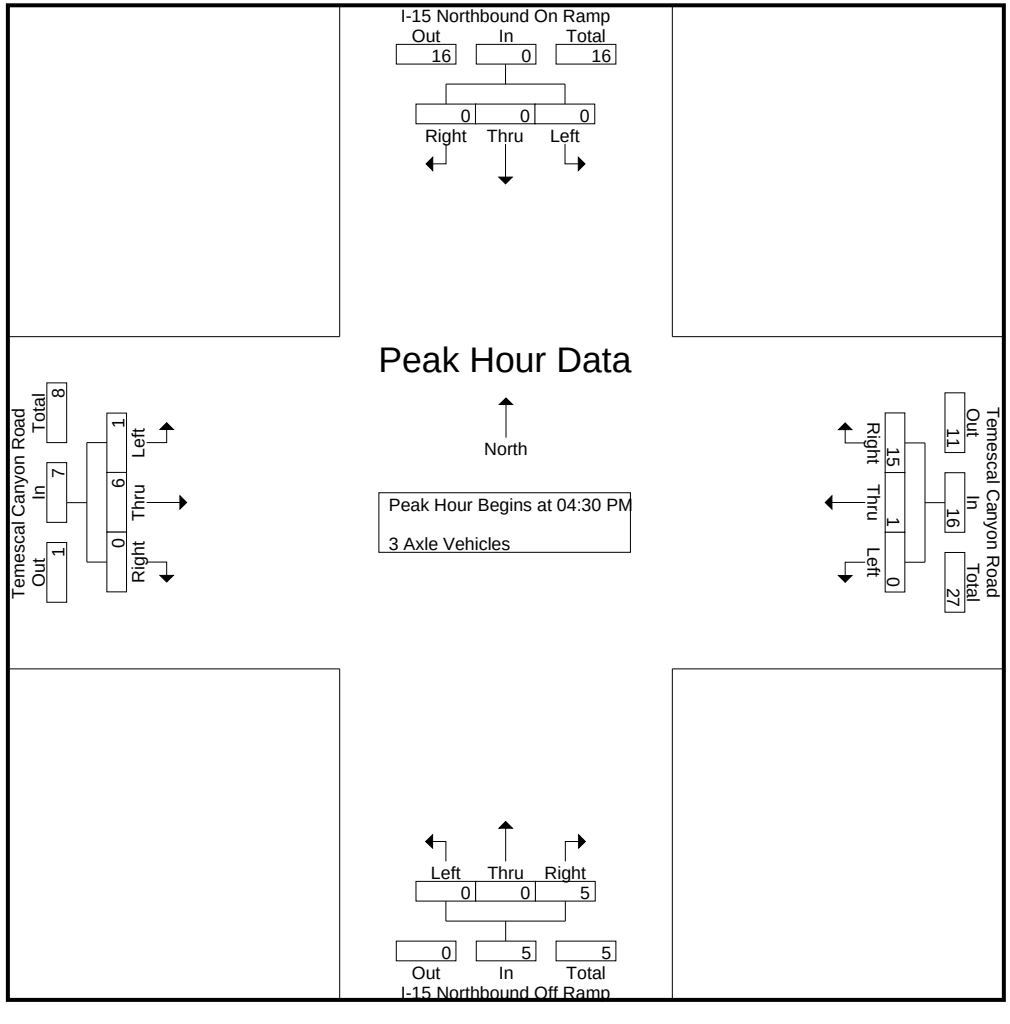
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	5	1	5	0	0	1	1	1	3	4	0	0	7	2	13	15
04:15 PM	0	0	0	0	0	0	2	5	2	7	0	0	1	0	1	0	3	0	0	3	2	11	13
04:30 PM	0	0	0	0	0	0	0	6	6	6	0	0	0	0	0	1	0	0	0	1	6	7	13
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	4	4
Total	0	0	0	0	0	0	2	17	9	19	0	0	3	1	3	4	9	0	0	13	10	35	45
05:00 PM	0	0	0	0	0	0	1	5	1	6	0	0	1	1	1	0	3	0	0	3	2	10	12
05:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	3	2	3	0	1	0	0	1	2	7	9
05:30 PM	0	0	0	0	0	0	0	2	1	2	0	0	1	0	1	0	0	0	0	0	1	3	4
05:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	1	2	3
Total	0	0	0	0	0	0	1	11	3	12	0	0	6	3	6	0	4	0	0	4	6	22	28
Grand Total	0	0	0	0	0	0	3	28	12	31	0	0	9	4	9	4	13	0	0	17	16	57	73
Apprch %	0	0	0			0	9.7	90.3			0	0	100			23.5	76.5	0					
Total %	0	0	0		0	0	5.3	49.1		54.4	0	0	15.8		15.8	7	22.8	0		29.8	21.9	78.1	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	**6**	**6**	0	0	0	0	**1**	0	0	1	7
04:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
05:00 PM	0	0	0	0	0	**1**	5	6	0	0	1	1	0	**3**	0	**3**	**10**
05:15 PM	0	0	0	0	0	0	3	3	0	0	**3**	**3**	0	1	0	1	7
Total Volume	0	0	0	0	0	1	15	16	0	0	5	5	1	6	0	7	28
% App. Total	0	0	0		0	6.2	93.8		0	0	100		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.667	.000	.000	.417	.417	.250	.500	.000	.583	.700

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	**6**	**6**	0	0	0	0	**1**	0	0	1	
+15 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	
+30 mins.	0	0	0	0	0	**1**	5	6	0	0	1	1	0	**3**	0	**3**	
+45 mins.	0	0	0	0	0	0	3	3	0	0	**3**	**3**	0	1	0	1	
Total Volume	0	0	0	0	0	1	15	16	0	0	5	5	1	6	0	7	
% App. Total	0	0	0		0	6.2	93.8		0	0	100		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.667	.000	.000	.417	.417	.250	.500	.000	.583	

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

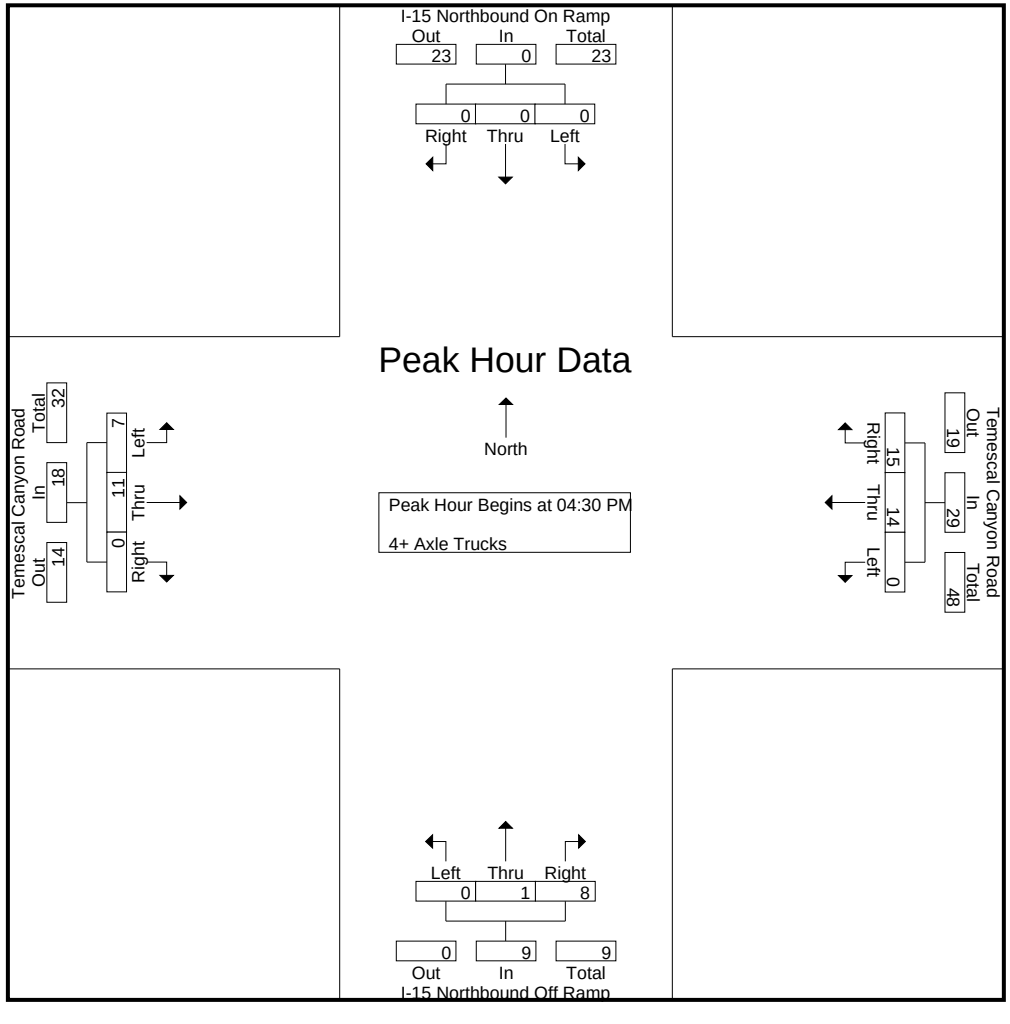
	I-15 Northbound On Ramp Southbound					Temescal Canyon Road Westbound					I-15 Northbound Off Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	3	1	4	0	2	8	3	10	3	2	0	0	5	4	19	23
04:15 PM	0	0	0	0	0	0	1	3	2	4	0	0	6	3	6	2	5	0	0	7	5	17	22
04:30 PM	0	0	0	0	0	0	2	6	1	8	0	0	3	2	3	1	1	0	0	2	3	13	16
04:45 PM	0	0	0	0	0	0	3	5	0	8	0	1	1	1	2	4	3	0	0	7	1	17	18
Total	0	0	0	0	0	0	7	17	4	24	0	3	18	9	21	10	11	0	0	21	13	66	79
05:00 PM	0	0	0	0	0	0	4	3	0	7	0	0	2	2	2	1	6	0	0	7	2	16	18
05:15 PM	0	0	0	0	0	0	5	1	0	6	0	0	2	1	2	1	1	0	0	2	1	10	11
05:30 PM	0	0	0	0	0	0	2	2	1	4	0	0	2	1	2	1	1	0	0	2	2	8	10
05:45 PM	0	0	0	0	0	0	2	2	0	4	0	0	4	2	4	5	2	0	0	7	2	15	17
Total	0	0	0	0	0	0	13	8	1	21	0	0	10	6	10	8	10	0	0	18	7	49	56
Grand Total	0	0	0	0	0	0	20	25	5	45	0	3	28	15	31	18	21	0	0	39	20	115	135
Apprch %	0	0	0			0	44.4	55.6			0	9.7	90.3			46.2	53.8	0					
Total %	0	0	0		0	0	17.4	21.7		39.1	0	2.6	24.3		27	15.7	18.3	0		33.9	14.8	85.2	

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	**6**	**8**	0	0	**3**	**3**	1	1	0	2	13
04:45 PM	0	0	0	0	0	3	5	8	0	**1**	1	2	**4**	3	0	**7**	**17**
05:00 PM	0	0	0	0	0	4	3	7	0	0	2	2	1	**6**	0	7	16
05:15 PM	0	0	0	0	0	**5**	1	6	0	0	2	2	1	1	0	2	10
Total Volume	0	0	0	0	0	14	15	29	0	1	8	9	7	11	0	18	56
% App. Total	0	0	0		0	48.3	51.7		0	11.1	88.9		38.9	61.1	0		
PHF	.000	.000	.000	.000	.000	.700	.625	.906	.000	.250	.667	.750	.438	.458	.000	.643	.824

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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Northbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 07_CRV_15N_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Northbound On Ramp Southbound				Temescal Canyon Road Westbound				I-15 Northbound Off Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	2	**6**	**8**	0	0	**3**	**3**	1	1	0	2	
+15 mins.	0	0	0	0	0	3	5	8	0	**1**	1	2	**4**	3	0	**7**	
+30 mins.	0	0	0	0	0	4	3	7	0	0	2	2	1	**6**	0	7	
+45 mins.	0	0	0	0	0	**5**	1	6	0	0	2	2	1	1	0	2	
Total Volume	0	0	0	0	0	14	15	29	0	1	8	9	7	11	0	18	
% App. Total	0	0	0		0	48.3	51.7		0	11.1	88.9		38.9	61.1	0		
PHF	.000	.000	.000	.000	.000	.700	.625	.906	.000	.250	.667	.750	.438	.458	.000	.643	

Location: County of Riverside
N/S: I-15 NB Ramps
E/W: Temescal Canyon Road

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Temescal Canyon Road	South Leg I-15 NB Ramps	West Leg Temescal Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 NB Ramps	East Leg Temescal Canyon Road	South Leg I-15 NB Ramps	West Leg Temescal Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: I-15 NB Ramps
E/W: Temescal Canyon Road

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Temescal Canyon Road			Northbound I-15 NB Ramps			Eastbound Temescal Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

	Southbound I-15 NB Ramps			Westbound Temescal Canyon Road			Northbound I-15 NB Ramps			Eastbound Temescal Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

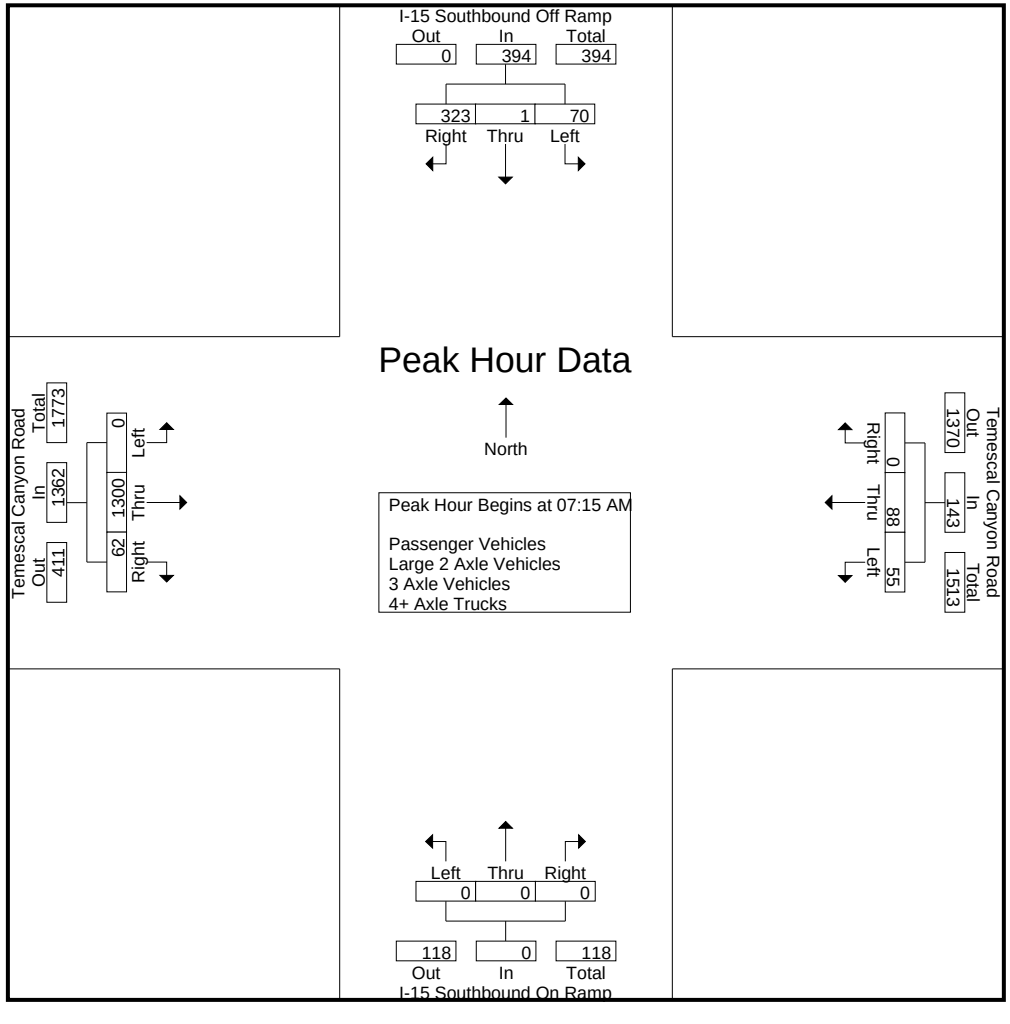
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	27	1	70	34	98	5	5	0	0	10	0	0	0	0	0	0	234	12	0	246	34	354	388
07:15 AM	17	1	58	41	76	11	26	0	0	37	0	0	0	0	0	0	321	18	0	339	41	452	493
07:30 AM	18	0	91	57	109	12	18	0	0	30	0	0	0	0	0	0	339	19	0	358	57	497	554
07:45 AM	21	0	82	50	103	19	28	0	0	47	0	0	0	0	0	0	321	9	0	330	50	480	530
Total	83	2	301	182	386	47	77	0	0	124	0	0	0	0	0	0	1215	58	0	1273	182	1783	1965
08:00 AM	14	0	92	53	106	13	16	0	0	29	0	0	0	0	0	0	319	16	0	335	53	470	523
08:15 AM	19	3	80	39	102	16	29	0	0	45	0	0	0	0	0	0	276	18	0	294	39	441	480
08:30 AM	18	1	103	50	122	12	20	0	0	32	0	0	0	0	0	0	197	17	0	214	50	368	418
08:45 AM	22	0	102	46	124	6	21	0	0	27	0	0	0	0	0	0	176	18	0	194	46	345	391
Total	73	4	377	188	454	47	86	0	0	133	0	0	0	0	0	0	968	69	0	1037	188	1624	1812
Grand Total	156	6	678	370	840	94	163	0	0	257	0	0	0	0	0	0	2183	127	0	2310	370	3407	3777
Apprch %	18.6	0.7	80.7			36.6	63.4	0			0	0	0			0	94.5	5.5					
Total %	4.6	0.2	19.9		24.7	2.8	4.8	0		7.5	0	0	0		0	0	64.1	3.7		67.8	9.8	90.2	
Passenger Vehicles	68	1	543		904	65	138	0		203	0	0	0		0	0	2071	117		2188	0	0	3295
% Passenger Vehicles	43.6	16.7	80.1	78.9	74.7	69.1	84.7	0	0	79	0	0	0	0	0	0	94.9	92.1	0	94.7	0	0	87.2
Large 2 Axle Vehicles	21	2	33		75	14	15	0		29	0	0	0		0	0	27	7		34	0	0	138
% Large 2 Axle Vehicles	13.5	33.3	4.9	5.1	6.2	14.9	9.2	0	0	11.3	0	0	0	0	0	0	1.2	5.5	0	1.5	0	0	3.7
3 Axle Vehicles	29	0	54		115	1	8	0		9	0	0	0		0	0	45	0		45	0	0	169
% 3 Axle Vehicles	18.6	0	8	8.6	9.5	1.1	4.9	0	0	3.5	0	0	0	0	0	0	2.1	0	0	1.9	0	0	4.5
4+ Axle Trucks	38	3	48		116	14	2	0		16	0	0	0		0	0	40	3		43	0	0	175
% 4+ Axle Trucks	24.4	50	7.1	7.3	9.6	14.9	1.2	0	0	6.2	0	0	0	0	0	0	1.8	2.4	0	1.9	0	0	4.6

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	**1**	58	76	11	26	0	37	0	0	0	0	0	321	18	339	452
07:30 AM	18	0	91	**109**	12	18	0	30	0	0	0	0	0	**339**	**19**	**358**	**497**
07:45 AM	**21**	0	82	103	**19**	**28**	0	**47**	0	0	0	0	0	321	9	330	480
08:00 AM	14	0	**92**	106	13	16	0	29	0	0	0	0	0	319	16	335	470
Total Volume	70	1	323	394	55	88	0	143	0	0	0	0	0	1300	62	1362	1899
% App. Total	17.8	0.3	82		38.5	61.5	0		0	0	0		0	95.4	4.6		
PHF	.833	.250	.878	.904	.724	.786	.000	.761	.000	.000	.000	.000	.000	.959	.816	.951	.955

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:45 AM				07:00 AM				07:15 AM				
+0 mins.	14	0	92	106	**19**	28	0	**47**	0	0	0	0	0	321	18	339	
+15 mins.	19	**3**	80	102	13	16	0	29	0	0	0	0	0	**339**	**19**	**358**	
+30 mins.	18	1	**103**	122	16	**29**	0	45	0	0	0	0	0	321	9	330	
+45 mins.	**22**	0	102	**124**	12	20	0	32	0	0	0	0	0	319	16	335	
Total Volume	73	4	377	454	60	93	0	153	0	0	0	0	0	1300	62	1362	
% App. Total	16.1	0.9	83		39.2	60.8	0		0	0	0		0	95.4	4.6		
PHF	.830	.333	.915	.915	.789	.802	.000	.814	.000	.000	.000	.000	.000	.959	.816	.951	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

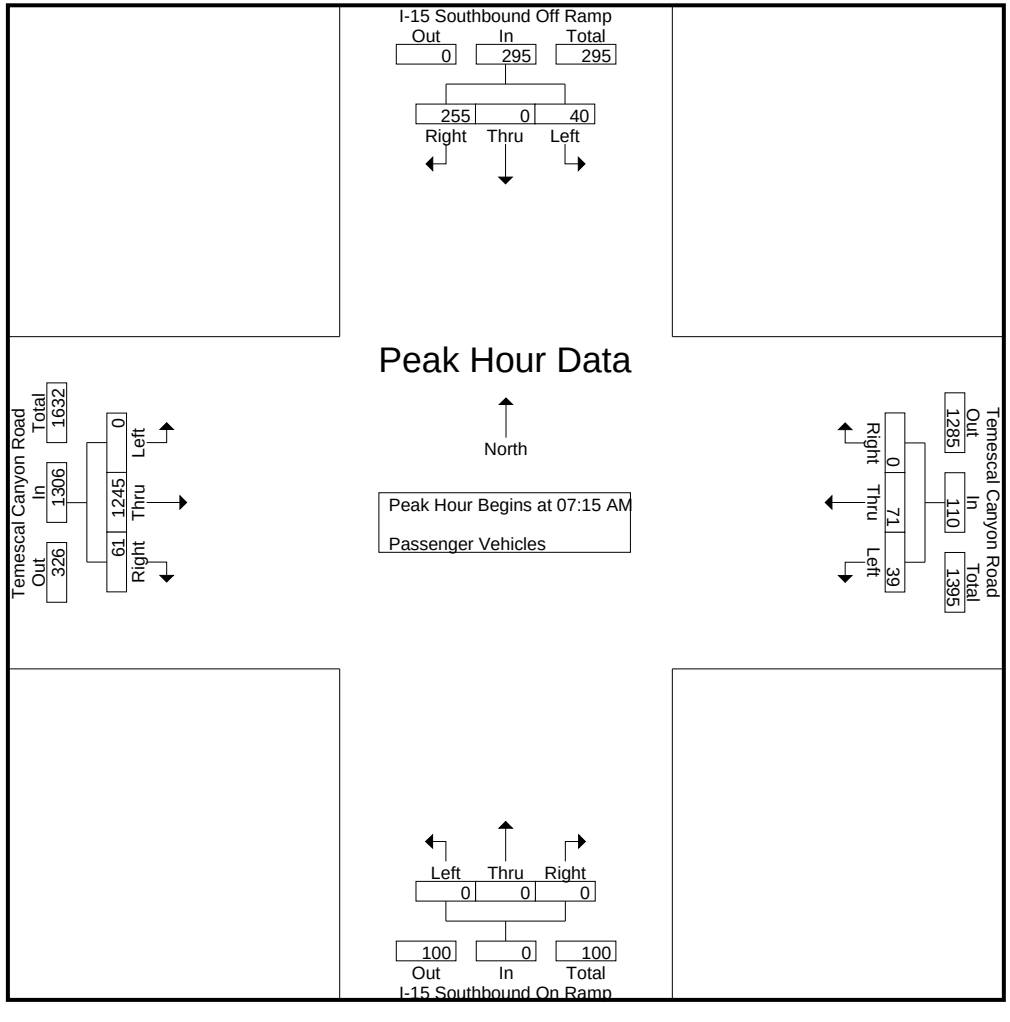
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	1	53	27	59	3	4	0	0	7	0	0	0	0	0	0	223	11	0	234	27	300	327
07:15 AM	13	0	45	31	58	9	19	0	0	28	0	0	0	0	0	0	299	18	0	317	31	403	434
07:30 AM	8	0	74	46	82	10	16	0	0	26	0	0	0	0	0	0	330	19	0	349	46	457	503
07:45 AM	10	0	63	41	73	15	23	0	0	38	0	0	0	0	0	0	311	9	0	320	41	431	472
Total	36	1	235	145	272	37	62	0	0	99	0	0	0	0	0	0	1163	57	0	1220	145	1591	1736
08:00 AM	9	0	73	41	82	5	13	0	0	18	0	0	0	0	0	0	305	15	0	320	41	420	461
08:15 AM	9	0	61	31	70	11	26	0	0	37	0	0	0	0	0	0	259	16	0	275	31	382	413
08:30 AM	8	0	84	36	92	9	18	0	0	27	0	0	0	0	0	0	179	14	0	193	36	312	348
08:45 AM	6	0	90	39	96	3	19	0	0	22	0	0	0	0	0	0	165	15	0	180	39	298	337
Total	32	0	308	147	340	28	76	0	0	104	0	0	0	0	0	0	908	60	0	968	147	1412	1559
Grand Total	68	1	543	292	612	65	138	0	0	203	0	0	0	0	0	0	2071	117	0	2188	292	3003	3295
Apprch %	11.1	0.2	88.7			32	68	0			0	0	0			0	94.7	5.3					
Total %	2.3	0	18.1		20.4	2.2	4.6	0		6.8	0	0	0		0	0	69	3.9		72.9	8.9	91.1	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**13**	0	45	58	9	19	0	28	0	0	0	0	0	299	18	317	403
07:30 AM	8	0	**74**	**82**	10	16	0	26	0	0	0	0	0	**330**	**19**	**349**	**457**
07:45 AM	10	0	63	73	**15**	**23**	0	**38**	0	0	0	0	0	311	9	320	431
08:00 AM	9	0	73	82	5	13	0	18	0	0	0	0	0	305	15	320	420
Total Volume	40	0	255	295	39	71	0	110	0	0	0	0	0	1245	61	1306	1711
% App. Total	13.6	0	86.4		35.5	64.5	0		0	0	0		0	95.3	4.7		
PHF	.769	.000	.861	.899	.650	.772	.000	.724	.000	.000	.000	.000	.000	.943	.803	.936	.936

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**13**	0	45	58	9	19	0	28	0	0	0	0	0	299	18	317	
+15 mins.	8	0	**74**	**82**	10	16	0	26	0	0	0	0	0	**330**	**19**	**349**	
+30 mins.	10	0	63	73	**15**	**23**	0	**38**	0	0	0	0	0	311	9	320	
+45 mins.	9	0	73	82	5	13	0	18	0	0	0	0	0	305	15	320	
Total Volume	40	0	255	295	39	71	0	110	0	0	0	0	0	1245	61	1306	
% App. Total	13.6	0	86.4		35.5	64.5	0		0	0	0		0	95.3	4.7		
PHF	.769	.000	.861	.899	.650	.772	.000	.724	.000	.000	.000	.000	.000	.943	.803	.936	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

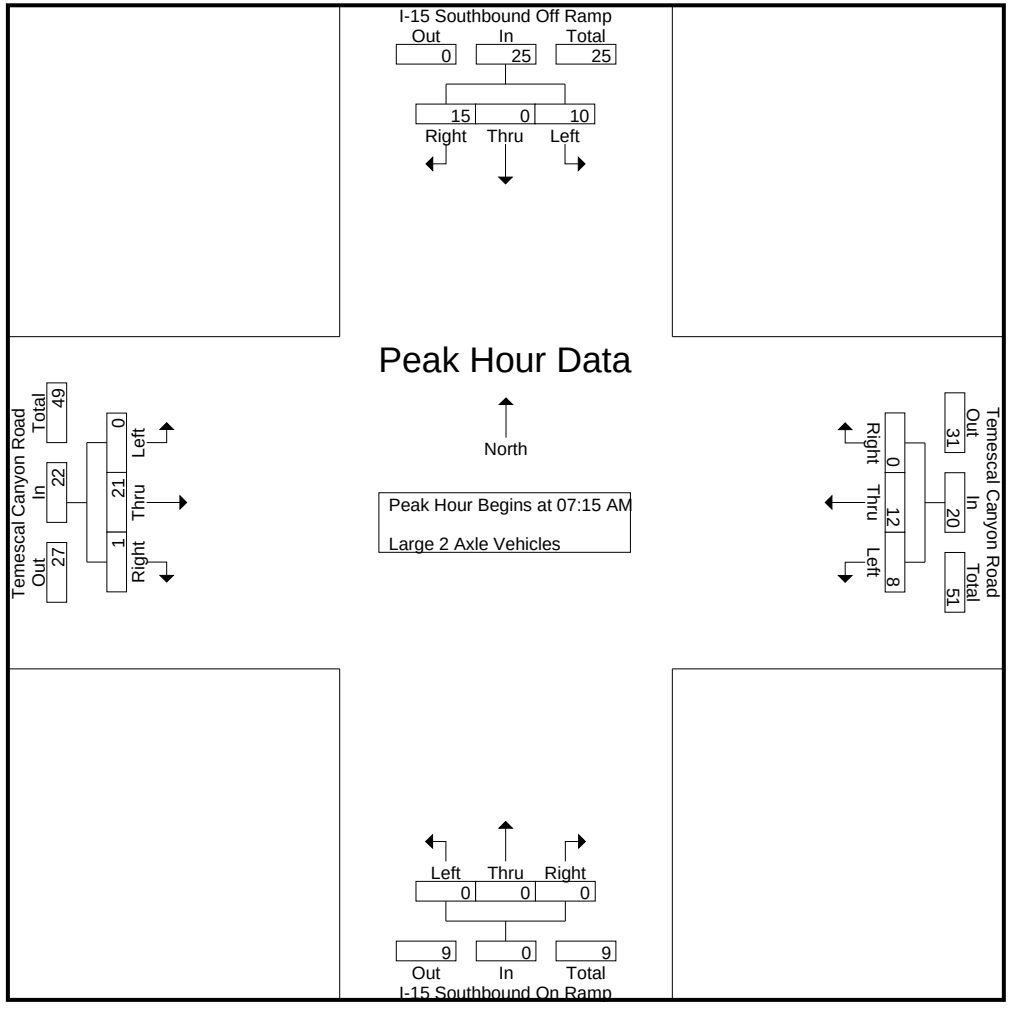
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	0	8	2	12	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	14	16
07:15 AM	1	0	8	6	9	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	6	20	26
07:30 AM	3	0	4	3	7	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	3	12	15
07:45 AM	4	0	2	1	6	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	1	18	19
Total	12	0	22	12	34	4	10	0	0	14	0	0	0	0	0	0	16	0	0	16	12	64	76
08:00 AM	2	0	1	0	3	5	2	0	0	7	0	0	0	0	0	0	6	1	0	7	0	17	17
08:15 AM	4	1	3	1	8	3	0	0	0	3	0	0	0	0	0	0	3	1	0	4	1	15	16
08:30 AM	2	1	2	2	5	2	2	0	0	4	0	0	0	0	0	0	1	3	0	4	2	13	15
08:45 AM	1	0	5	4	6	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4	10	14
Total	9	2	11	7	22	10	5	0	0	15	0	0	0	0	0	0	11	7	0	18	7	55	62
Grand Total	21	2	33	19	56	14	15	0	0	29	0	0	0	0	0	0	27	7	0	34	19	119	138
Apprch %	37.5	3.6	58.9			48.3	51.7	0			0	0	0			0	79.4	20.6					
Total %	17.6	1.7	27.7		47.1	11.8	12.6	0		24.4	0	0	0		0	0	22.7	5.9		28.6	13.8	86.2	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	**8**	**9**	0	**5**	0	5	0	0	0	0	0	**6**	0	6	**20**
07:30 AM	3	0	4	7	0	1	0	1	0	0	0	0	0	4	0	4	12
07:45 AM	**4**	0	2	6	3	4	0	**7**	0	0	0	0	0	5	0	5	18
08:00 AM	2	0	1	3	**5**	2	0	7	0	0	0	0	0	6	**1**	**7**	17
Total Volume	10	0	15	25	8	12	0	20	0	0	0	0	0	21	1	22	67
% App. Total	40	0	60		40	60	0		0	0	0		0	95.5	4.5		
PHF	.625	.000	.469	.694	.400	.600	.000	.714	.000	.000	.000	.000	.000	.875	.250	.786	.838

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	0	**8**	**9**	0	**5**	0	5	0	0	0	0	0	**6**	0	6	
+15 mins.	3	0	4	7	0	1	0	1	0	0	0	0	0	4	0	4	
+30 mins.	**4**	0	2	6	3	4	0	**7**	0	0	0	0	0	5	0	5	
+45 mins.	2	0	1	3	**5**	2	0	7	0	0	0	0	0	6	**1**	**7**	
Total Volume	10	0	15	25	8	12	0	20	0	0	0	0	0	21	1	22	
% App. Total	40	0	60		40	60	0		0	0	0		0	95.5	4.5		
PHF	.625	.000	.469	.694	.400	.600	.000	.714	.000	.000	.000	.000	.000	.875	.250	.786	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

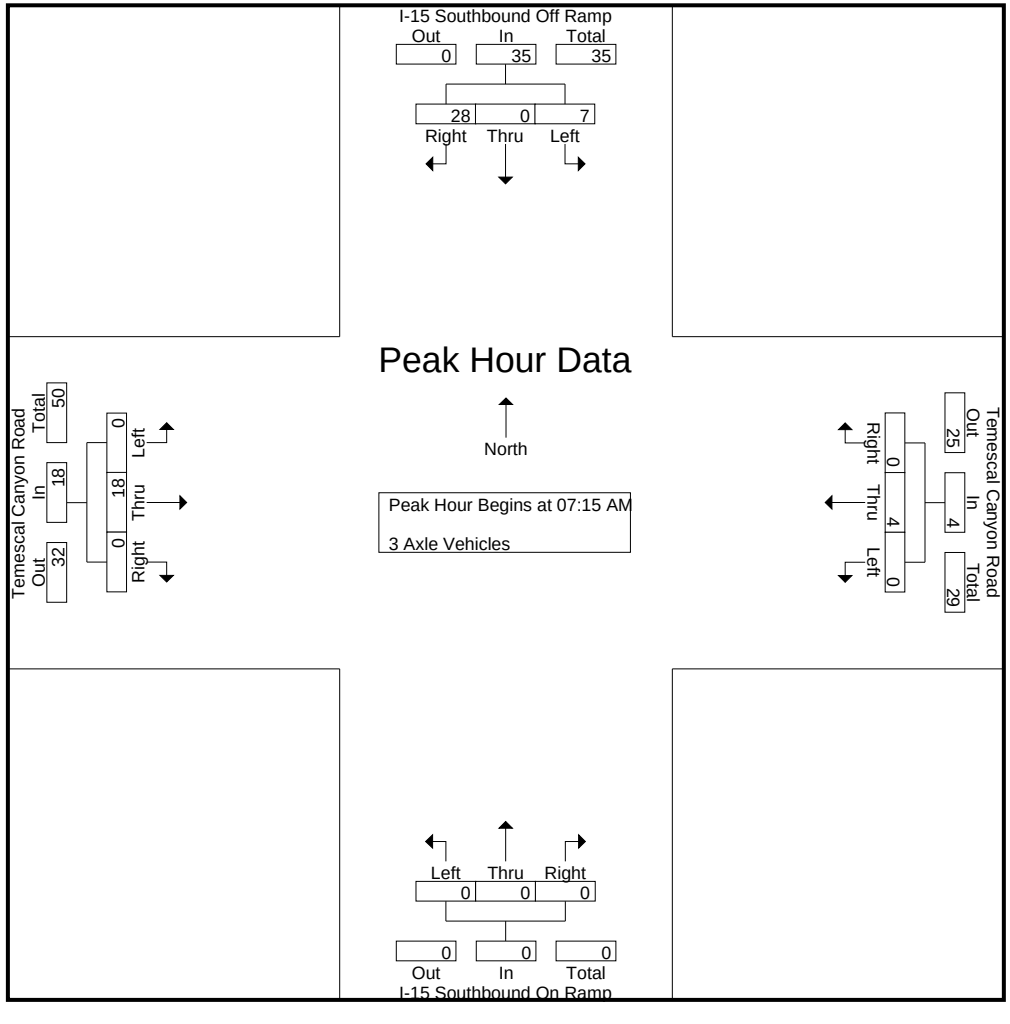
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	0	6	4	13	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	15	19
07:15 AM	2	0	2	2	4	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	11	13
07:30 AM	3	0	6	3	9	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	12	15
07:45 AM	0	0	12	6	12	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6	16	22
Total	12	0	26	15	38	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	15	54	69
08:00 AM	2	0	8	6	10	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	6	18	24
08:15 AM	2	0	10	5	12	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	5	24	29
08:30 AM	6	0	6	4	12	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	4	22	26
08:45 AM	7	0	4	2	11	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	2	19	21
Total	17	0	28	17	45	1	4	0	0	5	0	0	0	0	0	0	33	0	0	33	17	83	100
Grand Total	29	0	54	32	83	1	8	0	0	9	0	0	0	0	0	0	45	0	0	45	32	137	169
Apprch %	34.9	0	65.1			11.1	88.9	0			0	0	0			0	100	0					
Total %	21.2	0	39.4		60.6	0.7	5.8	0		6.6	0	0	0		0	0	32.8	0		32.8	18.9	81.1	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	0	2	4	0	**1**	0	**1**	0	0	0	0	0	6	0	6	11
07:30 AM	**3**	0	6	9	0	1	0	1	0	0	0	0	0	2	0	2	12
07:45 AM	0	0	**12**	**12**	0	1	0	1	0	0	0	0	0	3	0	3	16
08:00 AM	2	0	8	10	0	1	0	1	0	0	0	0	0	**7**	0	**7**	**18**
Total Volume	7	0	28	35	0	4	0	4	0	0	0	0	0	18	0	18	57
% App. Total	20	0	80		0	100	0		0	0	0		0	100	0		
PHF	.583	.000	.583	.729	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.643	.000	.643	.792

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	2	0	2	4	0	**1**	0	**1**	0	0	0	0	0	6	0	6	
+15 mins.	**3**	0	6	9	0	1	0	1	0	0	0	0	0	2	0	2	
+30 mins.	0	0	**12**	**12**	0	1	0	1	0	0	0	0	0	3	0	3	
+45 mins.	2	0	8	10	0	1	0	1	0	0	0	0	0	**7**	0	**7**	
Total Volume	7	0	28	35	0	4	0	4	0	0	0	0	0	18	0	18	
% App. Total	20	0	80		0	100	0		0	0	0		0	100	0		
PHF	.583	.000	.583	.729	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.643	.000	.643	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

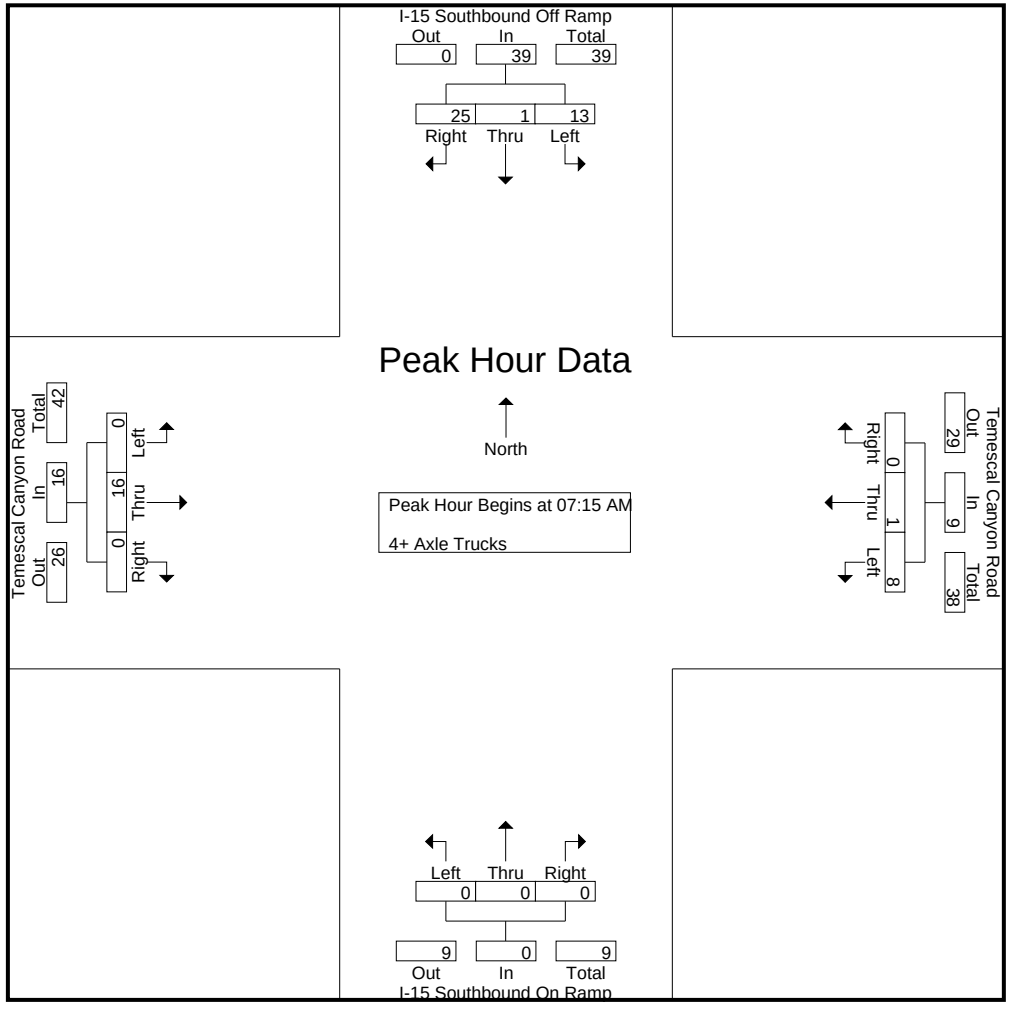
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	0	3	1	14	1	0	0	0	1	0	0	0	0	0	0	9	1	0	10	1	25	26
07:15 AM	1	1	3	2	5	2	1	0	0	3	0	0	0	0	0	0	10	0	0	10	2	18	20
07:30 AM	4	0	7	5	11	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	5	16	21
07:45 AM	7	0	5	2	12	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	2	15	17
Total	23	1	18	10	42	6	1	0	0	7	0	0	0	0	0	0	24	1	0	25	10	74	84
08:00 AM	1	0	10	6	11	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	6	15	21
08:15 AM	4	2	6	2	12	2	1	0	0	3	0	0	0	0	0	0	4	1	0	5	2	20	22
08:30 AM	2	0	11	8	13	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	8	21	29
08:45 AM	8	0	3	1	11	2	0	0	0	2	0	0	0	0	0	0	4	1	0	5	1	18	19
Total	15	2	30	17	47	8	1	0	0	9	0	0	0	0	0	0	16	2	0	18	17	74	91
Grand Total	38	3	48	27	89	14	2	0	0	16	0	0	0	0	0	0	40	3	0	43	27	148	175
Apprch %	42.7	3.4	53.9			87.5	12.5	0			0	0	0			0	93	7					
Total %	25.7	2	32.4		60.1	9.5	1.4	0		10.8	0	0	0		0	0	27	2		29.1	15.4	84.6	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**1**	3	5	2	**1**	0	**3**	0	0	0	0	0	**10**	0	**10**	**18**
07:30 AM	4	0	7	11	2	0	0	2	0	0	0	0	0	3	0	3	16
07:45 AM	**7**	0	5	**12**	1	0	0	1	0	0	0	0	0	2	0	2	15
08:00 AM	1	0	**10**	11	**3**	0	0	3	0	0	0	0	0	1	0	1	15
Total Volume	13	1	25	39	8	1	0	9	0	0	0	0	0	16	0	16	64
% App. Total	33.3	2.6	64.1		88.9	11.1	0		0	0	0		0	100	0		
PHF	.464	.250	.625	.813	.667	.250	.000	.750	.000	.000	.000	.000	.000	.400	.000	.400	.889

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem AM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	**1**	3	5	2	**1**	0	**3**	0	0	0	0	0	**10**	0	**10**	
+15 mins.	4	0	7	11	2	0	0	2	0	0	0	0	0	3	0	3	
+30 mins.	**7**	0	5	**12**	1	0	0	1	0	0	0	0	0	2	0	2	
+45 mins.	1	0	**10**	11	**3**	0	0	3	0	0	0	0	0	1	0	1	
Total Volume	13	1	25	39	8	1	0	9	0	0	0	0	0	16	0	16	
% App. Total	33.3	2.6	64.1		88.9	11.1	0		0	0	0		0	100	0		
PHF	.464	.250	.625	.813	.667	.250	.000	.750	.000	.000	.000	.000	.000	.400	.000	.400	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

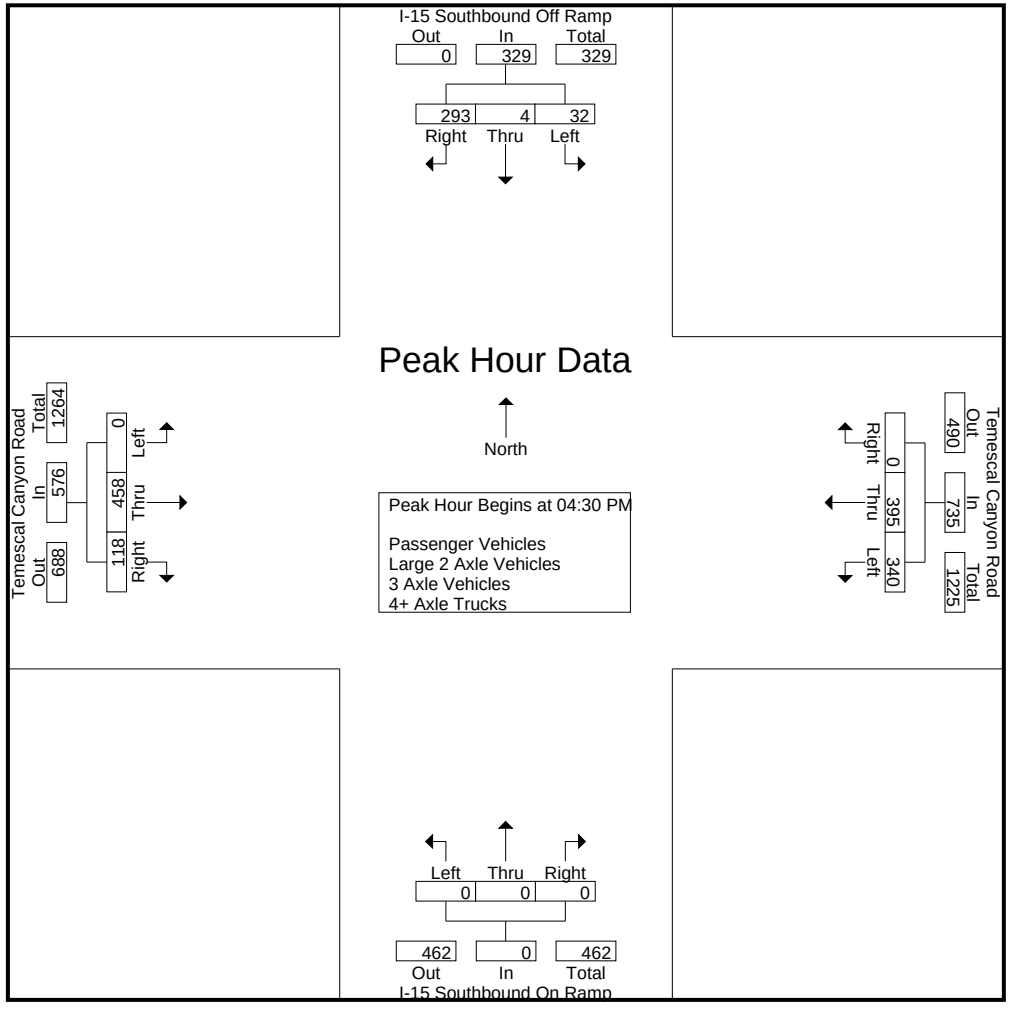
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	11	3	84	45	98	76	99	0	0	175	0	0	0	0	0	0	104	22	0	126	45	399	444
04:15 PM	14	0	97	41	111	76	86	0	0	162	0	0	0	0	0	0	114	19	0	133	41	406	447
04:30 PM	4	1	76	45	81	94	92	0	0	186	0	0	0	0	0	0	95	28	0	123	45	390	435
04:45 PM	7	0	71	38	78	76	106	0	0	182	0	0	0	0	0	0	101	34	0	135	38	395	433
Total	36	4	328	169	368	322	383	0	0	705	0	0	0	0	0	0	414	103	0	517	169	1590	1759
05:00 PM	14	1	70	36	85	86	102	0	0	188	0	0	0	0	0	0	128	19	0	147	36	420	456
05:15 PM	7	2	76	39	85	84	95	0	0	179	0	0	0	0	0	0	134	37	0	171	39	435	474
05:30 PM	7	1	80	42	88	68	88	0	0	156	0	0	0	0	0	0	115	30	0	145	42	389	431
05:45 PM	6	0	81	43	87	68	92	0	0	160	0	0	0	0	0	0	99	15	0	114	43	361	404
Total	34	4	307	160	345	306	377	0	0	683	0	0	0	0	0	0	476	101	0	577	160	1605	1765
Grand Total	70	8	635	329	713	628	760	0	0	1388	0	0	0	0	0	0	890	204	0	1094	329	3195	3524
Apprch %	9.8	1.1	89.1			45.2	54.8	0			0	0	0			0	81.4	18.6					
Total %	2.2	0.3	19.9		22.3	19.7	23.8	0		43.4	0	0	0		0	0	27.9	6.4		34.2	9.3	90.7	
Passenger Vehicles	27	4	590		923	591	743	0		1334	0	0	0		0	0	851	197		1048	0	0	3305
% Passenger Vehicles	38.6	50	92.9	91.8	88.6	94.1	97.8	0	0	96.1	0	0	0	0	0	0	95.6	96.6	0	95.8	0	0	93.8
Large 2 Axle Vehicles	8	1	15		32	16	11	0		27	0	0	0		0	0	19	6		25	0	0	84
% Large 2 Axle Vehicles	11.4	12.5	2.4	2.4	3.1	2.5	1.4	0	0	1.9	0	0	0	0	0	0	2.1	2.9	0	2.3	0	0	2.4
3 Axle Vehicles	12	0	3		16	2	1	0		3	0	0	0		0	0	5	1		6	0	0	25
% 3 Axle Vehicles	17.1	0	0.5	0.3	1.5	0.3	0.1	0	0	0.2	0	0	0	0	0	0	0.6	0.5	0	0.5	0	0	0.7
4+ Axle Trucks	23	3	27		71	19	5	0		24	0	0	0		0	0	15	0		15	0	0	110
% 4+ Axle Trucks	32.9	37.5	4.3	5.5	6.8	3	0.7	0	0	1.7	0	0	0	0	0	0	1.7	0	0	1.4	0	0	3.1

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	1	**76**	81	**94**	92	0	186	0	0	0	0	0	95	28	123	390
04:45 PM	7	0	71	78	76	**106**	0	182	0	0	0	0	0	101	34	135	395
05:00 PM	**14**	1	70	**85**	86	102	0	**188**	0	0	0	0	0	128	19	147	420
05:15 PM	7	**2**	76	85	84	95	0	179	0	0	0	0	0	**134**	**37**	**171**	**435**
Total Volume	32	4	293	329	340	395	0	735	0	0	0	0	0	458	118	576	1640
% App. Total	9.7	1.2	89.1		46.3	53.7	0		0	0	0		0	79.5	20.5		
PHF	.571	.500	.964	.968	.904	.932	.000	.977	.000	.000	.000	.000	.000	.854	.797	.842	.943

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:00 PM				04:45 PM				
+0 mins.	11	**3**	84	98	**94**	92	0	186	0	0	0	0	0	101	34	135	
+15 mins.	**14**	0	**97**	**111**	76	**106**	0	182	0	0	0	0	0	128	19	147	
+30 mins.	4	1	76	81	86	102	0	**188**	0	0	0	0	0	**134**	**37**	**171**	
+45 mins.	7	0	71	78	84	95	0	179	0	0	0	0	0	115	30	145	
Total Volume	36	4	328	368	340	395	0	735	0	0	0	0	0	478	120	598	
% App. Total	9.8	1.1	89.1		46.3	53.7	0		0	0	0		0	79.9	20.1		
PHF	.643	.333	.845	.829	.904	.932	.000	.977	.000	.000	.000	.000	.000	.892	.811	.874	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

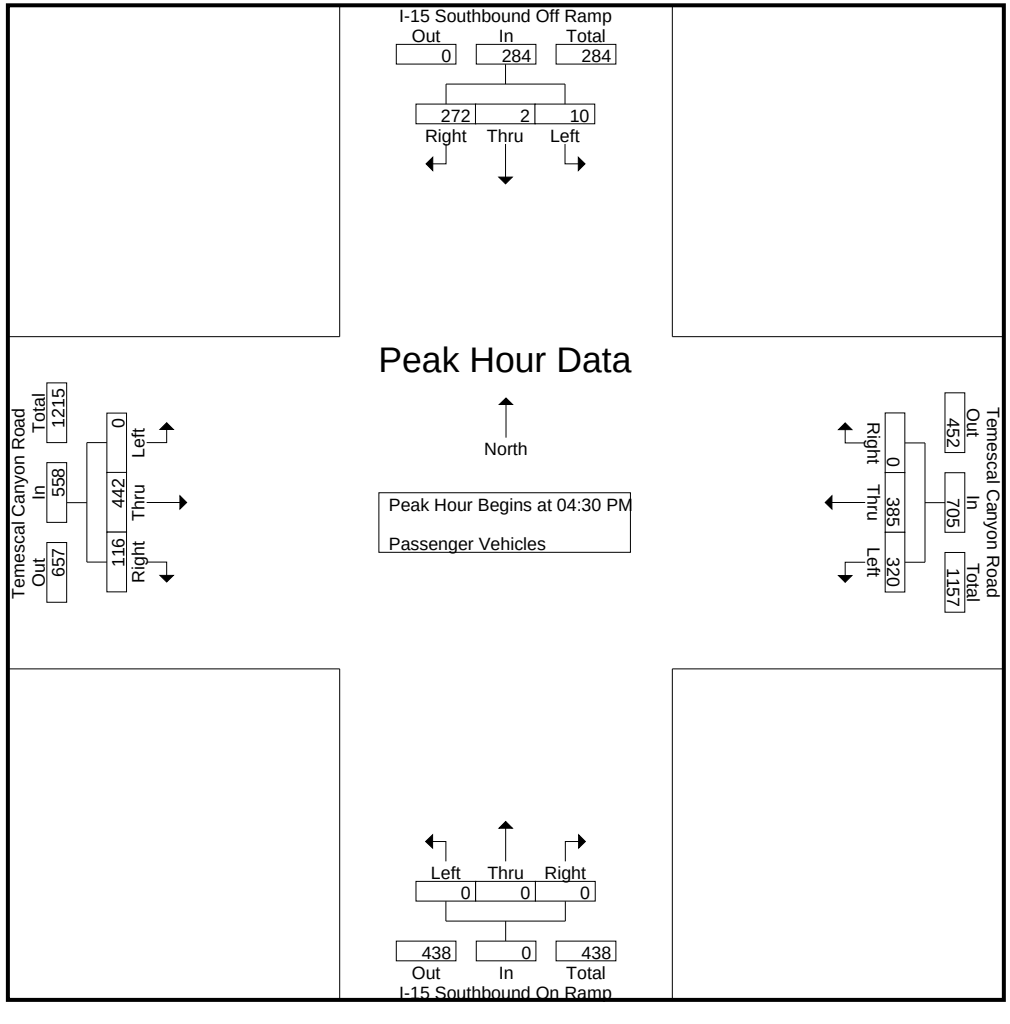
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	1	77	40	82	71	97	0	0	168	0	0	0	0	0	0	96	21	0	117	40	367	407
04:15 PM	4	0	88	39	92	72	83	0	0	155	0	0	0	0	0	0	108	18	0	126	39	373	412
04:30 PM	3	1	68	39	72	90	90	0	0	180	0	0	0	0	0	0	90	28	0	118	39	370	409
04:45 PM	0	0	67	37	67	69	105	0	0	174	0	0	0	0	0	0	92	34	0	126	37	367	404
Total	11	2	300	155	313	302	375	0	0	677	0	0	0	0	0	0	386	101	0	487	155	1477	1632
05:00 PM	3	1	66	32	70	81	99	0	0	180	0	0	0	0	0	0	127	18	0	145	32	395	427
05:15 PM	4	0	71	36	75	80	91	0	0	171	0	0	0	0	0	0	133	36	0	169	36	415	451
05:30 PM	5	1	74	38	80	65	87	0	0	152	0	0	0	0	0	0	114	28	0	142	38	374	412
05:45 PM	4	0	79	41	83	63	91	0	0	154	0	0	0	0	0	0	91	14	0	105	41	342	383
Total	16	2	290	147	308	289	368	0	0	657	0	0	0	0	0	0	465	96	0	561	147	1526	1673
Grand Total	27	4	590	302	621	591	743	0	0	1334	0	0	0	0	0	0	851	197	0	1048	302	3003	3305
Apprch %	4.3	0.6	95			44.3	55.7	0			0	0	0			0	81.2	18.8					
Total %	0.9	0.1	19.6		20.7	19.7	24.7	0		44.4	0	0	0		0	0	28.3	6.6		34.9	9.1	90.9	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	**1**	68	72	**90**	90	0	**180**	0	0	0	0	0	90	28	118	370
04:45 PM	0	0	67	67	69	**105**	0	174	0	0	0	0	0	92	34	126	367
05:00 PM	3	1	66	70	81	99	0	180	0	0	0	0	0	127	18	145	395
05:15 PM	**4**	0	**71**	**75**	80	91	0	171	0	0	0	0	0	**133**	**36**	**169**	**415**
Total Volume	10	2	272	284	320	385	0	705	0	0	0	0	0	442	116	558	1547
% App. Total	3.5	0.7	95.8		45.4	54.6	0		0	0	0		0	79.2	20.8		
PHF	.625	.500	.958	.947	.889	.917	.000	.979	.000	.000	.000	.000	.000	.831	.806	.825	.932

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	3	**1**	68	72	**90**	90	0	**180**	0	0	0	0	0	90	28	118	
+15 mins.	0	0	67	67	69	**105**	0	174	0	0	0	0	0	92	34	126	
+30 mins.	3	1	66	70	81	99	0	180	0	0	0	0	0	127	18	145	
+45 mins.	**4**	0	**71**	**75**	80	91	0	171	0	0	0	0	0	**133**	**36**	**169**	
Total Volume	10	2	272	284	320	385	0	705	0	0	0	0	0	442	116	558	
% App. Total	3.5	0.7	95.8		45.4	54.6	0		0	0	0		0	79.2	20.8		
PHF	.625	.500	.958	.947	.889	.917	.000	.979	.000	.000	.000	.000	.000	.831	.806	.825	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

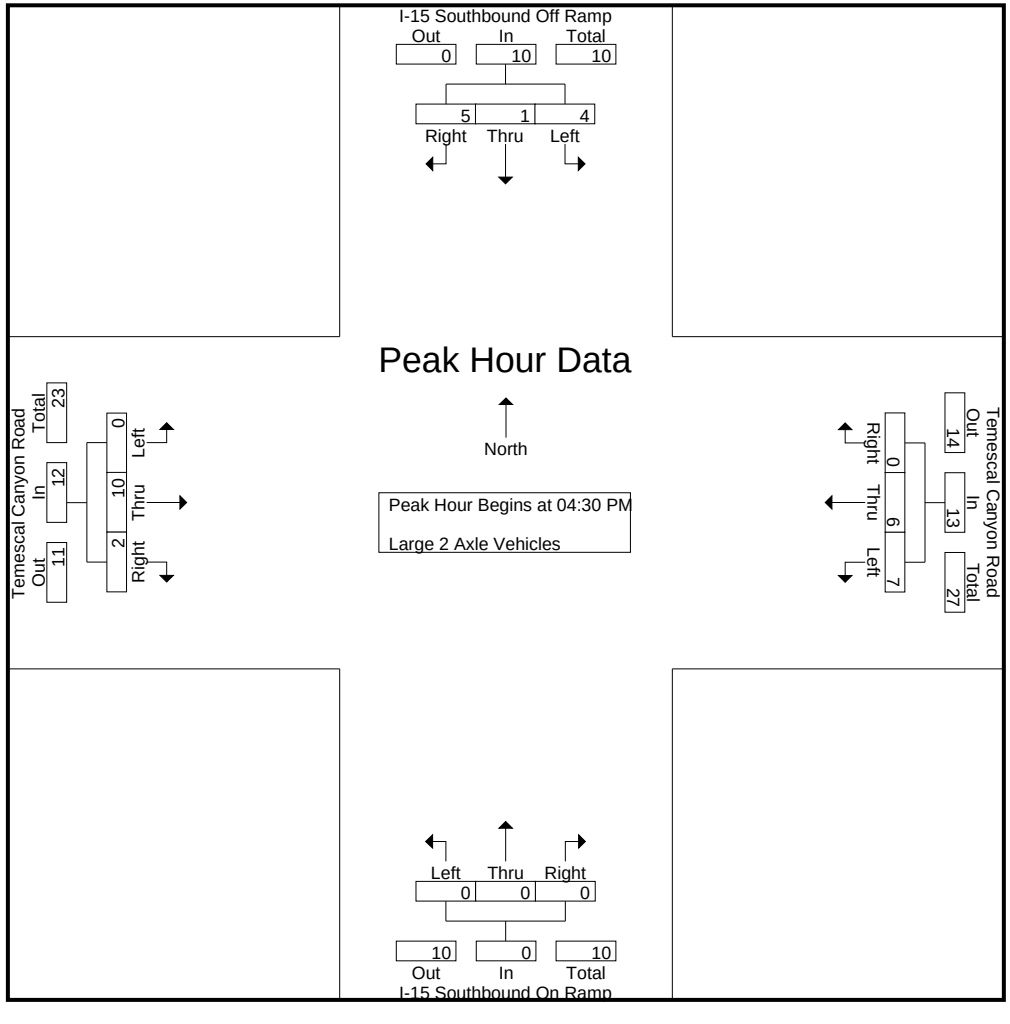
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	3	2	4	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	2	12	14
04:15 PM	2	0	5	1	7	2	2	0	0	4	0	0	0	0	0	0	4	1	0	5	1	16	17
04:30 PM	0	0	2	1	2	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	1	9	10
04:45 PM	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	0	7	0	0	7	0	12	12
Total	4	0	11	4	15	10	6	0	0	16	0	0	0	0	0	0	16	2	0	18	4	49	53
05:00 PM	2	0	1	1	3	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	1	7	8
05:15 PM	1	1	1	1	3	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	1	7	8
05:30 PM	1	0	2	2	3	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	2	6	8
05:45 PM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	4	1	4	4	9	6	5	0	0	11	0	0	0	0	0	0	3	4	0	7	4	27	31
Grand Total	8	1	15	8	24	16	11	0	0	27	0	0	0	0	0	0	19	6	0	25	8	76	84
Apprch %	33.3	4.2	62.5			59.3	40.7	0			0	0	0			0	76	24					
Total %	10.5	1.3	19.7		31.6	21.1	14.5	0		35.5	0	0	0		0	0	25	7.9		32.9	9.5	90.5	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**2**	2	**3**	1	0	**4**	0	0	0	0	0	3	0	3	9
04:45 PM	1	0	1	2	2	1	0	3	0	0	0	0	0	**7**	0	**7**	**12**
05:00 PM	**2**	0	1	**3**	1	**2**	0	3	0	0	0	0	0	0	**1**	1	7
05:15 PM	1	**1**	1	3	1	2	0	3	0	0	0	0	0	0	1	1	7
Total Volume	4	1	5	10	7	6	0	13	0	0	0	0	0	10	2	12	35
% App. Total	40	10	50		53.8	46.2	0		0	0	0		0	83.3	16.7		
PHF	.500	.250	.625	.833	.583	.750	.000	.813	.000	.000	.000	.000	.000	.357	.500	.429	.729

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	**2**	2	**3**	1	0	**4**	0	0	0	0	0	3	0	3	
+15 mins.	1	0	1	2	2	1	0	3	0	0	0	0	0	**7**	0	**7**	
+30 mins.	**2**	0	1	**3**	1	**2**	0	3	0	0	0	0	0	0	**1**	1	
+45 mins.	1	**1**	1	3	1	2	0	3	0	0	0	0	0	0	1	1	
Total Volume	4	1	5	10	7	6	0	13	0	0	0	0	0	10	2	12	
% App. Total	40	10	50		53.8	46.2	0		0	0	0		0	83.3	16.7		
PHF	.500	.250	.625	.833	.583	.750	.000	.813	.000	.000	.000	.000	.000	.357	.500	.429	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

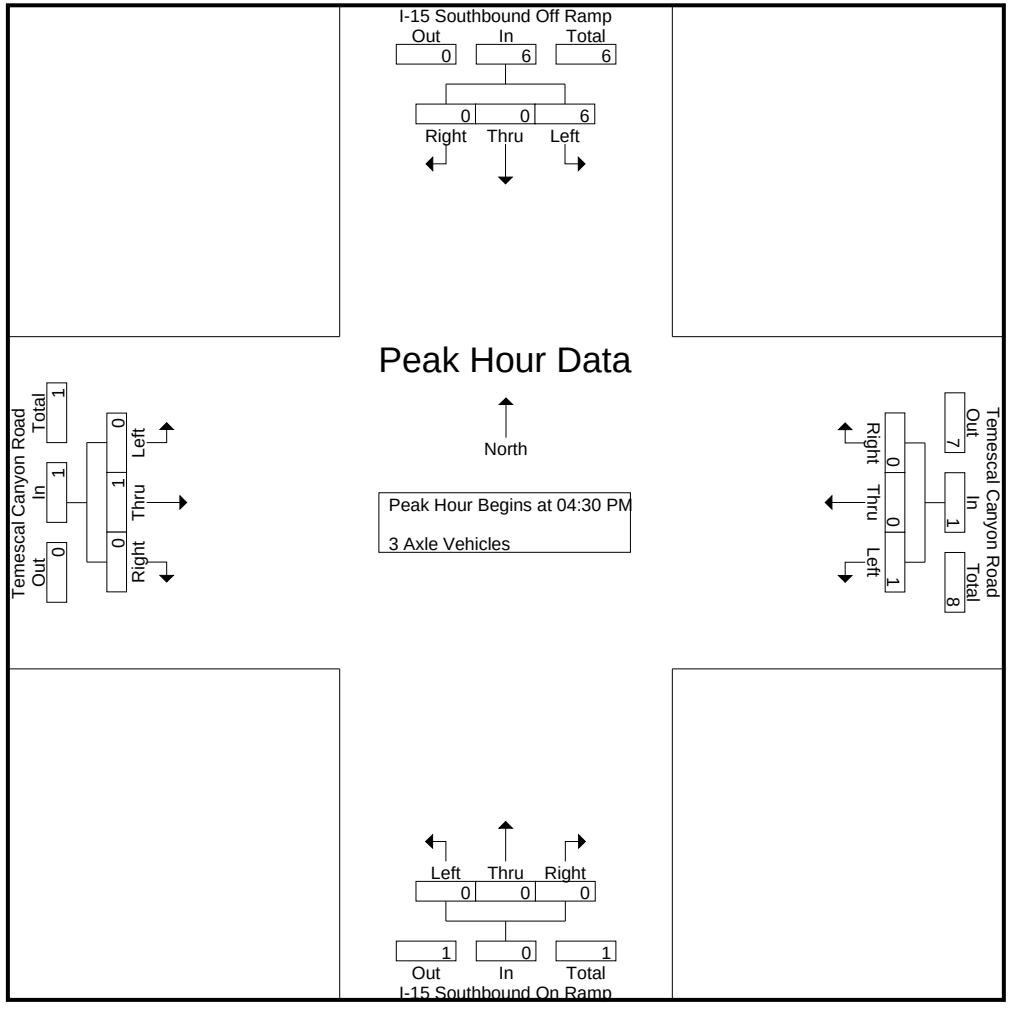
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	8	8
04:15 PM	3	0	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	8	0	1	0	9	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	0	16	16
05:00 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	3
Total	4	0	2	1	6	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	8	9
Grand Total	12	0	3	1	15	2	1	0	0	3	0	0	0	0	0	0	5	1	0	6	1	24	25
Apprch %	80	0	20			66.7	33.3	0			0	0	0			0	83.3	16.7					
Total %	50	0	12.5		62.5	8.3	4.2	0		12.5	0	0	0		0	0	20.8	4.2		25	4	96	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	**3**	0	0	**3**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**4**
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	6	0	0	6	1	0	0	1	0	0	0	0	0	1	0	1	8
% App. Total	100	0	0		100	0	0		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	**3**	0	0	**3**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	6	0	0	6	1	0	0	1	0	0	0	0	0	1	0	1	
% App. Total	100	0	0		100	0	0		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

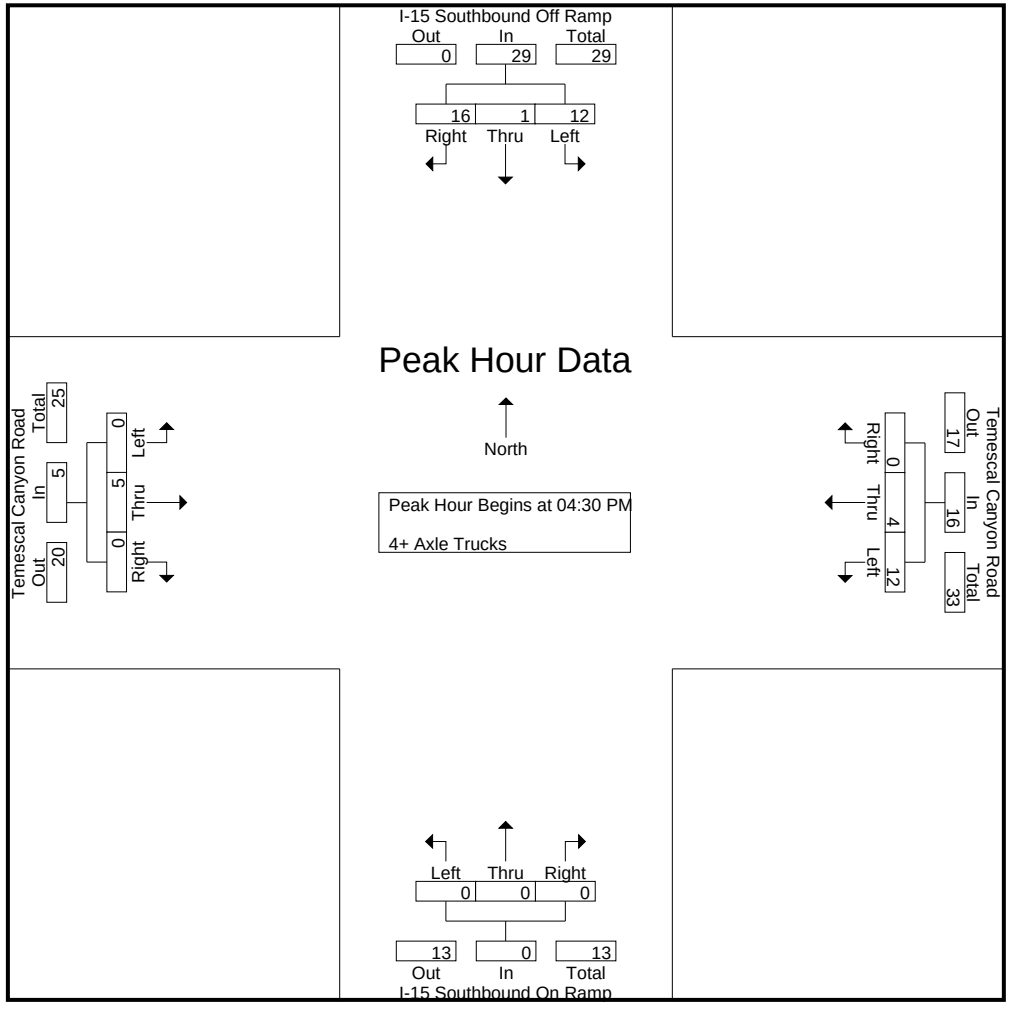
	I-15 Southbound Off Ramp Southbound					Temescal Canyon Road Westbound					I-15 Southbound On Ramp Northbound					Temescal Canyon Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	2	3	3	8	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	3	12	15
04:15 PM	5	0	4	1	9	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	12	13
04:30 PM	1	0	6	5	7	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	5	10	15
04:45 PM	4	0	3	1	7	5	0	0	0	5	0	0	0	0	0	0	2	0	0	2	1	14	15
Total	13	2	16	10	31	9	1	0	0	10	0	0	0	0	0	0	7	0	0	7	10	48	58
05:00 PM	6	0	3	3	9	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	3	14	17
05:15 PM	1	1	4	2	6	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	2	12	14
05:30 PM	1	0	3	2	4	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	8	10
05:45 PM	2	0	1	1	3	2	0	0	0	2	0	0	0	0	0	0	5	0	0	5	1	10	11
Total	10	1	11	8	22	10	4	0	0	14	0	0	0	0	0	0	8	0	0	8	8	44	52
Grand Total	23	3	27	18	53	19	5	0	0	24	0	0	0	0	0	0	15	0	0	15	18	92	110
Apprch %	43.4	5.7	50.9			79.2	20.8	0			0	0	0			0	100	0					
Total %	25	3.3	29.3		57.6	20.7	5.4	0		26.1	0	0	0		0	0	16.3	0		16.3	16.4	83.6	

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	**6**	7	1	1	0	2	0	0	0	0	0	1	0	1	10
04:45 PM	4	0	3	7	**5**	0	0	**5**	0	0	0	0	0	**2**	0	**2**	**14**
05:00 PM	**6**	0	3	**9**	3	1	0	4	0	0	0	0	0	1	0	1	14
05:15 PM	1	**1**	4	6	3	**2**	0	5	0	0	0	0	0	1	0	1	12
Total Volume	12	1	16	29	12	4	0	16	0	0	0	0	0	5	0	5	50
% App. Total	41.4	3.4	55.2		75	25	0		0	0	0		0	100	0		
PHF	.500	.250	.667	.806	.600	.500	.000	.800	.000	.000	.000	.000	.000	.625	.000	.625	.893

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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

County of Riverside
N/S: I-15 Southbound Ramps
E/W: Temescal Canyon Road
Weather: Clear

File Name : 08_CRV_15S_Tem PM
Site Code : 05122714
Start Date : 8/23/2022

	I-15 Southbound Off Ramp Southbound				Temescal Canyon Road Westbound				I-15 Southbound On Ramp Northbound				Temescal Canyon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	0	**6**	7	1	1	0	2	0	0	0	0	0	1	0	1	
+15 mins.	4	0	3	7	**5**	0	0	**5**	0	0	0	0	0	**2**	0	**2**	
+30 mins.	**6**	0	3	**9**	3	1	0	4	0	0	0	0	0	1	0	1	
+45 mins.	1	**1**	4	6	3	**2**	0	5	0	0	0	0	0	1	0	1	
Total Volume	12	1	16	29	12	4	0	16	0	0	0	0	0	5	0	5	
% App. Total	41.4	3.4	55.2		75	25	0		0	0	0		0	100	0		
PHF	.500	.250	.667	.806	.600	.500	.000	.800	.000	.000	.000	.000	.000	.625	.000	.625	

Location: County of Riverside
N/S: I-15 SB Ramps
E/W: Temescal Canyon Road

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Temescal Canyon Road	South Leg I-15 SB Ramps	West Leg Temescal Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 SB Ramps	East Leg Temescal Canyon Road	South Leg I-15 SB Ramps	West Leg Temescal Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: I-15 SB Ramps
E/W: Temescal Canyon Road

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Temescal Canyon Road			Northbound I-15 SB Ramps			Eastbound Temescal Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound I-15 SB Ramps			Westbound Temescal Canyon Road			Northbound I-15 SB Ramps			Eastbound Temescal Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

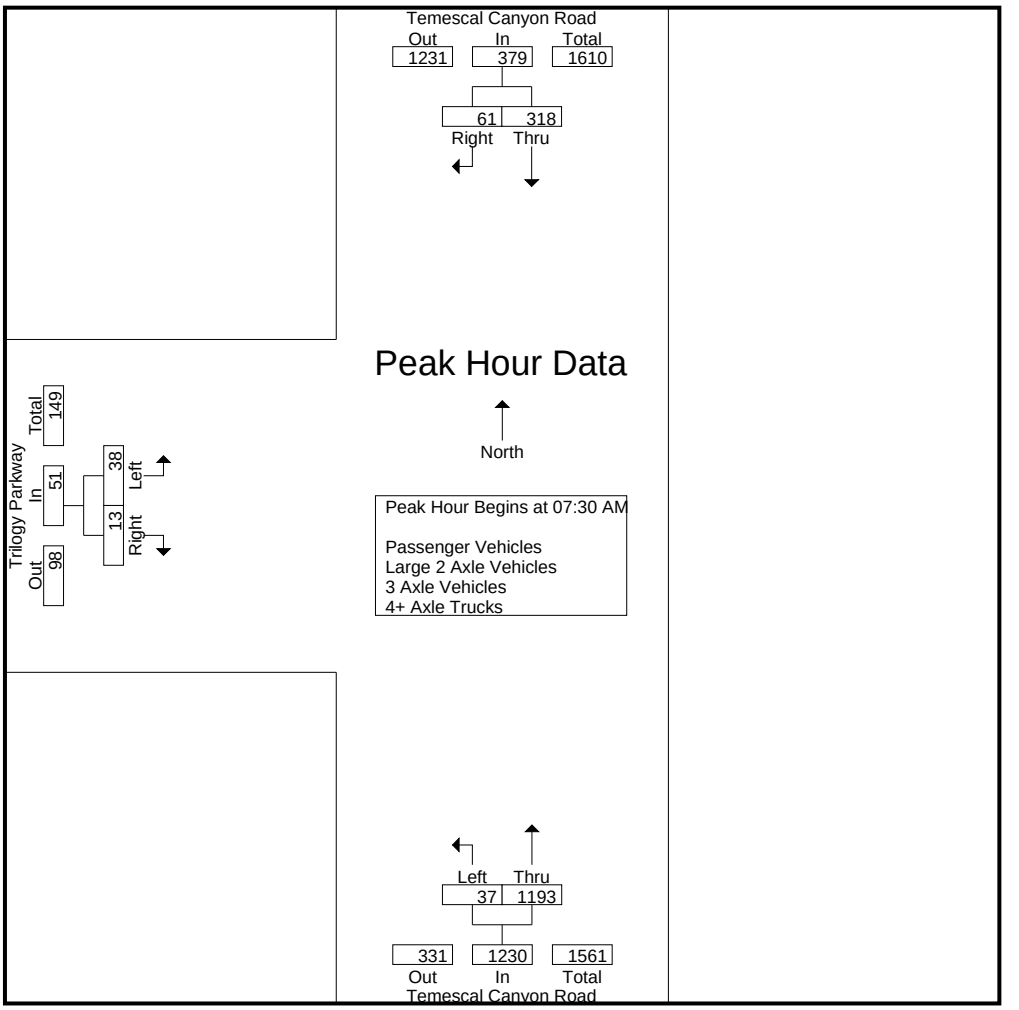
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	63	3	0	66	8	242	250	0	4	3	4	3	320	323
07:15 AM	62	4	0	66	2	306	308	10	3	1	13	1	387	388
07:30 AM	89	11	0	100	8	317	325	7	4	3	11	3	436	439
07:45 AM	78	18	1	96	4	309	313	6	4	1	10	2	419	421
Total	292	36	1	328	22	1174	1196	23	15	8	38	9	1562	1571
08:00 AM	77	14	1	91	8	289	297	12	3	1	15	2	403	405
08:15 AM	74	18	1	92	17	278	295	13	2	0	15	1	402	403
08:30 AM	78	28	0	106	7	207	214	13	11	7	24	7	344	351
08:45 AM	72	40	3	112	15	163	178	13	7	5	20	8	310	318
Total	301	100	5	401	47	937	984	51	23	13	74	18	1459	1477
Grand Total	593	136	6	729	69	2111	2180	74	38	21	112	27	3021	3048
Apprch %	81.3	18.7			3.2	96.8		66.1	33.9					
Total %	19.6	4.5		24.1	2.3	69.9	72.2	2.4	1.3		3.7	0.9	99.1	
Passenger Vehicles	442	130		577	69	1962	2031	73	31		120	0	0	2728
% Passenger Vehicles	74.5	95.6	83.3	78.5	100	92.9	93.2	98.6	81.6	76.2	90.2	0	0	89.5
Large 2 Axle Vehicles	43	5		49	0	49	49	1	7		13	0	0	111
% Large 2 Axle Vehicles	7.3	3.7	16.7	6.7	0	2.3	2.2	1.4	18.4	23.8	9.8	0	0	3.6
3 Axle Vehicles	62	0		62	0	47	47	0	0		0	0	0	109
% 3 Axle Vehicles	10.5	0	0	8.4	0	2.2	2.2	0	0	0	0	0	0	3.6
4+ Axle Trucks	46	1		47	0	53	53	0	0		0	0	0	100
% 4+ Axle Trucks	7.8	0.7	0	6.4	0	2.5	2.4	0	0	0	0	0	0	3.3

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**89**	11	**100**	8	**317**	**325**	7	**4**	11	**436**
07:45 AM	78	**18**	96	4	309	313	6	4	10	419
08:00 AM	77	14	91	8	289	297	12	3	**15**	403
08:15 AM	74	18	92	**17**	278	295	**13**	2	15	402
Total Volume	318	61	379	37	1193	1230	38	13	51	1660
% App. Total	83.9	16.1		3	97		74.5	25.5		
PHF	.893	.847	.948	.544	.941	.946	.731	.813	.850	.952

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	08:00 AM			07:15 AM			08:00 AM		
+0 mins.	77	14	91	2	306	308	12	3	15
+15 mins.	74	18	92	**8**	**317**	**325**	**13**	2	15
+30 mins.	**78**	28	106	4	309	313	13	**11**	**24**
+45 mins.	72	**40**	**112**	8	289	297	13	7	20
Total Volume	301	100	401	22	1221	1243	51	23	74
% App. Total	75.1	24.9		1.8	98.2		68.9	31.1	
PHF	.965	.625	.895	.688	.963	.956	.981	.523	.771

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

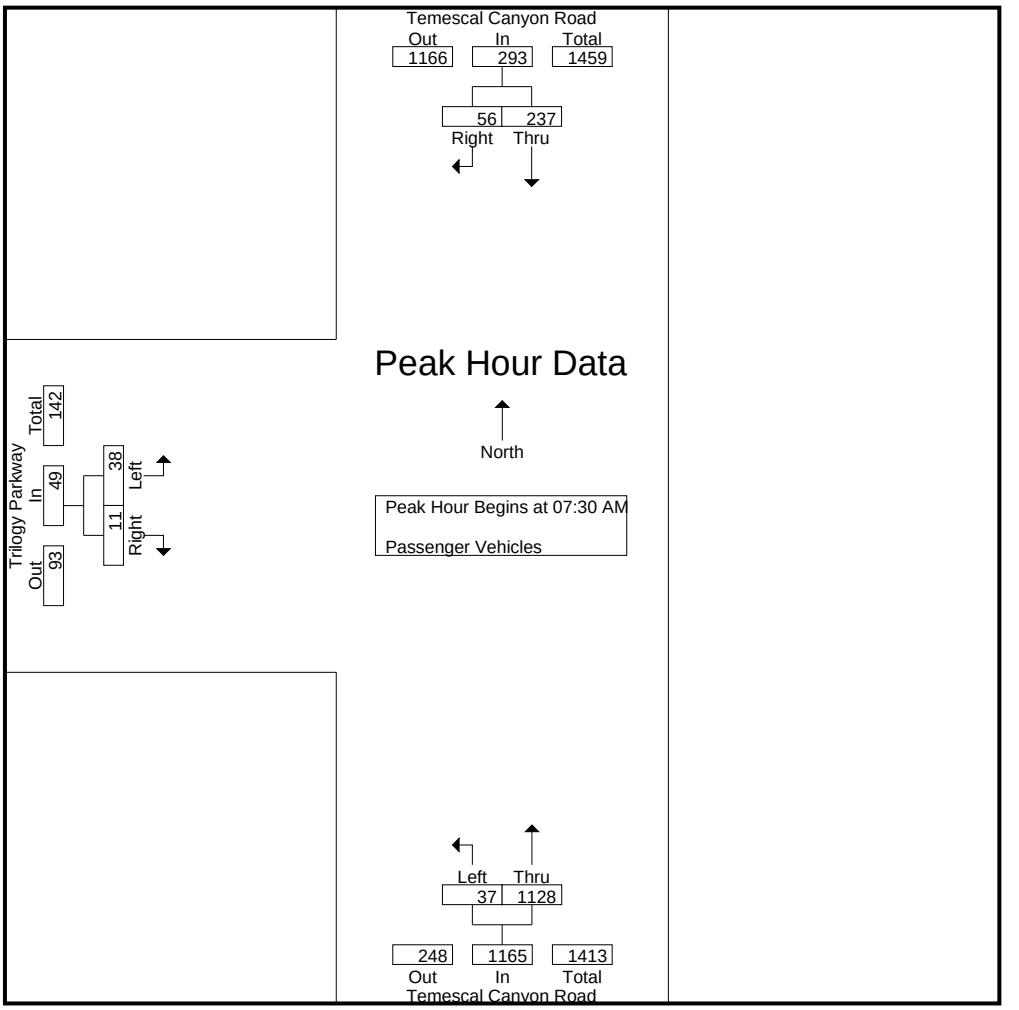
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	47	3	0	50	8	228	236	0	1	1	1	1	287	288
07:15 AM	41	4	0	45	2	283	285	10	2	0	12	0	342	342
07:30 AM	67	9	0	76	8	308	316	7	3	2	10	2	402	404
07:45 AM	59	17	0	76	4	295	299	6	4	1	10	1	385	386
Total	214	33	0	247	22	1114	1136	23	10	4	33	4	1416	1420
08:00 AM	57	13	1	70	8	274	282	12	2	1	14	2	366	368
08:15 AM	54	17	1	71	17	251	268	13	2	0	15	1	354	355
08:30 AM	57	28	0	85	7	180	187	12	11	7	23	7	295	302
08:45 AM	60	39	3	99	15	143	158	13	6	4	19	7	276	283
Total	228	97	5	325	47	848	895	50	21	12	71	17	1291	1308
Grand Total	442	130	5	572	69	1962	2031	73	31	16	104	21	2707	2728
Apprch %	77.3	22.7			3.4	96.6		70.2	29.8					
Total %	16.3	4.8		21.1	2.5	72.5	75	2.7	1.1		3.8	0.8	99.2	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**67**	9	**76**	8	**308**	**316**	7	3	10	**402**
07:45 AM	59	**17**	76	4	295	299	6	**4**	10	385
08:00 AM	57	13	70	8	274	282	12	2	14	366
08:15 AM	54	17	71	**17**	251	268	**13**	2	**15**	354
Total Volume	237	56	293	37	1128	1165	38	11	49	1507
% App. Total	80.9	19.1		3.2	96.8		77.6	22.4		
PHF	.884	.824	.964	.544	.916	.922	.731	.688	.817	.937

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**67**	9	**76**	8	**308**	**316**	7	3	10
+15 mins.	59	**17**	76	4	295	299	6	**4**	10
+30 mins.	57	13	70	8	274	282	12	2	14
+45 mins.	54	17	71	**17**	251	268	**13**	2	**15**
Total Volume	237	56	293	37	1128	1165	38	11	49
% App. Total	80.9	19.1		3.2	96.8		77.6	22.4	
PHF	.884	.824	.964	.544	.916	.922	.731	.688	.817

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

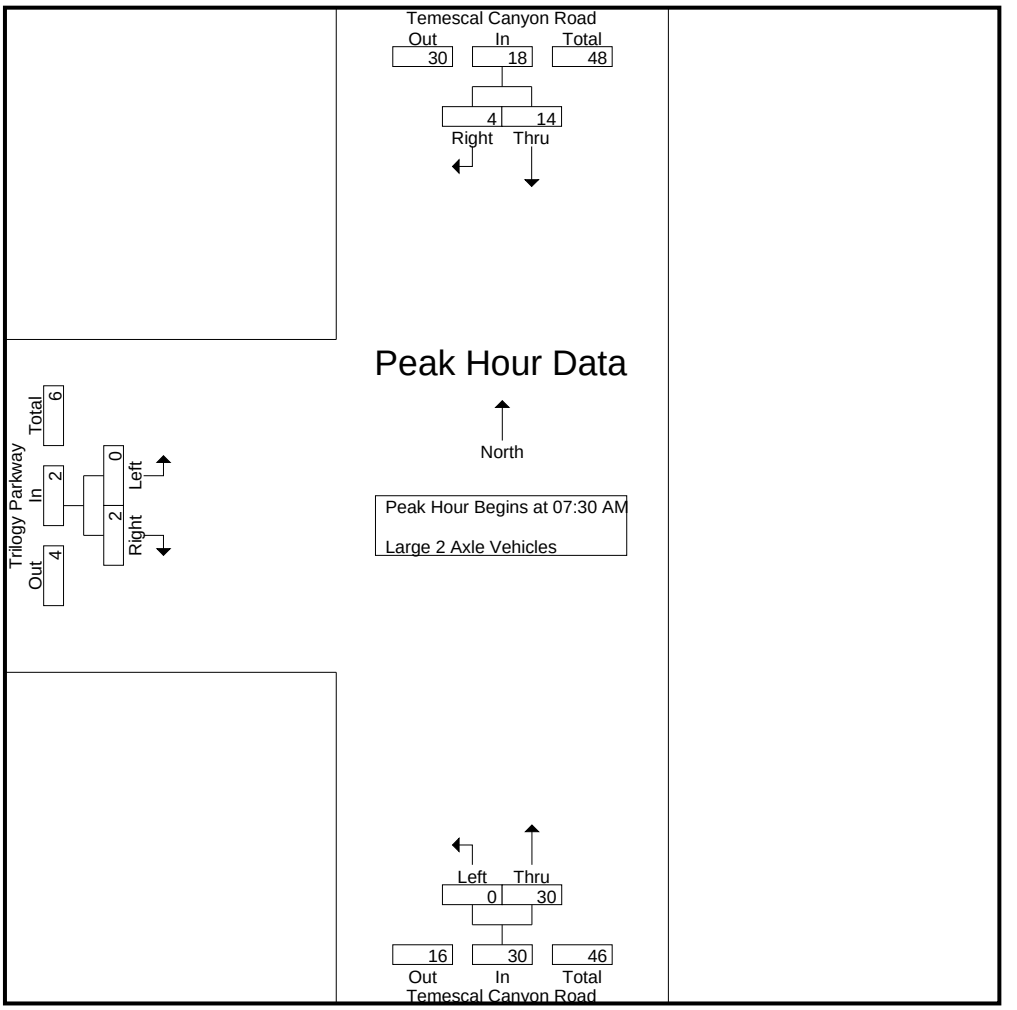
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	0	0	8	0	2	2	0	3	2	3	2	13	15
07:15 AM	16	0	0	16	0	8	8	0	1	1	1	1	25	26
07:30 AM	7	2	0	9	0	6	6	0	1	1	1	1	16	17
07:45 AM	4	1	1	5	0	9	9	0	0	0	0	1	14	15
Total	35	3	1	38	0	25	25	0	5	4	5	5	68	73
08:00 AM	1	1	0	2	0	7	7	0	1	0	1	0	10	10
08:15 AM	2	0	0	2	0	8	8	0	0	0	0	0	10	10
08:30 AM	3	0	0	3	0	5	5	1	0	0	1	0	9	9
08:45 AM	2	1	0	3	0	4	4	0	1	1	1	1	8	9
Total	8	2	0	10	0	24	24	1	2	1	3	1	37	38
Grand Total	43	5	1	48	0	49	49	1	7	5	8	6	105	111
Apprch %	89.6	10.4			0	100		12.5	87.5					
Total %	41	4.8		45.7	0	46.7	46.7	1	6.7		7.6	5.4	94.6	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**7**	**2**	**9**	0	6	6	0	**1**	**1**	**16**
07:45 AM	4	1	5	0	**9**	**9**	0	0	0	14
08:00 AM	1	1	2	0	7	7	0	1	1	10
08:15 AM	2	0	2	0	8	8	0	0	0	10
Total Volume	14	4	18	0	30	30	0	2	2	50
% App. Total	77.8	22.2		0	100		0	100		
PHF	.500	.500	.500	.000	.833	.833	.000	.500	.500	.781

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**7**	**2**	**9**	0	6	6	0	**1**	**1**
+15 mins.	4	1	5	0	**9**	**9**	0	0	0
+30 mins.	1	1	2	0	7	7	0	1	1
+45 mins.	2	0	2	0	8	8	0	0	0
Total Volume	14	4	18	0	30	30	0	2	2
% App. Total	77.8	22.2		0	100		0	100	
PHF	.500	.500	.500	.000	.833	.833	.000	.500	.500

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

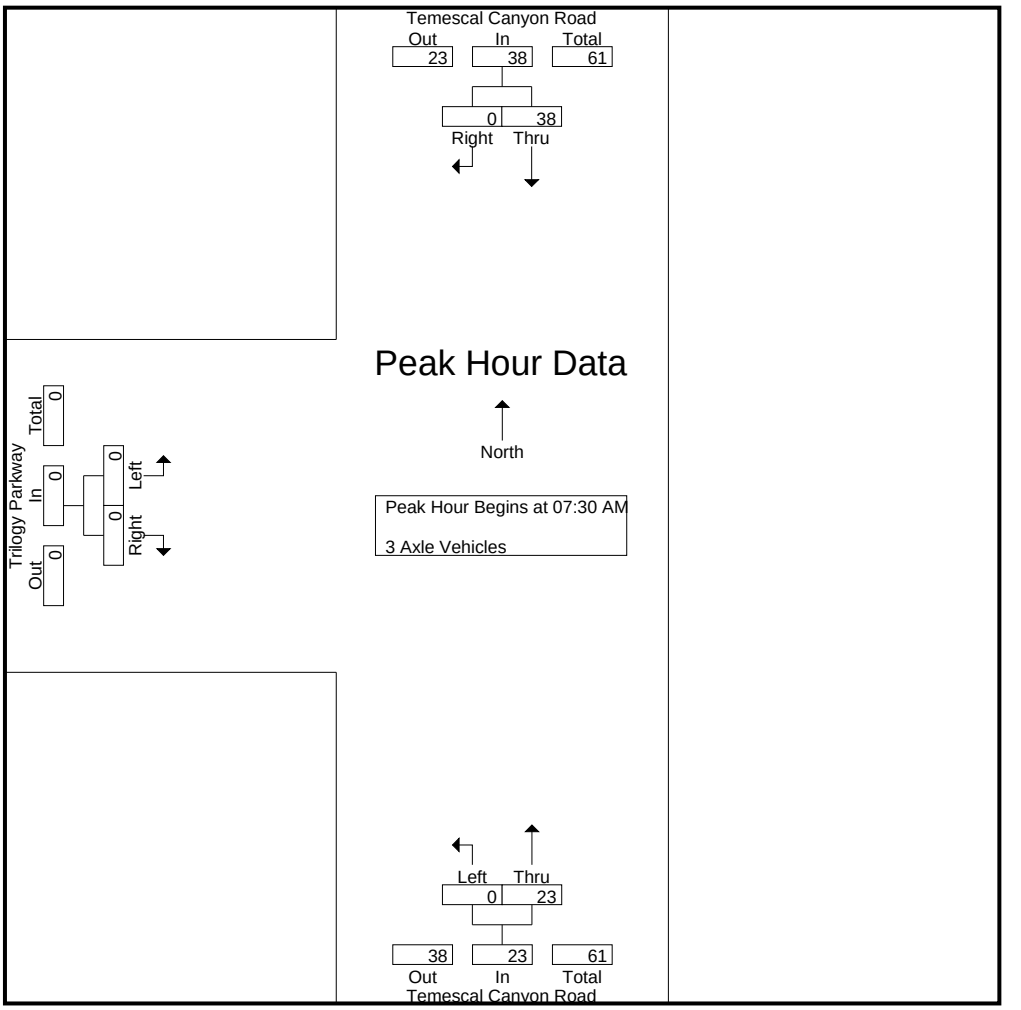
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	0	0	6	0	1	1	0	0	0	0	0	7	7
07:15 AM	3	0	0	3	0	6	6	0	0	0	0	0	9	9
07:30 AM	8	0	0	8	0	2	2	0	0	0	0	0	10	10
07:45 AM	11	0	0	11	0	3	3	0	0	0	0	0	14	14
Total	28	0	0	28	0	12	12	0	0	0	0	0	40	40
08:00 AM	10	0	0	10	0	6	6	0	0	0	0	0	16	16
08:15 AM	9	0	0	9	0	12	12	0	0	0	0	0	21	21
08:30 AM	9	0	0	9	0	10	10	0	0	0	0	0	19	19
08:45 AM	6	0	0	6	0	7	7	0	0	0	0	0	13	13
Total	34	0	0	34	0	35	35	0	0	0	0	0	69	69
Grand Total	62	0	0	62	0	47	47	0	0	0	0	0	109	109
Apprch %	100	0			0	100		0	0					
Total %	56.9	0		56.9	0	43.1	43.1	0	0		0	0	100	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	8	0	8	0	2	2	0	0	0	10
07:45 AM	**11**	0	**11**	0	3	3	0	0	0	14
08:00 AM	10	0	10	0	6	6	0	0	0	16
08:15 AM	9	0	9	0	**12**	**12**	0	0	0	**21**
Total Volume	38	0	38	0	23	23	0	0	0	61
% App. Total	100	0		0	100		0	0		
PHF	.864	.000	.864	.000	.479	.479	.000	.000	.000	.726

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	8	0	8	0	2	2	0	0	0
+15 mins.	**11**	0	**11**	0	3	3	0	0	0
+30 mins.	10	0	10	0	6	6	0	0	0
+45 mins.	9	0	9	0	**12**	**12**	0	0	0
Total Volume	38	0	38	0	23	23	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.864	.000	.864	.000	.479	.479	.000	.000	.000

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

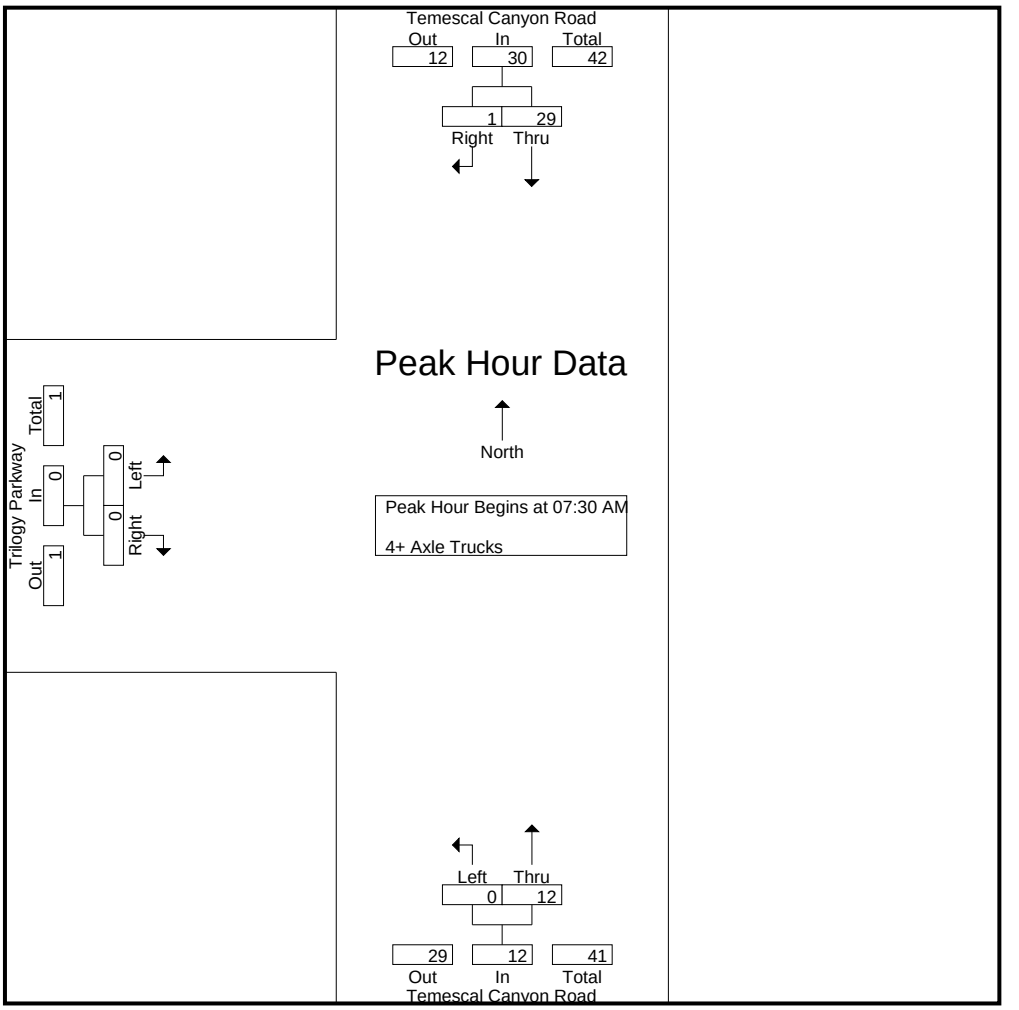
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	2	0	11	11	0	0	0	0	0	13	13
07:15 AM	2	0	0	2	0	9	9	0	0	0	0	0	11	11
07:30 AM	7	0	0	7	0	1	1	0	0	0	0	0	8	8
07:45 AM	4	0	0	4	0	2	2	0	0	0	0	0	6	6
Total	15	0	0	15	0	23	23	0	0	0	0	0	38	38
08:00 AM	9	0	0	9	0	2	2	0	0	0	0	0	11	11
08:15 AM	9	1	0	10	0	7	7	0	0	0	0	0	17	17
08:30 AM	9	0	0	9	0	12	12	0	0	0	0	0	21	21
08:45 AM	4	0	0	4	0	9	9	0	0	0	0	0	13	13
Total	31	1	0	32	0	30	30	0	0	0	0	0	62	62
Grand Total	46	1	0	47	0	53	53	0	0	0	0	0	100	100
Apprch %	97.9	2.1			0	100		0	0					
Total %	46	1		47	0	53	53	0	0		0	0	100	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	7	0	7	0	1	1	0	0	0	8
07:45 AM	4	0	4	0	2	2	0	0	0	6
08:00 AM	**9**	0	9	0	2	2	0	0	0	11
08:15 AM	9	**1**	**10**	0	**7**	**7**	0	0	0	**17**
Total Volume	29	1	30	0	12	12	0	0	0	42
% App. Total	96.7	3.3		0	100		0	0		
PHF	.806	.250	.750	.000	.429	.429	.000	.000	.000	.618

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	7	0	7	0	1	1	0	0	0
+15 mins.	4	0	4	0	2	2	0	0	0
+30 mins.	**9**	0	9	0	2	2	0	0	0
+45 mins.	9	**1**	**10**	0	**7**	**7**	0	0	0
Total Volume	29	1	30	0	12	12	0	0	0
% App. Total	96.7	3.3		0	100		0	0	
PHF	.806	.250	.750	.000	.429	.429	.000	.000	.000

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

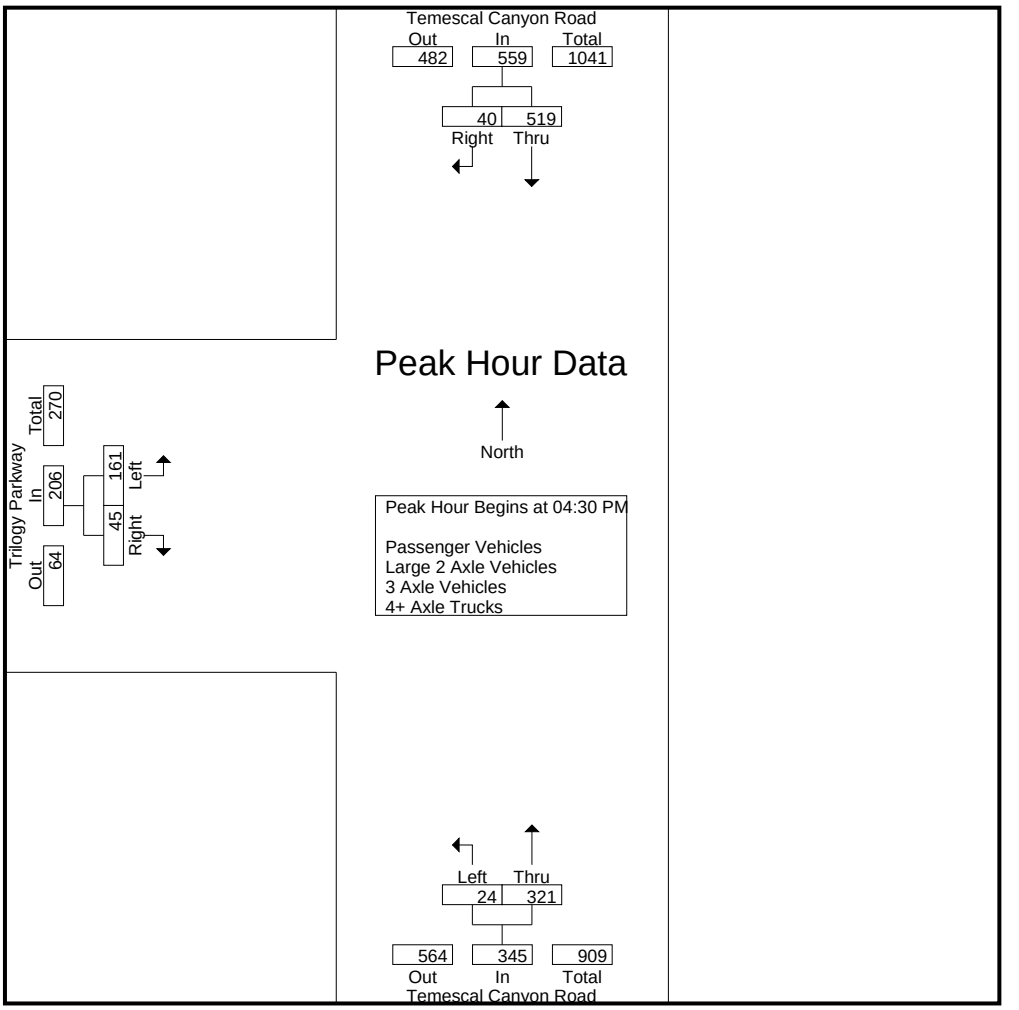
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	147	8	1	155	7	91	98	21	9	7	30	8	283	291
04:15 PM	126	15	3	141	9	74	83	23	9	6	32	9	256	265
04:30 PM	129	9	1	138	7	75	82	34	14	12	48	13	268	281
04:45 PM	132	9	2	141	8	62	70	31	13	6	44	8	255	263
Total	534	41	7	575	31	302	333	109	45	31	154	38	1062	1100
05:00 PM	128	11	1	139	6	94	100	51	9	7	60	8	299	307
05:15 PM	130	11	4	141	3	90	93	45	9	7	54	11	288	299
05:30 PM	121	10	3	131	9	70	79	35	6	5	41	8	251	259
05:45 PM	122	12	1	134	6	69	75	27	8	4	35	5	244	249
Total	501	44	9	545	24	323	347	158	32	23	190	32	1082	1114
Grand Total	1035	85	16	1120	55	625	680	267	77	54	344	70	2144	2214
Apprch %	92.4	7.6			8.1	91.9		77.6	22.4					
Total %	48.3	4		52.2	2.6	29.2	31.7	12.5	3.6		16	3.2	96.8	
Passenger Vehicles	988	85		1089	53	585	638	262	76		392	0	0	2119
% Passenger Vehicles	95.5	100	100	95.9	96.4	93.6	93.8	98.1	98.7	100	98.5	0	0	95.7
Large 2 Axle Vehicles	15	0		15	2	17	19	5	1		6	0	0	40
% Large 2 Axle Vehicles	1.4	0	0	1.3	3.6	2.7	2.8	1.9	1.3	0	1.5	0	0	1.8
3 Axle Vehicles	3	0		3	0	3	3	0	0		0	0	0	6
% 3 Axle Vehicles	0.3	0	0	0.3	0	0.5	0.4	0	0	0	0	0	0	0.3
4+ Axle Trucks	29	0		29	0	20	20	0	0		0	0	0	49
% 4+ Axle Trucks	2.8	0	0	2.6	0	3.2	2.9	0	0	0	0	0	0	2.2

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	129	9	138	7	75	82	34	**14**	48	268
04:45 PM	**132**	9	**141**	**8**	62	70	31	13	44	255
05:00 PM	128	**11**	139	6	**94**	**100**	**51**	9	**60**	**299**
05:15 PM	130	11	141	3	90	93	45	9	54	288
Total Volume	519	40	559	24	321	345	161	45	206	1110
% App. Total	92.8	7.2		7	93		78.2	21.8		
PHF	.983	.909	.991	.750	.854	.863	.789	.804	.858	.928

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:00 PM			05:00 PM			04:30 PM		
+0 mins.	**147**	8	**155**	6	**94**	**100**	34	**14**	48
+15 mins.	126	**15**	141	3	90	93	31	13	44
+30 mins.	129	9	138	**9**	70	79	**51**	9	**60**
+45 mins.	132	9	141	6	69	75	45	9	54
Total Volume	534	41	575	24	323	347	161	45	206
% App. Total	92.9	7.1		6.9	93.1		78.2	21.8	
PHF	.908	.683	.927	.667	.859	.868	.789	.804	.858

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

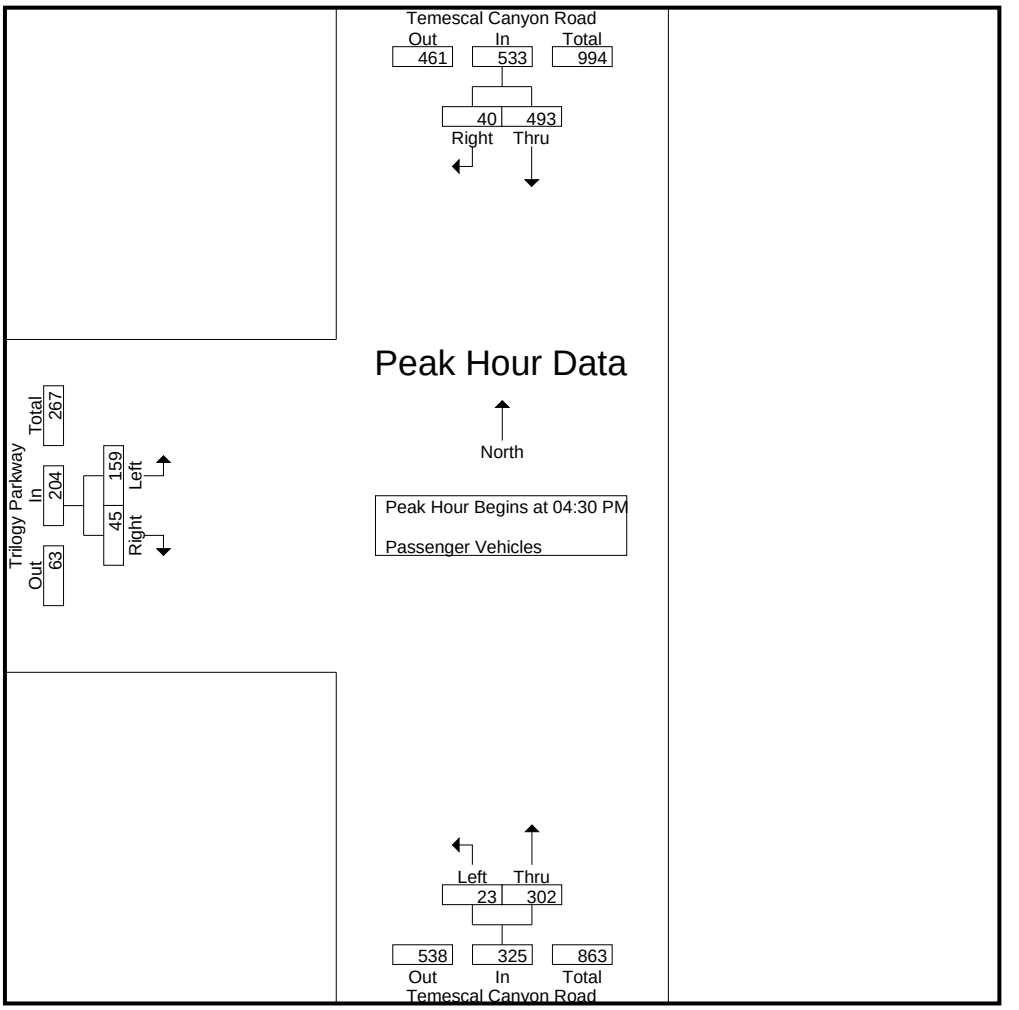
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	141	8	1	149	7	83	90	20	8	7	28	8	267	275
04:15 PM	117	15	3	132	9	72	81	23	9	6	32	9	245	254
04:30 PM	121	9	1	130	6	66	72	33	14	12	47	13	249	262
04:45 PM	127	9	2	136	8	57	65	31	13	6	44	8	245	253
Total	506	41	7	547	30	278	308	107	44	31	151	38	1006	1044
05:00 PM	121	11	1	132	6	91	97	50	9	7	59	8	288	296
05:15 PM	124	11	4	135	3	88	91	45	9	7	54	11	280	291
05:30 PM	115	10	3	125	9	69	78	34	6	5	40	8	243	251
05:45 PM	122	12	1	134	5	59	64	26	8	4	34	5	232	237
Total	482	44	9	526	23	307	330	155	32	23	187	32	1043	1075
Grand Total	988	85	16	1073	53	585	638	262	76	54	338	70	2049	2119
Apprch %	92.1	7.9			8.3	91.7		77.5	22.5					
Total %	48.2	4.1		52.4	2.6	28.6	31.1	12.8	3.7		16.5	3.3	96.7	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	121	9	130	6	66	72	33	**14**	47	249
04:45 PM	**127**	9	**136**	**8**	57	65	31	13	44	245
05:00 PM	121	**11**	132	6	**91**	**97**	**50**	9	**59**	**288**
05:15 PM	124	11	135	3	88	91	45	9	54	280
Total Volume	493	40	533	23	302	325	159	45	204	1062
% App. Total	92.5	7.5		7.1	92.9		77.9	22.1		
PHF	.970	.909	.980	.719	.830	.838	.795	.804	.864	.922

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	121	9	130	6	66	72	33	**14**	47
+15 mins.	**127**	9	**136**	**8**	57	65	31	13	44
+30 mins.	121	**11**	132	6	**91**	**97**	**50**	9	**59**
+45 mins.	124	11	135	3	88	91	45	9	54
Total Volume	493	40	533	23	302	325	159	45	204
% App. Total	92.5	7.5		7.1	92.9		77.9	22.1	
PHF	.970	.909	.980	.719	.830	.838	.795	.804	.864

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

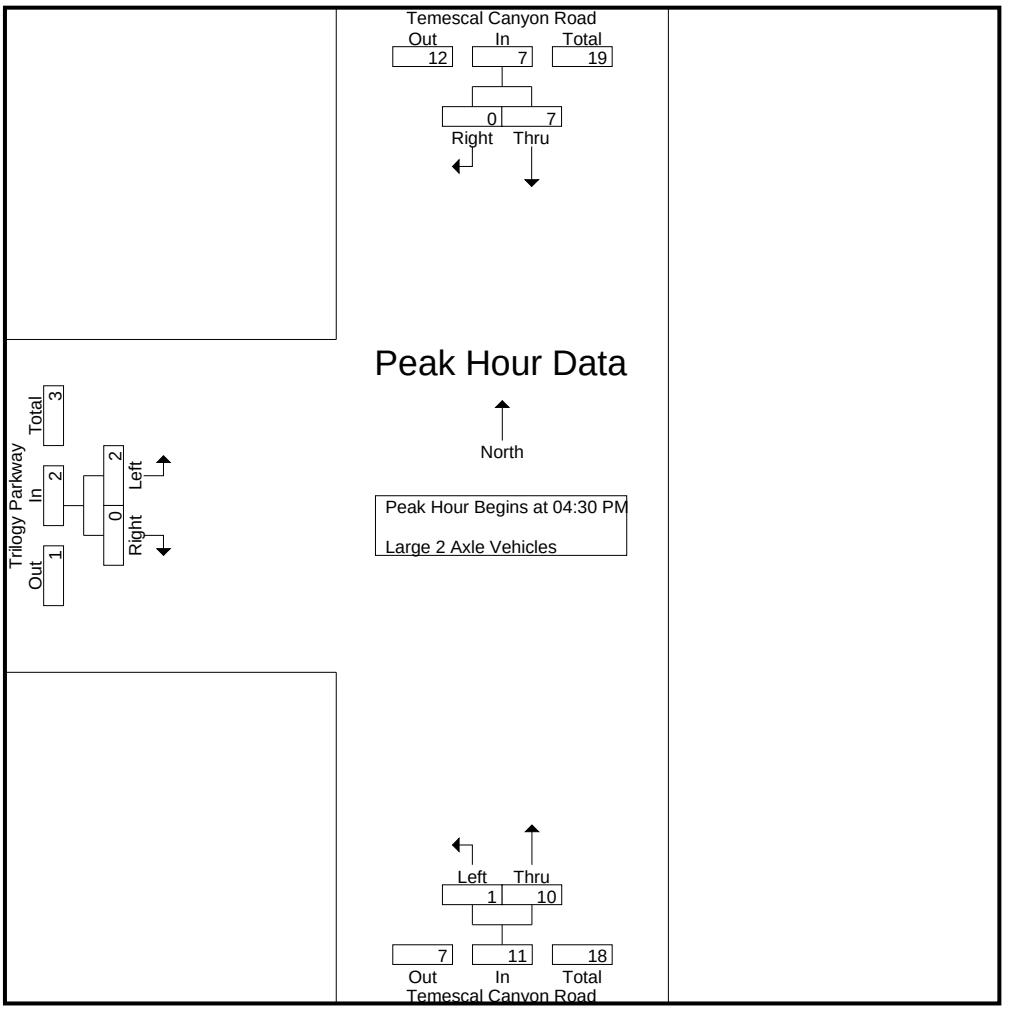
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	0	3	0	2	2	1	1	0	2	0	7	7
04:15 PM	4	0	0	4	0	1	1	0	0	0	0	0	5	5
04:30 PM	1	0	0	1	1	5	6	1	0	0	1	0	8	8
04:45 PM	3	0	0	3	0	3	3	0	0	0	0	0	6	6
Total	11	0	0	11	1	11	12	2	1	0	3	0	26	26
05:00 PM	2	0	0	2	0	1	1	1	0	0	1	0	4	4
05:15 PM	1	0	0	1	0	1	1	0	0	0	0	0	2	2
05:30 PM	1	0	0	1	0	0	0	1	0	0	1	0	2	2
05:45 PM	0	0	0	0	1	4	5	1	0	0	1	0	6	6
Total	4	0	0	4	1	6	7	3	0	0	3	0	14	14
Grand Total	15	0	0	15	2	17	19	5	1	0	6	0	40	40
Apprch %	100	0			10.5	89.5		83.3	16.7					
Total %	37.5	0		37.5	5	42.5	47.5	12.5	2.5		15	0	100	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	**1**	**5**	**6**	**1**	0	**1**	**8**
04:45 PM	**3**	0	**3**	0	3	3	0	0	0	6
05:00 PM	2	0	2	0	1	1	1	0	1	4
05:15 PM	1	0	1	0	1	1	0	0	0	2
Total Volume	7	0	7	1	10	11	2	0	2	20
% App. Total	100	0		9.1	90.9		100	0		
PHF	.583	.000	.583	.250	.500	.458	.500	.000	.500	.625

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	**1**	**5**	**6**	**1**	0	**1**
+15 mins.	**3**	0	**3**	0	3	3	0	0	0
+30 mins.	2	0	2	0	1	1	1	0	1
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	7	0	7	1	10	11	2	0	2
% App. Total	100	0		9.1	90.9		100	0	
PHF	.583	.000	.583	.250	.500	.458	.500	.000	.500

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

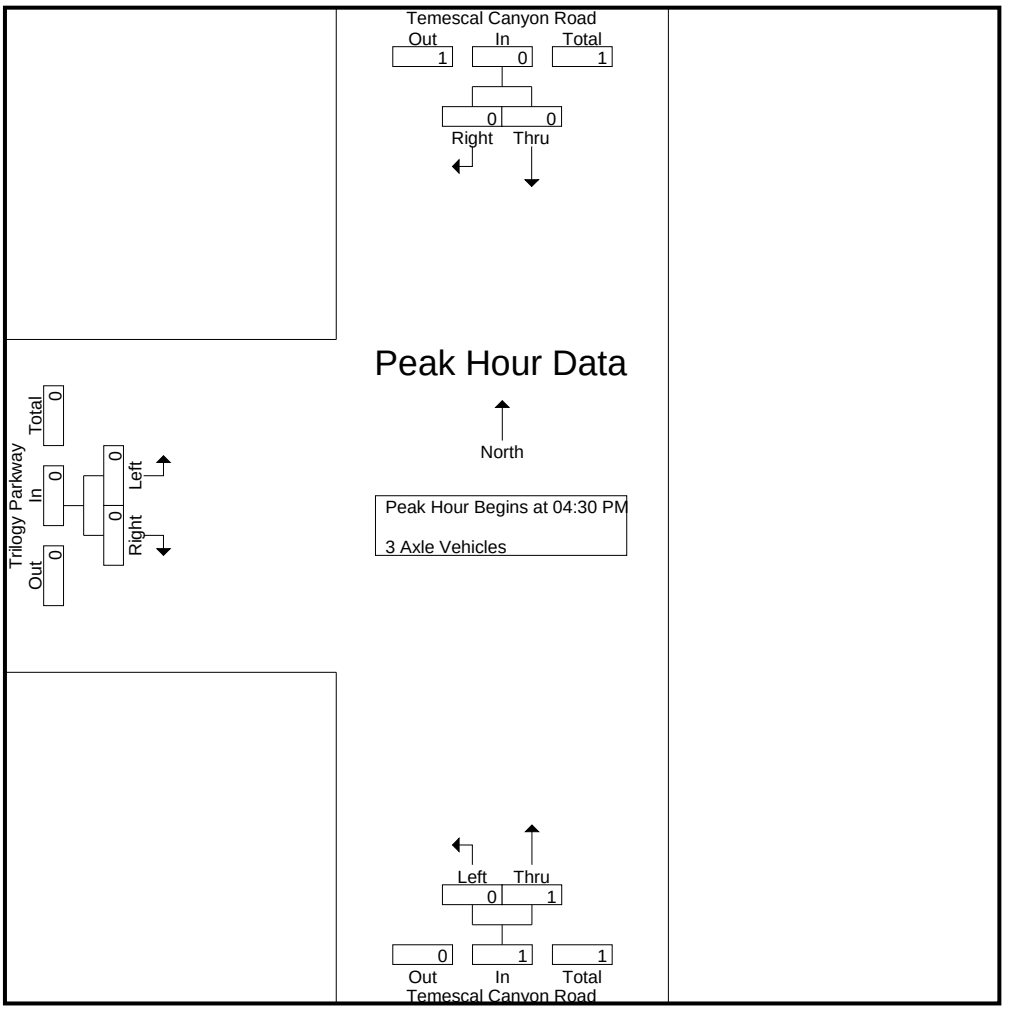
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	1	0	2	2	0	0	0	0	0	3	3
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	3	3	0	0	0	0	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Grand Total	3	0	0	3	0	3	3	0	0	0	0	0	6	6
Apprch %	100	0			0	100		0	0					
Total %	50	0		50	0	50	50	0	0		0	0	100	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

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

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

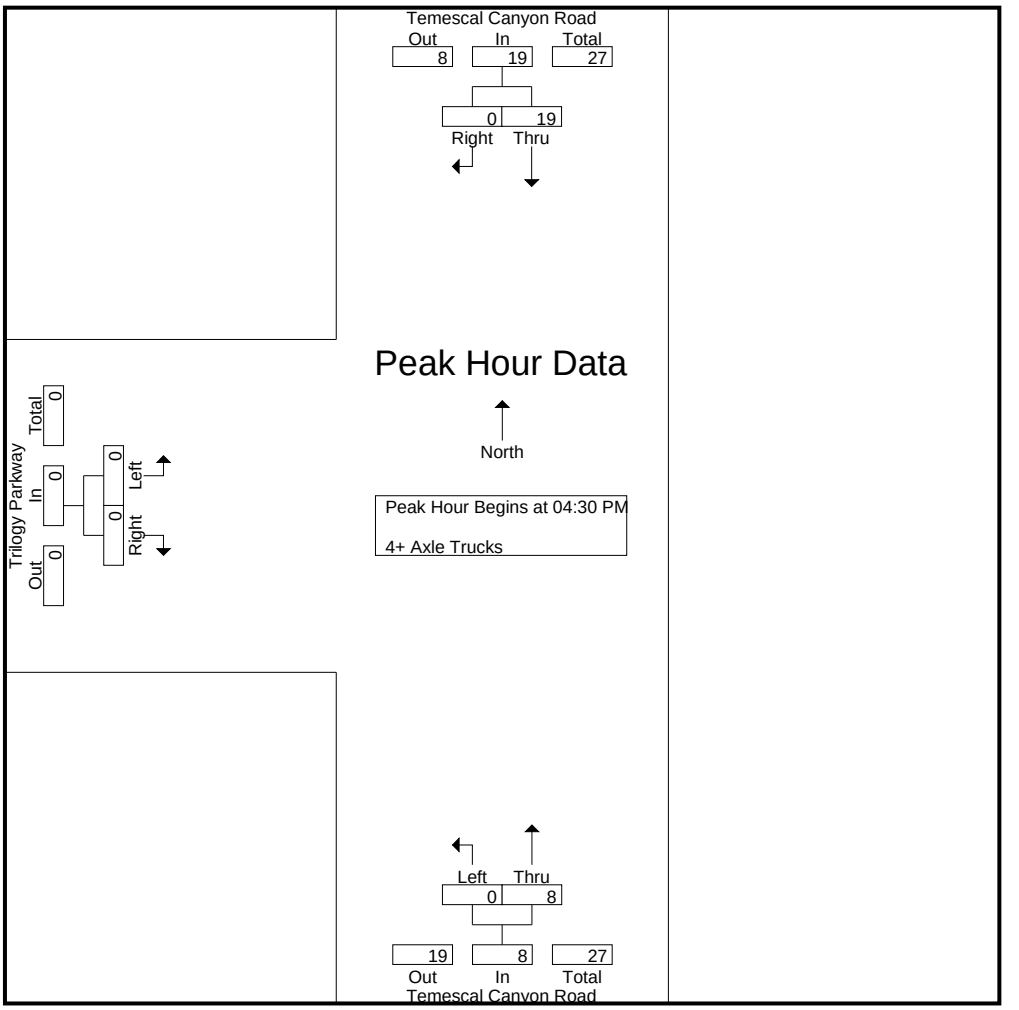
	Temescal Canyon Road Southbound				Temescal Canyon Road Northbound			Trilogy Parkway Eastbound						
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	0	2	0	4	4	0	0	0	0	0	6	6
04:15 PM	4	0	0	4	0	1	1	0	0	0	0	0	5	5
04:30 PM	7	0	0	7	0	3	3	0	0	0	0	0	10	10
04:45 PM	2	0	0	2	0	2	2	0	0	0	0	0	4	4
Total	15	0	0	15	0	10	10	0	0	0	0	0	25	25
05:00 PM	5	0	0	5	0	2	2	0	0	0	0	0	7	7
05:15 PM	5	0	0	5	0	1	1	0	0	0	0	0	6	6
05:30 PM	4	0	0	4	0	1	1	0	0	0	0	0	5	5
05:45 PM	0	0	0	0	0	6	6	0	0	0	0	0	6	6
Total	14	0	0	14	0	10	10	0	0	0	0	0	24	24
Grand Total	29	0	0	29	0	20	20	0	0	0	0	0	49	49
Apprch %	100	0			0	100		0	0					
Total %	59.2	0		59.2	0	40.8	40.8	0	0		0	0	100	

	Temescal Canyon Road Southbound			Temescal Canyon Road Northbound			Trilogy Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**7**	0	**7**	0	**3**	**3**	0	0	0	**10**
04:45 PM	2	0	2	0	2	2	0	0	0	4
05:00 PM	5	0	5	0	2	2	0	0	0	7
05:15 PM	5	0	5	0	1	1	0	0	0	6
Total Volume	19	0	19	0	8	8	0	0	0	27
% App. Total	100	0		0	100		0	0		
PHF	.679	.000	.679	.000	.667	.667	.000	.000	.000	.675

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

County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway
Weather: Clear

File Name : 09_CRV_Tem_Tri PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**7**	0	**7**	0	**3**	**3**	0	0	0
+15 mins.	2	0	2	0	2	2	0	0	0
+30 mins.	5	0	5	0	2	2	0	0	0
+45 mins.	5	0	5	0	1	1	0	0	0
Total Volume	19	0	19	0	8	8	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.679	.000	.679	.000	.667	.667	.000	.000	.000

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg Temescal Canyon Road	East Leg Dead End	South Leg Temescal Canyon Road	West Leg Trilogy Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

	North Leg Temescal Canyon Road	East Leg Dead End	South Leg Temescal Canyon Road	West Leg Trilogy Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: Temescal Canyon Road
E/W: Trilogy Parkway

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound Temescal Canyon Road			Westbound Dead End			Northbound Temescal Canyon Road			Eastbound Trilogy Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	4	0	0	0	0	0	3	0	0	0	1	8

	Southbound Temescal Canyon Road			Westbound Dead End			Northbound Temescal Canyon Road			Eastbound Trilogy Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

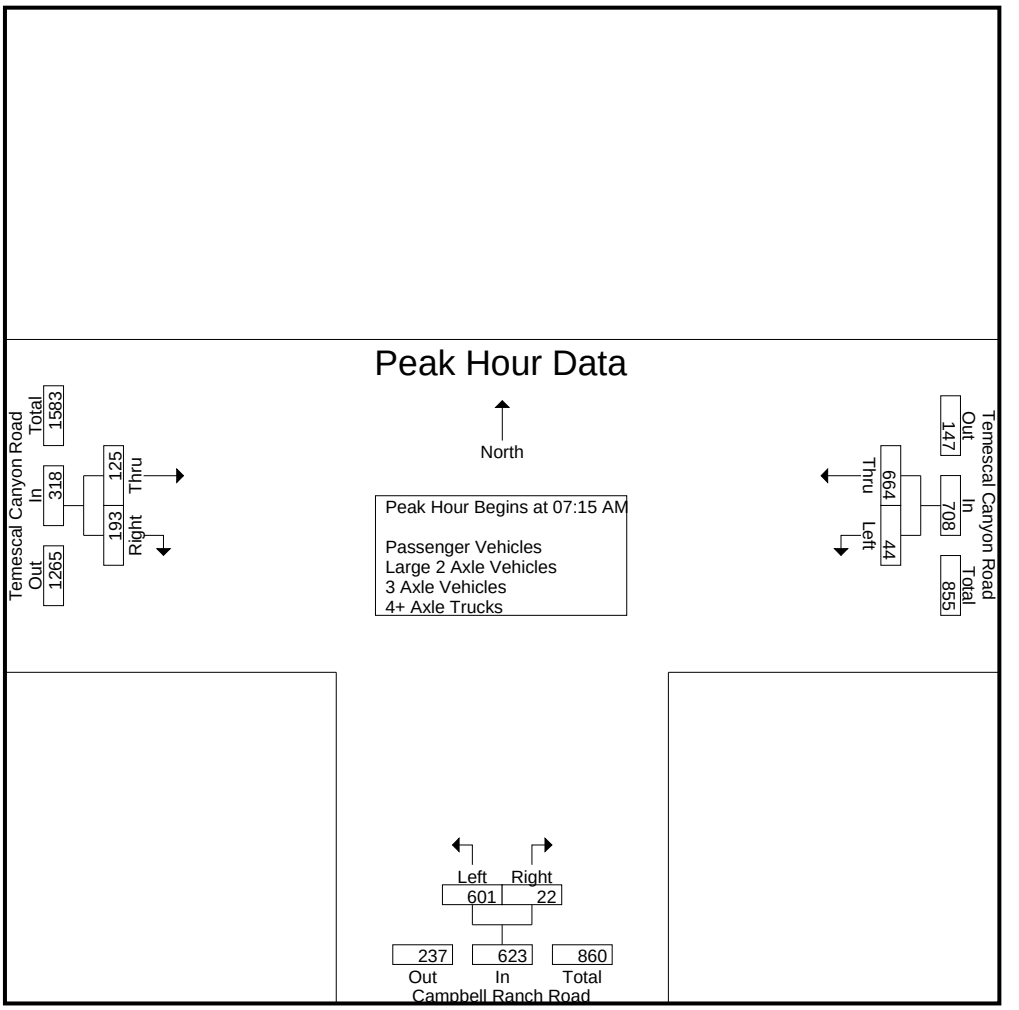
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	127	127	123	0	0	123	40	23	12	63	12	313	325
07:15 AM	2	151	153	138	2	1	140	26	31	8	57	9	350	359
07:30 AM	4	167	171	147	0	0	147	34	41	21	75	21	393	414
07:45 AM	24	171	195	126	5	3	131	37	66	32	103	35	429	464
Total	30	616	646	534	7	4	541	137	161	73	298	77	1485	1562
08:00 AM	14	175	189	190	15	7	205	28	55	25	83	32	477	509
08:15 AM	2	120	122	100	10	2	110	29	29	12	58	14	290	304
08:30 AM	1	106	107	87	0	0	87	40	41	20	81	20	275	295
08:45 AM	2	92	94	80	0	0	80	33	35	4	68	4	242	246
Total	19	493	512	457	25	9	482	130	160	61	290	70	1284	1354
Grand Total	49	1109	1158	991	32	13	1023	267	321	134	588	147	2769	2916
Apprch %	4.2	95.8		96.9	3.1			45.4	54.6					
Total %	1.8	40.1	41.8	35.8	1.2		36.9	9.6	11.6		21.2	5	95	
Passenger Vehicles	47	979	1026	970	32		1015	127	304		561	0	0	2602
% Passenger Vehicles	95.9	88.3	88.6	97.9	100	100	98	47.6	94.7	97	77.7	0	0	89.2
Large 2 Axle Vehicles	2	17	19	21	0		21	10	15		29	0	0	69
% Large 2 Axle Vehicles	4.1	1.5	1.6	2.1	0	0	2	3.7	4.7	3	4	0	0	2.4
3 Axle Vehicles	0	47	47	0	0		0	62	2		64	0	0	111
% 3 Axle Vehicles	0	4.2	4.1	0	0	0	0	23.2	0.6	0	8.9	0	0	3.8
4+ Axle Trucks	0	66	66	0	0		0	68	0		68	0	0	134
% 4+ Axle Trucks	0	6	5.7	0	0	0	0	25.5	0	0	9.4	0	0	4.6

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	151	153	138	2	140	26	31	57	350
07:30 AM	4	167	171	147	0	147	34	41	75	393
07:45 AM	**24**	171	**195**	126	5	131	**37**	**66**	**103**	429
08:00 AM	14	**175**	189	**190**	**15**	**205**	28	55	83	**477**
Total Volume	44	664	708	601	22	623	125	193	318	1649
% App. Total	6.2	93.8		96.5	3.5		39.3	60.7		
PHF	.458	.949	.908	.791	.367	.760	.845	.731	.772	.864

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:45 AM		
+0 mins.	2	151	153	138	2	140	37	**66**	**103**
+15 mins.	4	167	171	147	0	147	28	55	83
+30 mins.	**24**	171	**195**	126	5	131	29	29	58
+45 mins.	14	**175**	189	**190**	**15**	**205**	**40**	41	81
Total Volume	44	664	708	601	22	623	134	191	325
% App. Total	6.2	93.8		96.5	3.5		41.2	58.8	
PHF	.458	.949	.908	.791	.367	.760	.838	.723	.789

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

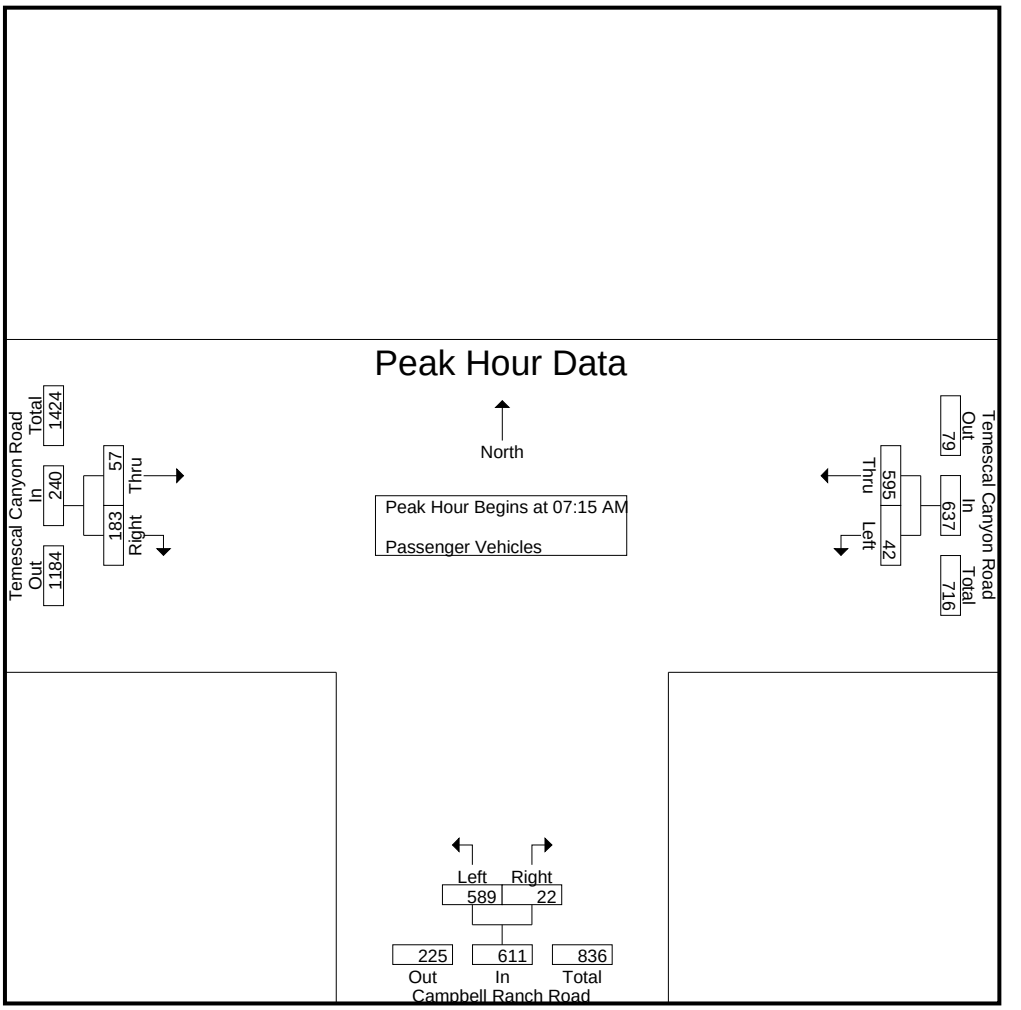
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	121	121	121	0	0	121	23	20	11	43	11	285	296
07:15 AM	1	135	136	133	2	1	135	13	26	8	39	9	310	319
07:30 AM	4	154	158	145	0	0	145	17	39	20	56	20	359	379
07:45 AM	23	148	171	126	5	3	131	16	64	31	80	34	382	416
Total	28	558	586	525	7	4	532	69	149	70	218	74	1336	1410
08:00 AM	14	158	172	185	15	7	200	11	54	25	65	32	437	469
08:15 AM	2	99	101	98	10	2	108	15	28	11	43	13	252	265
08:30 AM	1	88	89	85	0	0	85	16	40	20	56	20	230	250
08:45 AM	2	76	78	77	0	0	77	16	33	4	49	4	204	208
Total	19	421	440	445	25	9	470	58	155	60	213	69	1123	1192
Grand Total	47	979	1026	970	32	13	1002	127	304	130	431	143	2459	2602
Apprch %	4.6	95.4		96.8	3.2			29.5	70.5					
Total %	1.9	39.8	41.7	39.4	1.3		40.7	5.2	12.4		17.5	5.5	94.5	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	135	136	133	2	135	13	26	39	310
07:30 AM	4	154	158	145	0	145	**17**	39	56	359
07:45 AM	**23**	148	171	126	5	131	16	**64**	**80**	382
08:00 AM	14	**158**	**172**	**185**	**15**	**200**	11	54	65	**437**
Total Volume	42	595	637	589	22	611	57	183	240	1488
% App. Total	6.6	93.4		96.4	3.6		23.8	76.2		
PHF	.457	.941	.926	.796	.367	.764	.838	.715	.750	.851

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	135	136	133	2	135	13	26	39
+15 mins.	4	154	158	145	0	145	**17**	39	56
+30 mins.	**23**	148	171	126	5	131	16	**64**	**80**
+45 mins.	14	**158**	**172**	**185**	**15**	**200**	11	54	65
Total Volume	42	595	637	589	22	611	57	183	240
% App. Total	6.6	93.4		96.4	3.6		23.8	76.2	
PHF	.457	.941	.926	.796	.367	.764	.838	.715	.750

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

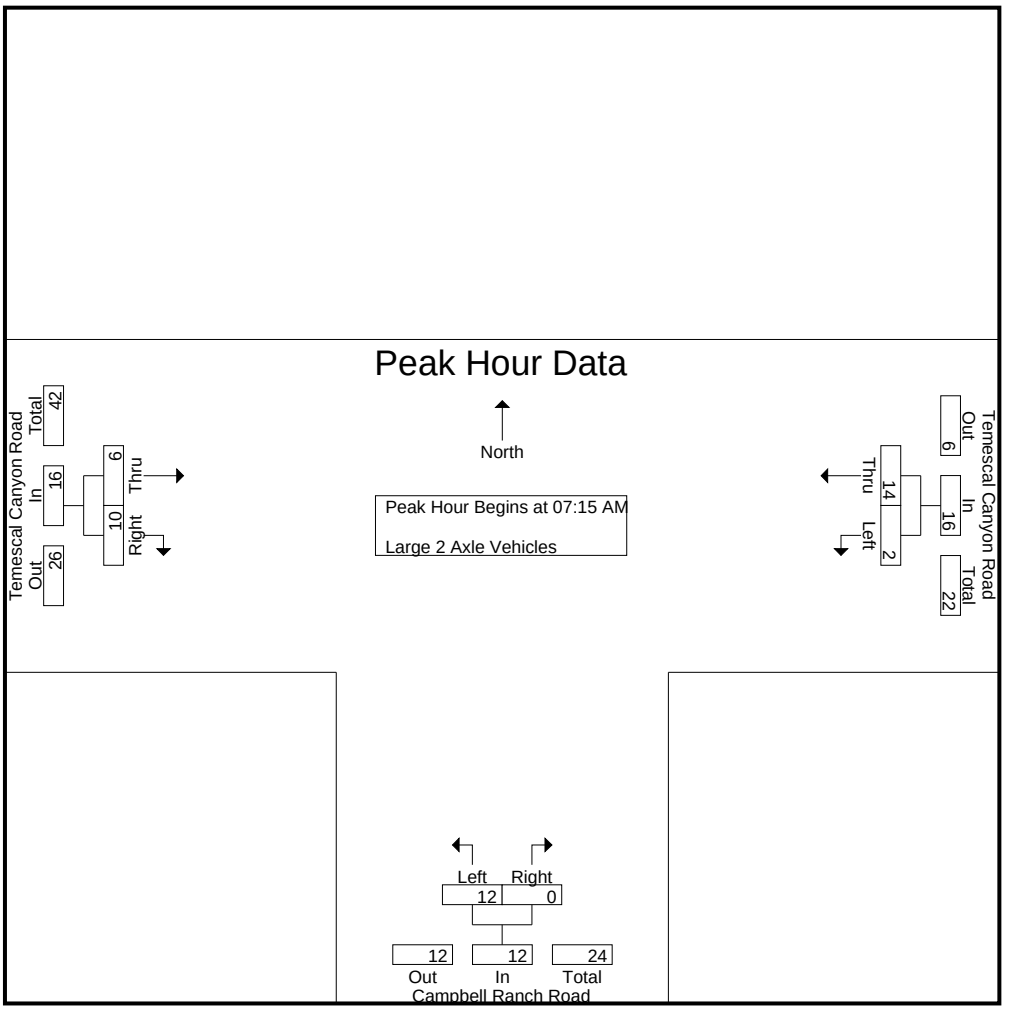
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	2	0	0	2	1	3	1	4	1	7	8
07:15 AM	1	1	2	5	0	0	5	1	5	0	6	0	13	13
07:30 AM	0	2	2	2	0	0	2	2	2	1	4	1	8	9
07:45 AM	1	5	6	0	0	0	0	2	2	1	4	1	10	11
Total	2	9	11	9	0	0	9	6	12	3	18	3	38	41
08:00 AM	0	6	6	5	0	0	5	1	1	0	2	0	13	13
08:15 AM	0	1	1	2	0	0	2	0	1	1	1	1	4	5
08:30 AM	0	1	1	2	0	0	2	2	0	0	2	0	5	5
08:45 AM	0	0	0	3	0	0	3	1	1	0	2	0	5	5
Total	0	8	8	12	0	0	12	4	3	1	7	1	27	28
Grand Total	2	17	19	21	0	0	21	10	15	4	25	4	65	69
Apprch %	10.5	89.5		100	0			40	60					
Total %	3.1	26.2	29.2	32.3	0		32.3	15.4	23.1		38.5	5.8	94.2	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	1	2	**5**	0	**5**	1	**5**	**6**	**13**
07:30 AM	0	2	2	2	0	2	**2**	2	4	8
07:45 AM	1	5	**6**	0	0	0	2	2	4	10
08:00 AM	0	**6**	6	5	0	5	1	1	2	13
Total Volume	2	14	16	12	0	12	6	10	16	44
% App. Total	12.5	87.5		100	0		37.5	62.5		
PHF	.500	.583	.667	.600	.000	.600	.750	.500	.667	.846

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	1	2	**5**	0	**5**	1	**5**	**6**
+15 mins.	0	2	2	2	0	2	**2**	2	4
+30 mins.	1	5	**6**	0	0	0	2	2	4
+45 mins.	0	**6**	6	5	0	5	1	1	2
Total Volume	2	14	16	12	0	12	6	10	16
% App. Total	12.5	87.5		100	0		37.5	62.5	
PHF	.500	.583	.667	.600	.000	.600	.750	.500	.667

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

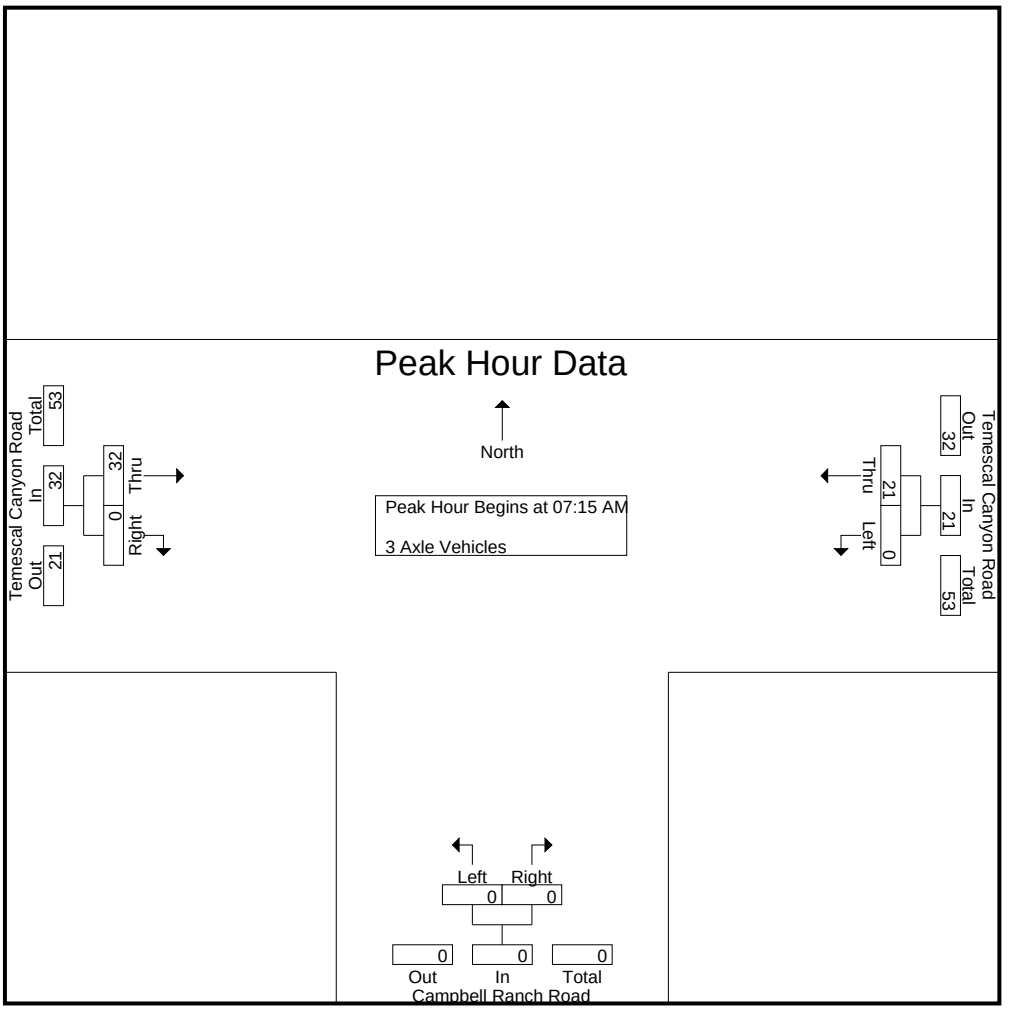
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	4	4	0	0	0	0	7	0	0	7	0	11	11
07:15 AM	0	5	5	0	0	0	0	5	0	0	5	0	10	10
07:30 AM	0	5	5	0	0	0	0	7	0	0	7	0	12	12
07:45 AM	0	7	7	0	0	0	0	11	0	0	11	0	18	18
Total	0	21	21	0	0	0	0	30	0	0	30	0	51	51
08:00 AM	0	4	4	0	0	0	0	9	0	0	9	0	13	13
08:15 AM	0	8	8	0	0	0	0	6	0	0	6	0	14	14
08:30 AM	0	5	5	0	0	0	0	8	1	0	9	0	14	14
08:45 AM	0	9	9	0	0	0	0	9	1	0	10	0	19	19
Total	0	26	26	0	0	0	0	32	2	0	34	0	60	60
Grand Total	0	47	47	0	0	0	0	62	2	0	64	0	111	111
Apprch %	0	100		0	0			96.9	3.1					
Total %	0	42.3	42.3	0	0		0	55.9	1.8		57.7	0	100	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	5	5	0	0	0	5	0	5	10
07:30 AM	0	5	5	0	0	0	7	0	7	12
07:45 AM	0	**7**	**7**	0	0	0	**11**	0	**11**	**18**
08:00 AM	0	4	4	0	0	0	9	0	9	13
Total Volume	0	21	21	0	0	0	32	0	32	53
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.727	.000	.727	.736

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	5	5	0	0	0	5	0	5
+15 mins.	0	5	5	0	0	0	7	0	7
+30 mins.	0	**7**	**7**	0	0	0	**11**	0	**11**
+45 mins.	0	4	4	0	0	0	9	0	9
Total Volume	0	21	21	0	0	0	32	0	32
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.727	.000	.727

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

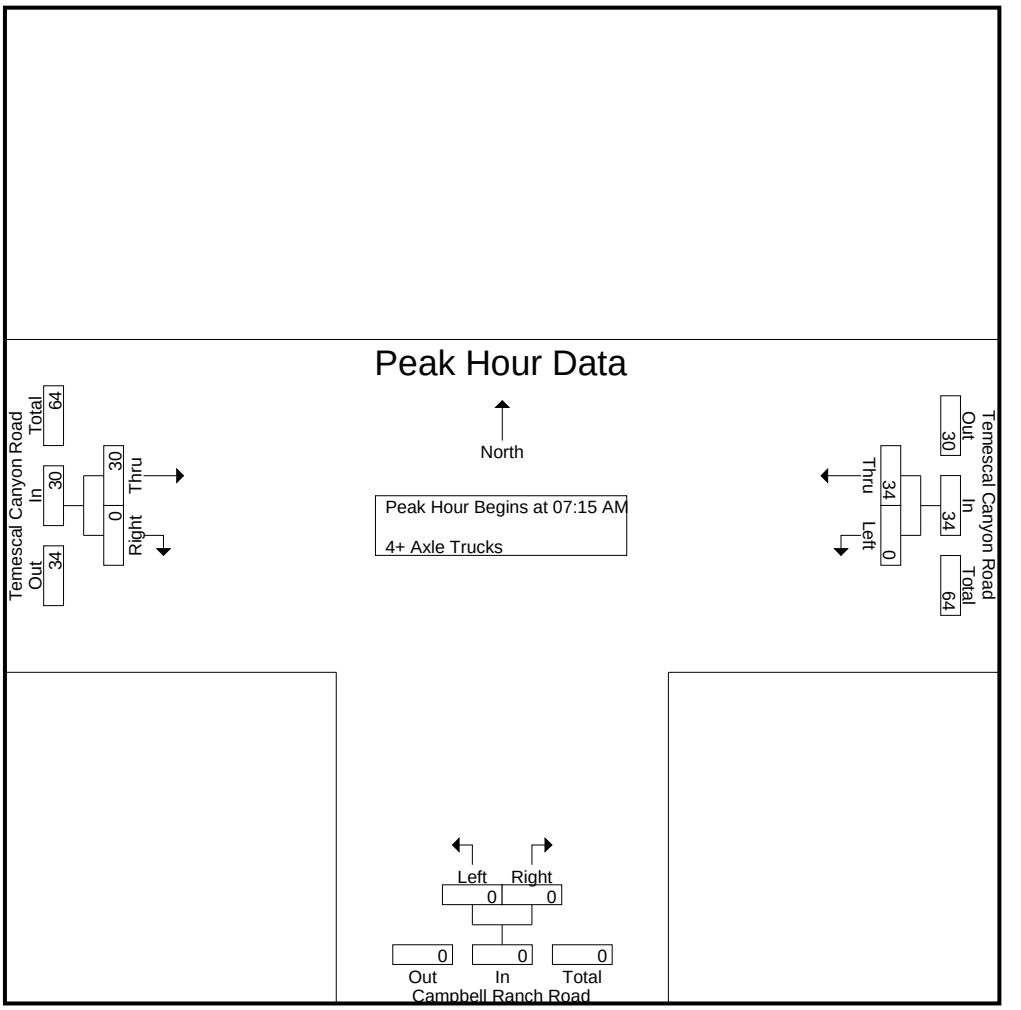
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	9	0	0	9	0	10	10
07:15 AM	0	10	10	0	0	0	0	7	0	0	7	0	17	17
07:30 AM	0	6	6	0	0	0	0	8	0	0	8	0	14	14
07:45 AM	0	11	11	0	0	0	0	8	0	0	8	0	19	19
Total	0	28	28	0	0	0	0	32	0	0	32	0	60	60
08:00 AM	0	7	7	0	0	0	0	7	0	0	7	0	14	14
08:15 AM	0	12	12	0	0	0	0	8	0	0	8	0	20	20
08:30 AM	0	12	12	0	0	0	0	14	0	0	14	0	26	26
08:45 AM	0	7	7	0	0	0	0	7	0	0	7	0	14	14
Total	0	38	38	0	0	0	0	36	0	0	36	0	74	74
Grand Total	0	66	66	0	0	0	0	68	0	0	68	0	134	134
Apprch %	0	100		0	0			100	0					
Total %	0	49.3	49.3	0	0		0	50.7	0		50.7	0	100	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	10	10	0	0	0	7	0	7	17
07:30 AM	0	6	6	0	0	0	**8**	0	**8**	14
07:45 AM	0	**11**	**11**	0	0	0	8	0	8	**19**
08:00 AM	0	7	7	0	0	0	7	0	7	14
Total Volume	0	34	34	0	0	0	30	0	30	64
% App. Total	0	100		0	0		100	0		
PHF	.000	.773	.773	.000	.000	.000	.938	.000	.938	.842

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	10	10	0	0	0	7	0	7
+15 mins.	0	6	6	0	0	0	**8**	0	**8**
+30 mins.	0	**11**	**11**	0	0	0	8	0	8
+45 mins.	0	7	7	0	0	0	7	0	7
Total Volume	0	34	34	0	0	0	30	0	30
% App. Total	0	100		0	0		100	0	
PHF	.000	.773	.773	.000	.000	.000	.938	.000	.938

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

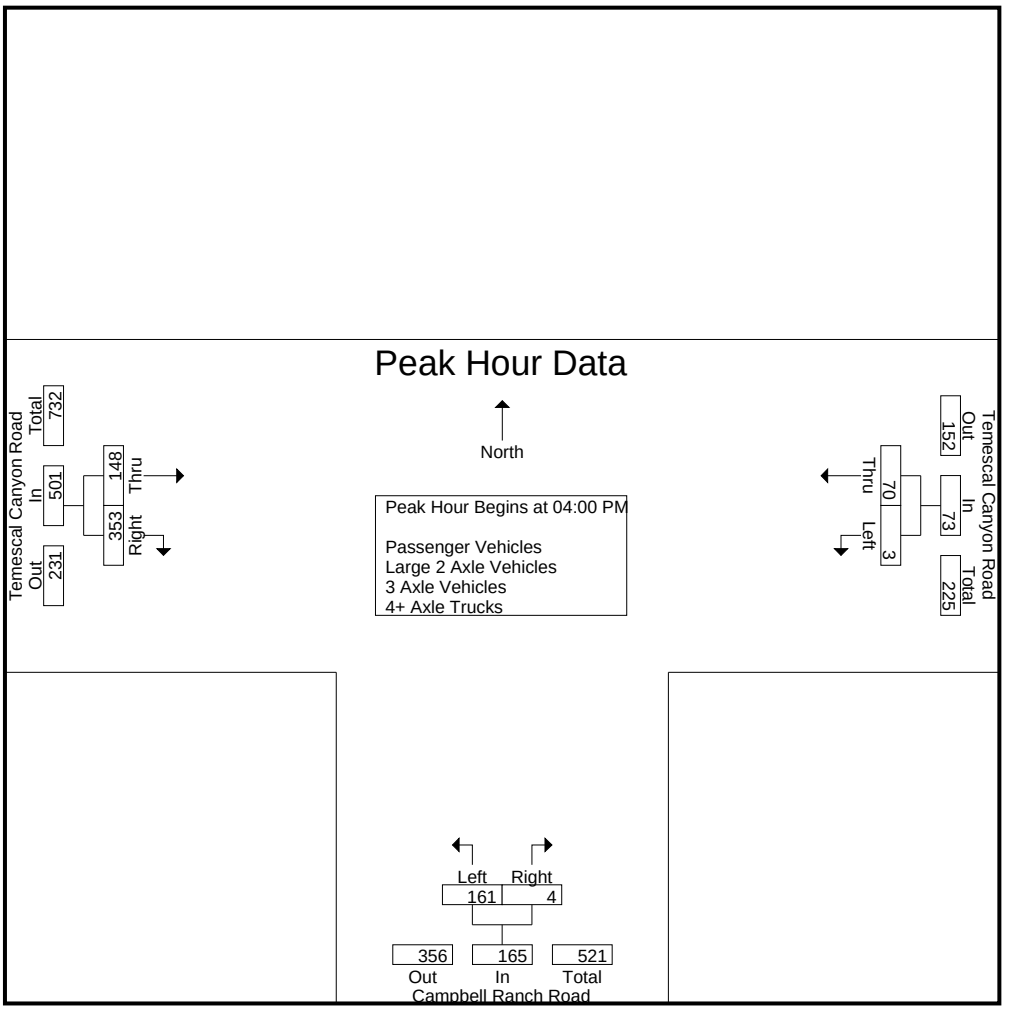
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	15	15	38	2	1	40	33	102	28	135	29	190	219
04:15 PM	0	25	25	46	1	1	47	34	92	13	126	14	198	212
04:30 PM	2	14	16	41	0	0	41	36	78	26	114	26	171	197
04:45 PM	1	16	17	36	1	1	37	45	81	23	126	24	180	204
Total	3	70	73	161	4	3	165	148	353	90	501	93	739	832
05:00 PM	0	32	32	34	3	1	37	33	81	18	114	19	183	202
05:15 PM	1	27	28	39	1	1	40	38	81	21	119	22	187	209
05:30 PM	1	16	17	46	0	0	46	43	78	20	121	20	184	204
05:45 PM	1	19	20	42	1	0	43	44	68	20	112	20	175	195
Total	3	94	97	161	5	2	166	158	308	79	466	81	729	810
Grand Total	6	164	170	322	9	5	331	306	661	169	967	174	1468	1642
Apprch %	3.5	96.5		97.3	2.7			31.6	68.4					
Total %	0.4	11.2	11.6	21.9	0.6		22.5	20.8	45		65.9	10.6	89.4	
Passenger Vehicles	6	148	154	315	8		328	298	649		1113	0	0	1595
% Passenger Vehicles	100	90.2	90.6	97.8	88.9	100	97.6	97.4	98.2	98.2	98	0	0	97.1
Large 2 Axle Vehicles	0	4	4	7	1		8	4	11		18	0	0	30
% Large 2 Axle Vehicles	0	2.4	2.4	2.2	11.1	0	2.4	1.3	1.7	1.8	1.6	0	0	1.8
3 Axle Vehicles	0	6	6	0	0		0	2	1		3	0	0	9
% 3 Axle Vehicles	0	3.7	3.5	0	0	0	0	0.7	0.2	0	0.3	0	0	0.5
4+ Axle Trucks	0	6	6	0	0		0	2	0		2	0	0	8
% 4+ Axle Trucks	0	3.7	3.5	0	0	0	0	0.7	0	0	0.2	0	0	0.5

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	15	15	38	**2**	40	33	**102**	**135**	190
04:15 PM	0	**25**	**25**	**46**	1	**47**	34	92	126	**198**
04:30 PM	**2**	14	16	41	0	41	36	78	114	171
04:45 PM	1	16	17	36	1	37	**45**	81	126	180
Total Volume	3	70	73	161	4	165	148	353	501	739
% App. Total	4.1	95.9		97.6	2.4		29.5	70.5		
PHF	.375	.700	.730	.875	.500	.878	.822	.865	.928	.933

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	0	**32**	**32**	34	**3**	37	33	**102**	**135**
+15 mins.	**1**	27	28	39	1	40	34	92	126
+30 mins.	1	16	17	**46**	0	**46**	36	78	114
+45 mins.	1	19	20	42	1	43	**45**	81	126
Total Volume	3	94	97	161	5	166	148	353	501
% App. Total	3.1	96.9		97	3		29.5	70.5	
PHF	.750	.734	.758	.875	.417	.902	.822	.865	.928

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

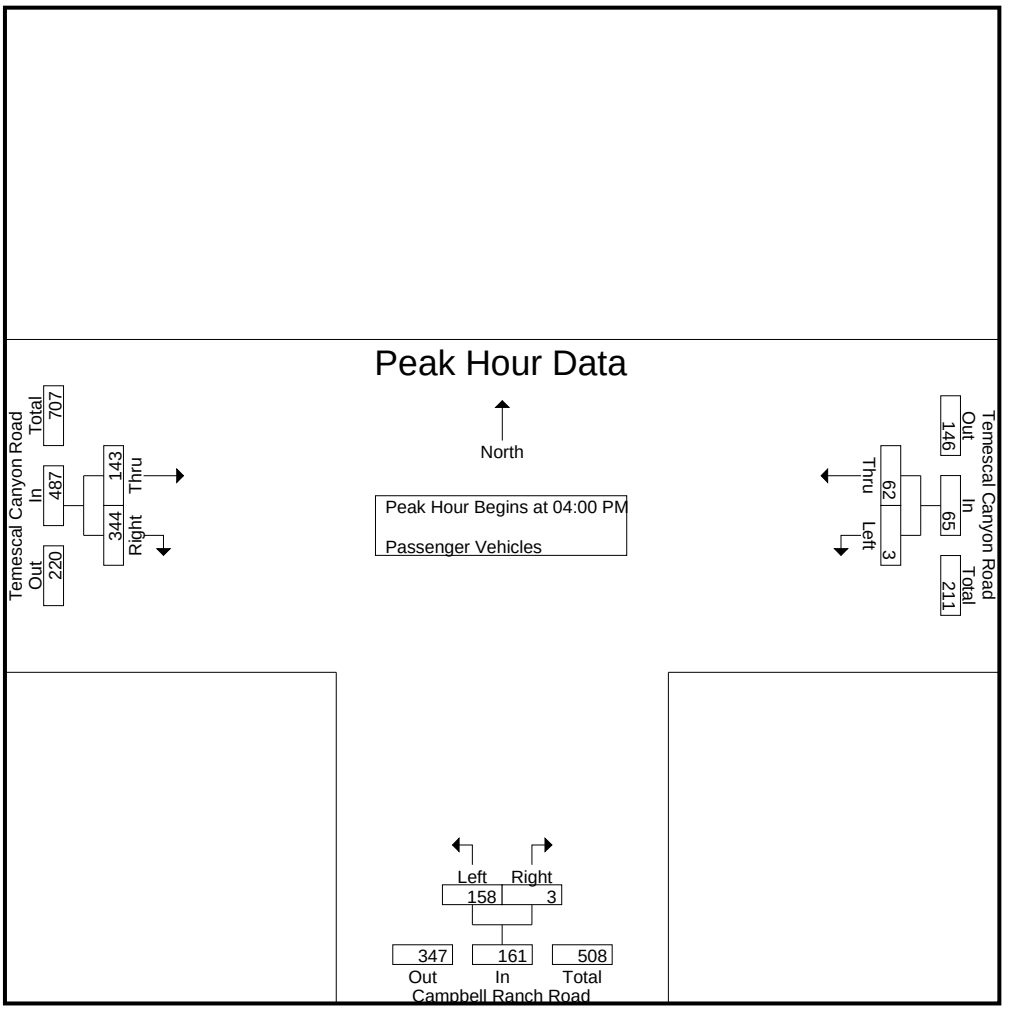
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	14	14	37	1	1	38	31	100	28	131	29	183	212
04:15 PM	0	20	20	46	1	1	47	32	86	11	118	12	185	197
04:30 PM	2	14	16	39	0	0	39	36	78	26	114	26	169	195
04:45 PM	1	14	15	36	1	1	37	44	80	23	124	24	176	200
Total	3	62	65	158	3	3	161	143	344	88	487	91	713	804
05:00 PM	0	28	28	34	3	1	37	32	80	18	112	19	177	196
05:15 PM	1	24	25	38	1	1	39	36	81	21	117	22	181	203
05:30 PM	1	16	17	46	0	0	46	43	76	19	119	19	182	201
05:45 PM	1	18	19	39	1	0	40	44	68	20	112	20	171	191
Total	3	86	89	157	5	2	162	155	305	78	460	80	711	791
Grand Total	6	148	154	315	8	5	323	298	649	166	947	171	1424	1595
Apprch %	3.9	96.1		97.5	2.5			31.5	68.5					
Total %	0.4	10.4	10.8	22.1	0.6		22.7	20.9	45.6		66.5	10.7	89.3	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	14	14	37	**1**	38	31	**100**	**131**	183
04:15 PM	0	**20**	**20**	**46**	1	**47**	32	86	118	**185**
04:30 PM	**2**	14	16	39	0	39	36	78	114	169
04:45 PM	1	14	15	36	1	37	**44**	80	124	176
Total Volume	3	62	65	158	3	161	143	344	487	713
% App. Total	4.6	95.4		98.1	1.9		29.4	70.6		
PHF	.375	.775	.813	.859	.750	.856	.813	.860	.929	.964

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	14	14	37	**1**	38	31	**100**	**131**
+15 mins.	0	**20**	**20**	**46**	1	**47**	32	86	118
+30 mins.	**2**	14	16	39	0	39	36	78	114
+45 mins.	1	14	15	36	1	37	**44**	80	124
Total Volume	3	62	65	158	3	161	143	344	487
% App. Total	4.6	95.4		98.1	1.9		29.4	70.6	
PHF	.375	.775	.813	.859	.750	.856	.813	.860	.929

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

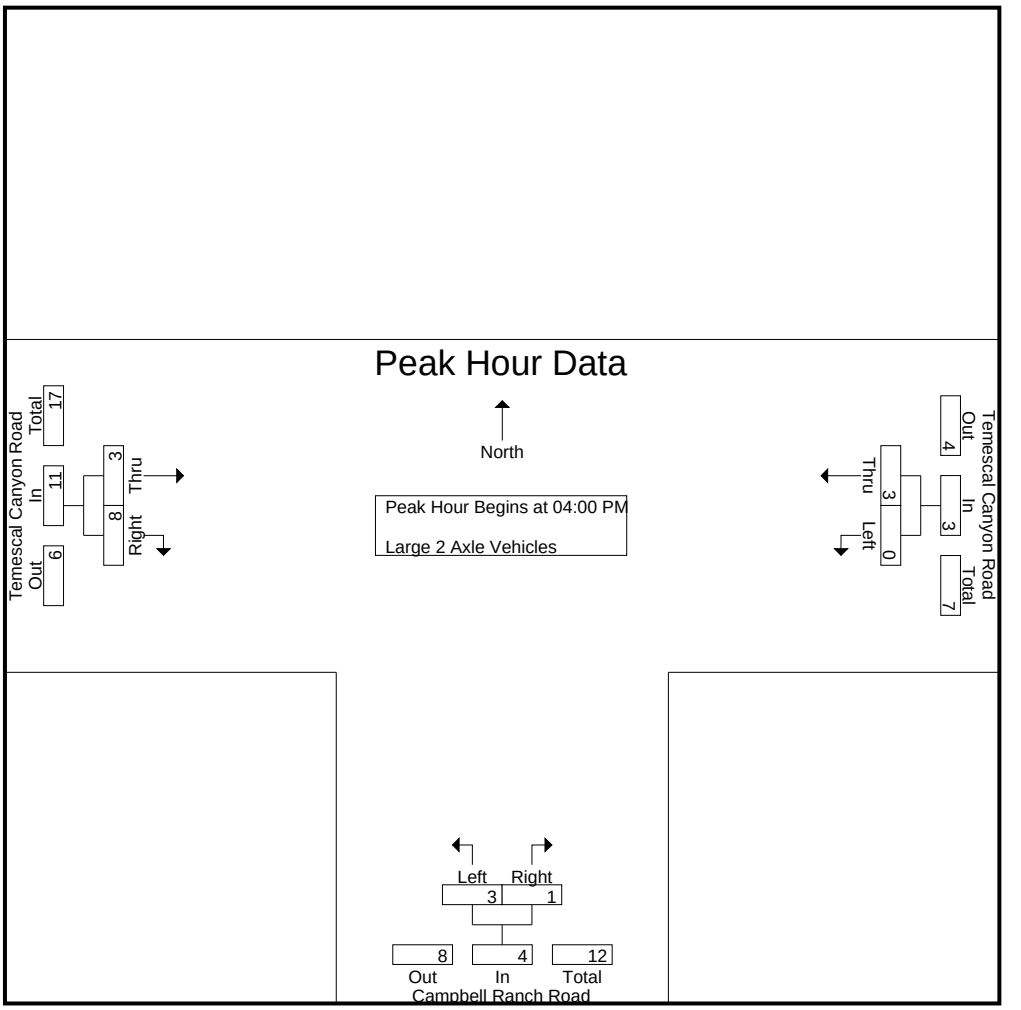
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	1	0	2	1	2	0	3	0	5	5
04:15 PM	0	1	1	0	0	0	0	1	5	2	6	2	7	9
04:30 PM	0	0	0	2	0	0	2	0	0	0	0	0	2	2
04:45 PM	0	2	2	0	0	0	0	1	1	0	2	0	4	4
Total	0	3	3	3	1	0	4	3	8	2	11	2	18	20
05:00 PM	0	1	1	0	0	0	0	0	1	0	1	0	2	2
05:15 PM	0	0	0	1	0	0	1	1	0	0	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	2	1	2	1	2	3
05:45 PM	0	0	0	3	0	0	3	0	0	0	0	0	3	3
Total	0	1	1	4	0	0	4	1	3	1	4	1	9	10
Grand Total	0	4	4	7	1	0	8	4	11	3	15	3	27	30
Apprch %	0	100		87.5	12.5			26.7	73.3					
Total %	0	14.8	14.8	25.9	3.7		29.6	14.8	40.7		55.6	10	90	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	**1**	**2**	**1**	2	3	5
04:15 PM	0	1	1	0	0	0	1	**5**	**6**	**7**
04:30 PM	0	0	0	**2**	0	2	0	0	0	2
04:45 PM	0	**2**	**2**	0	0	0	1	1	2	4
Total Volume	0	3	3	3	1	4	3	8	11	18
% App. Total	0	100		75	25		27.3	72.7		
PHF	.000	.375	.375	.375	.250	.500	.750	.400	.458	.643

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	**1**	**2**	**1**	2	3
+15 mins.	0	1	1	0	0	0	1	**5**	**6**
+30 mins.	0	0	0	**2**	0	2	0	0	0
+45 mins.	0	**2**	**2**	0	0	0	1	1	2
Total Volume	0	3	3	3	1	4	3	8	11
% App. Total	0	100		75	25		27.3	72.7	
PHF	.000	.375	.375	.375	.250	.500	.750	.400	.458

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

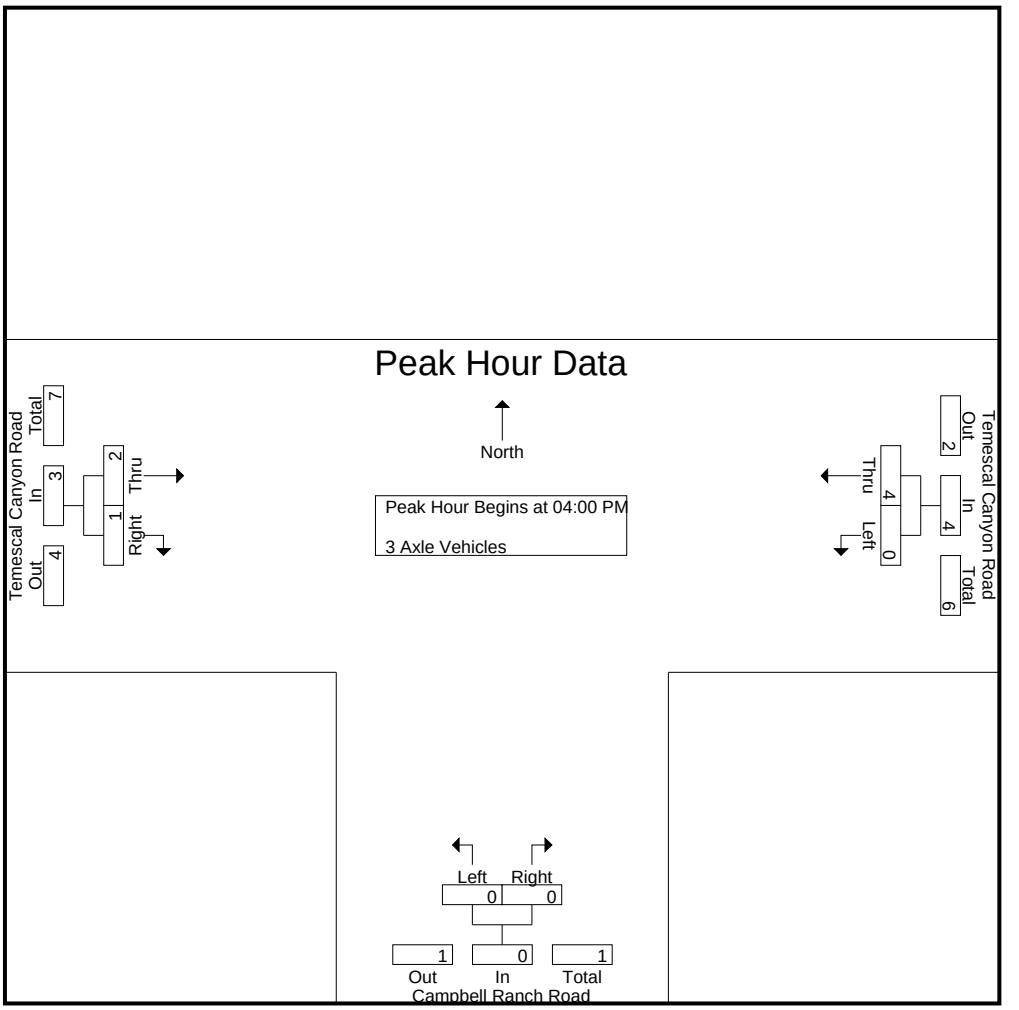
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
04:15 PM	0	3	3	0	0	0	0	1	1	0	2	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	0	2	1	0	3	0	7	7
05:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	6	6	0	0	0	0	2	1	0	3	0	9	9
Apprch %	0	100		0	0			66.7	33.3					
Total %	0	66.7	66.7	0	0		0	22.2	11.1		33.3	0	100	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	**1**	0	1	2
04:15 PM	0	**3**	**3**	0	0	0	1	**1**	**2**	**5**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	4	0	0	0	2	1	3	7
% App. Total	0	100		0	0		66.7	33.3		
PHF	.000	.333	.333	.000	.000	.000	.500	.250	.375	.350

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	**1**	0	1
+15 mins.	0	**3**	**3**	0	0	0	1	**1**	**2**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	4	4	0	0	0	2	1	3
% App. Total	0	100		0	0		66.7	33.3	
PHF	.000	.333	.333	.000	.000	.000	.500	.250	.375

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

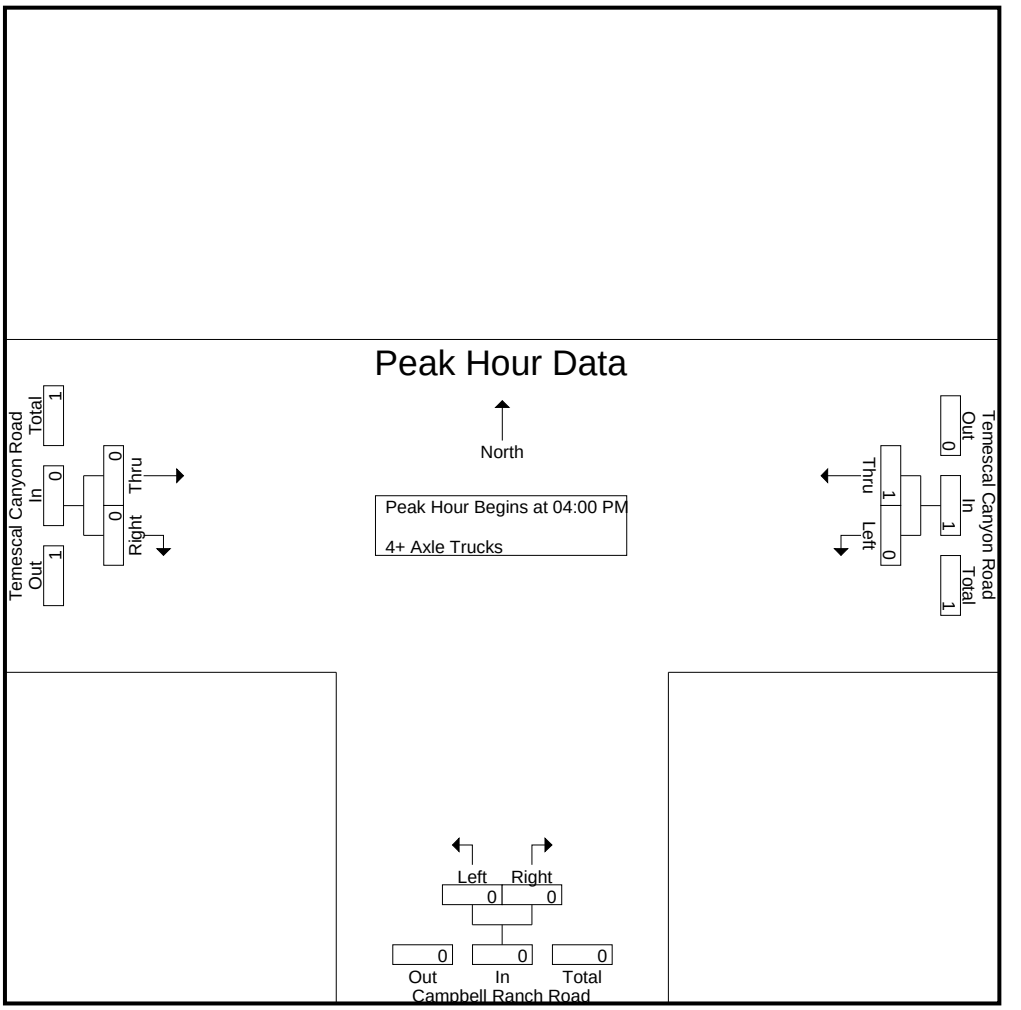
	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound				Temescal Canyon Road Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	2	2	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	0	2	2	0	0	0	0	1	0	0	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
Total	0	5	5	0	0	0	0	2	0	0	2	0	7	7
Grand Total	0	6	6	0	0	0	0	2	0	0	2	0	8	8
Apprch %	0	100		0	0			100	0					
Total %	0	75	75	0	0		0	25	0		25	0	100	

	Temescal Canyon Road Westbound			Campbell Ranch Road Northbound			Temescal Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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

County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road
Weather: Clear

File Name : 10_CRV_Cam_Tem PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

Location: County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Temescal Canyon Road	South Leg Campbell Ranch Road	West Leg Temescal Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Temescal Canyon Road	South Leg Campbell Ranch Road	West Leg Temescal Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: Campbell Ranch Road
E/W: Temescal Canyon Road

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound Temescal Canyon Road			Northbound Campbell Ranch Road			Eastbound Temescal Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	2	1	6

	Southbound Dead End			Westbound Temescal Canyon Road			Northbound Campbell Ranch Road			Eastbound Temescal Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	1	0	0	0	0	1	3

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

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

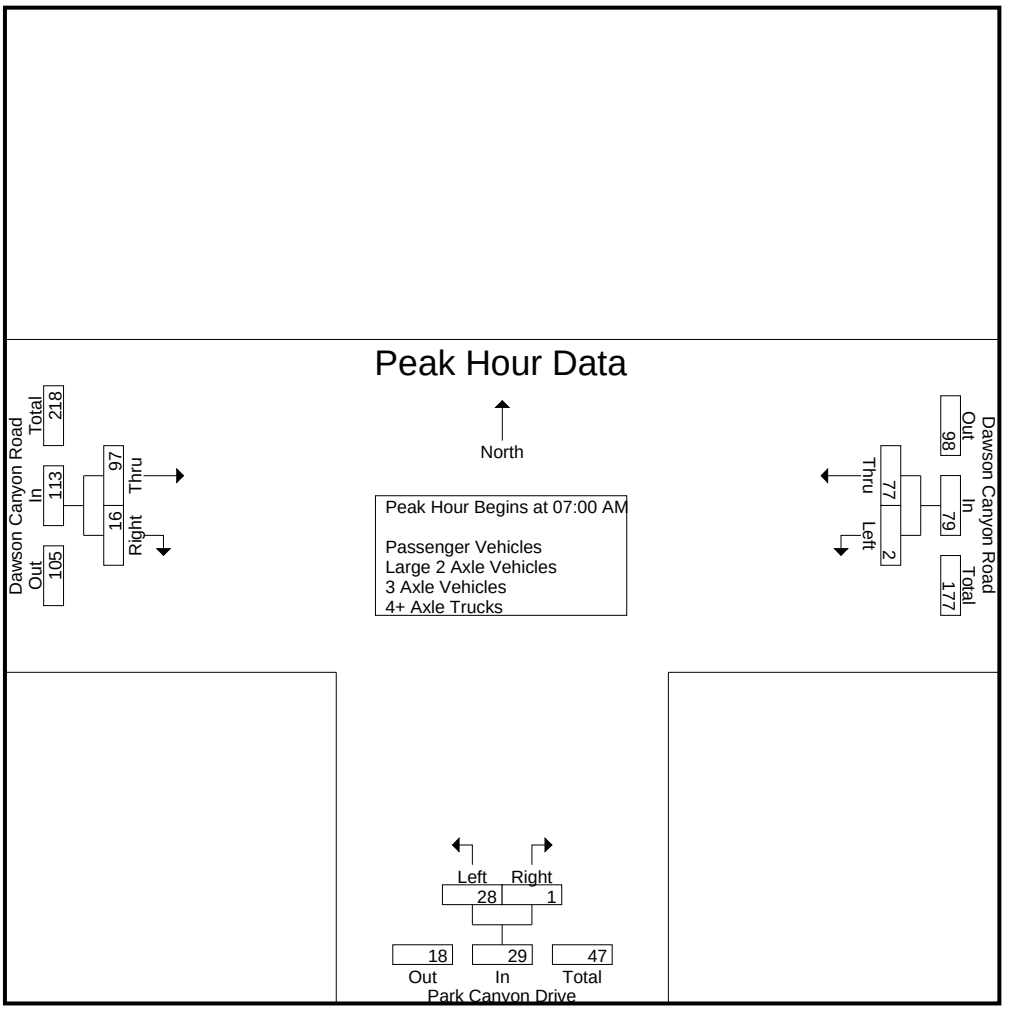
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	18	19	8	0	8	27	8	35	62
07:15 AM	0	16	16	8	0	8	28	3	31	55
07:30 AM	1	22	23	7	0	7	18	3	21	51
07:45 AM	0	21	21	5	1	6	24	2	26	53
Total	2	77	79	28	1	29	97	16	113	221
08:00 AM	0	21	21	3	0	3	18	3	21	45
08:15 AM	0	20	20	2	0	2	15	7	22	44
08:30 AM	0	13	13	3	0	3	28	4	32	48
08:45 AM	0	15	15	2	0	2	37	5	42	59
Total	0	69	69	10	0	10	98	19	117	196
Grand Total	2	146	148	38	1	39	195	35	230	417
Apprch %	1.4	98.6		97.4	2.6		84.8	15.2		
Total %	0.5	35	35.5	9.1	0.2	9.4	46.8	8.4	55.2	
Passenger Vehicles	1	49	50	28	0	28	85	29	114	192
% Passenger Vehicles	50	33.6	33.8	73.7	0	71.8	43.6	82.9	49.6	46
Large 2 Axle Vehicles	0	26	26	7	0	7	31	3	34	67
% Large 2 Axle Vehicles	0	17.8	17.6	18.4	0	17.9	15.9	8.6	14.8	16.1
3 Axle Vehicles	1	17	18	3	1	4	28	2	30	52
% 3 Axle Vehicles	50	11.6	12.2	7.9	100	10.3	14.4	5.7	13	12.5
4+ Axle Trucks	0	54	54	0	0	0	51	1	52	106
% 4+ Axle Trucks	0	37	36.5	0	0	0	26.2	2.9	22.6	25.4

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	18	19	**8**	0	**8**	27	**8**	**35**	**62**
07:15 AM	0	16	16	8	0	8	**28**	3	31	55
07:30 AM	1	**22**	**23**	7	0	7	18	3	21	51
07:45 AM	0	21	21	5	**1**	6	24	2	26	53
Total Volume	2	77	79	28	1	29	97	16	113	221
% App. Total	2.5	97.5		96.6	3.4		85.8	14.2		
PHF	.500	.875	.859	.875	.250	.906	.866	.500	.807	.891

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:30 AM			07:00 AM			08:00 AM		
+0 mins.	**1**	**22**	**23**	**8**	0	**8**	18	3	21
+15 mins.	0	21	21	8	0	8	15	**7**	22
+30 mins.	0	21	21	7	0	7	28	4	32
+45 mins.	0	20	20	5	**1**	6	**37**	5	**42**
Total Volume	1	84	85	28	1	29	98	19	117
% App. Total	1.2	98.8		96.6	3.4		83.8	16.2	
PHF	.250	.955	.924	.875	.250	.906	.662	.679	.696

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

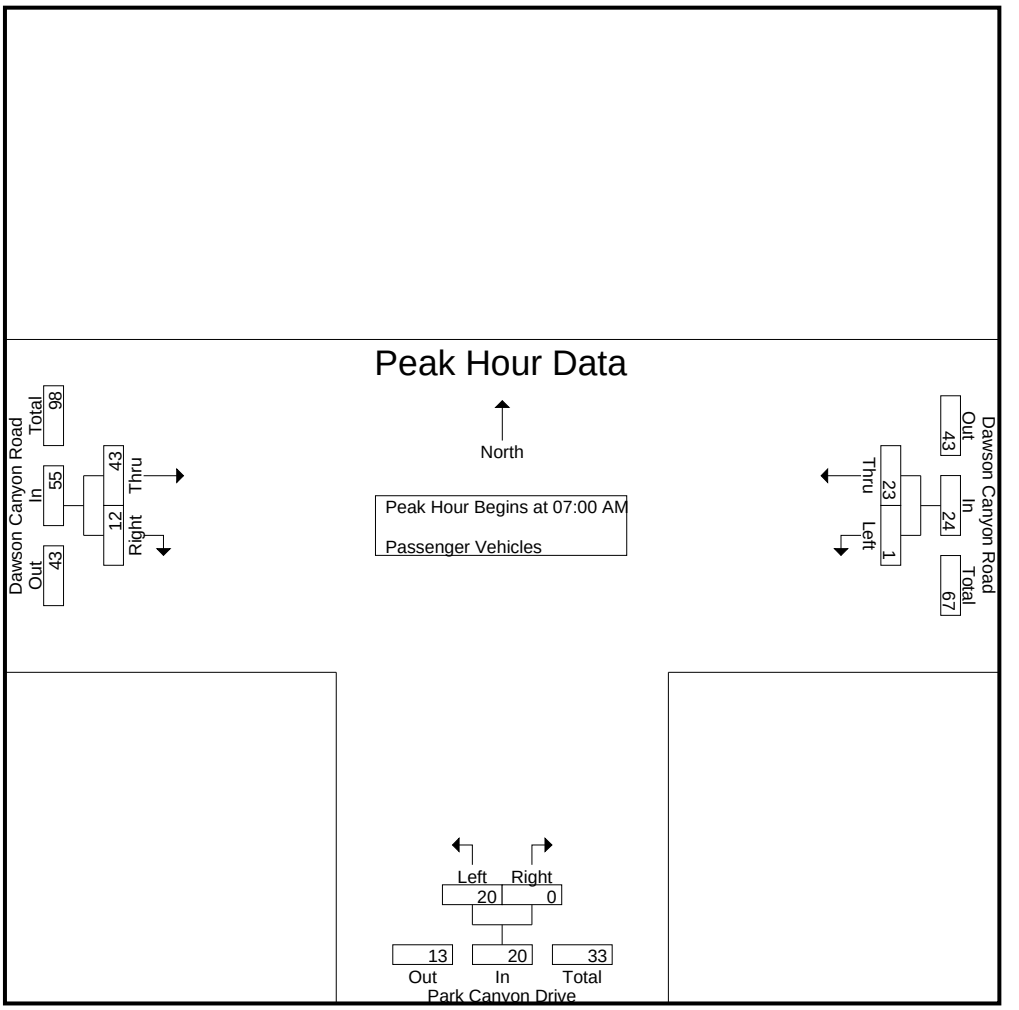
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	7	5	0	5	6	6	12	24
07:15 AM	0	3	3	4	0	4	19	3	22	29
07:30 AM	1	7	8	6	0	6	6	2	8	22
07:45 AM	0	6	6	5	0	5	12	1	13	24
Total	1	23	24	20	0	20	43	12	55	99
08:00 AM	0	6	6	3	0	3	10	3	13	22
08:15 AM	0	7	7	2	0	2	6	6	12	21
08:30 AM	0	7	7	3	0	3	14	3	17	27
08:45 AM	0	6	6	0	0	0	12	5	17	23
Total	0	26	26	8	0	8	42	17	59	93
Grand Total	1	49	50	28	0	28	85	29	114	192
Apprch %	2	98		100	0		74.6	25.4		
Total %	0.5	25.5	26	14.6	0	14.6	44.3	15.1	59.4	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**7**	7	5	0	5	6	**6**	12	24
07:15 AM	0	3	3	4	0	4	**19**	3	**22**	**29**
07:30 AM	**1**	7	**8**	**6**	0	**6**	6	2	8	22
07:45 AM	0	6	6	5	0	5	12	1	13	24
Total Volume	1	23	24	20	0	20	43	12	55	99
% App. Total	4.2	95.8		100	0		78.2	21.8		
PHF	.250	.821	.750	.833	.000	.833	.566	.500	.625	.853

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**7**	7	5	0	5	6	**6**	12
+15 mins.	0	3	3	4	0	4	**19**	3	**22**
+30 mins.	**1**	7	**8**	**6**	0	**6**	6	2	8
+45 mins.	0	6	6	5	0	5	12	1	13
Total Volume	1	23	24	20	0	20	43	12	55
% App. Total	4.2	95.8		100	0		78.2	21.8	
PHF	.250	.821	.750	.833	.000	.833	.566	.500	.625

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

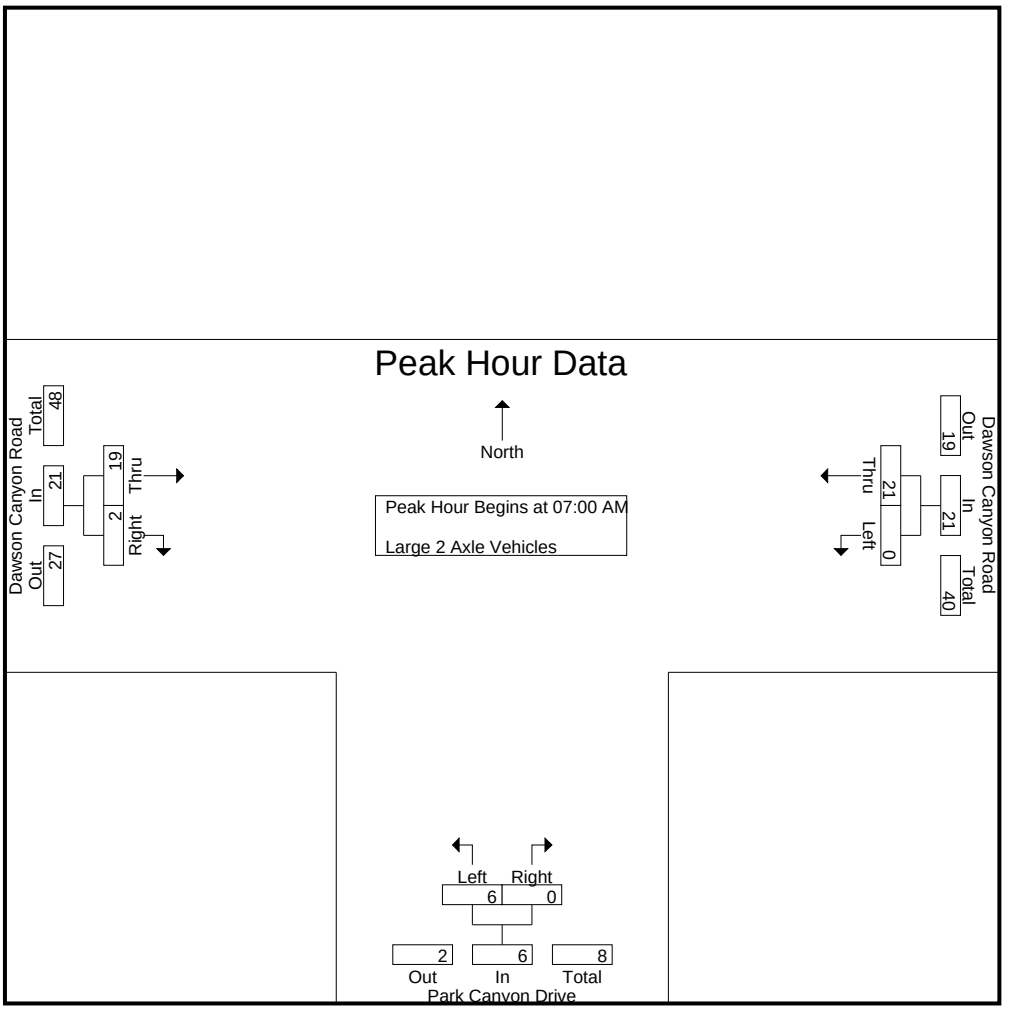
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	3	0	3	6	2	8	16
07:15 AM	0	3	3	3	0	3	6	0	6	12
07:30 AM	0	6	6	0	0	0	2	0	2	8
07:45 AM	0	7	7	0	0	0	5	0	5	12
Total	0	21	21	6	0	6	19	2	21	48
08:00 AM	0	4	4	0	0	0	2	0	2	6
08:15 AM	0	1	1	0	0	0	2	1	3	4
08:30 AM	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	1	0	1	5	0	5	6
Total	0	5	5	1	0	1	12	1	13	19
Grand Total	0	26	26	7	0	7	31	3	34	67
Apprch %	0	100		100	0		91.2	8.8		
Total %	0	38.8	38.8	10.4	0	10.4	46.3	4.5	50.7	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	5	5	**3**	0	**3**	**6**	**2**	**8**	**16**
07:15 AM	0	3	3	3	0	3	6	0	6	12
07:30 AM	0	6	6	0	0	0	2	0	2	8
07:45 AM	0	**7**	**7**	0	0	0	5	0	5	12
Total Volume	0	21	21	6	0	6	19	2	21	48
% App. Total	0	100		100	0		90.5	9.5		
PHF	.000	.750	.750	.500	.000	.500	.792	.250	.656	.750

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	5	5	**3**	0	**3**	**6**	**2**	**8**
+15 mins.	0	3	3	3	0	3	6	0	6
+30 mins.	0	6	6	0	0	0	2	0	2
+45 mins.	0	**7**	**7**	0	0	0	5	0	5
Total Volume	0	21	21	6	0	6	19	2	21
% App. Total	0	100		100	0		90.5	9.5	
PHF	.000	.750	.750	.500	.000	.500	.792	.250	.656

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

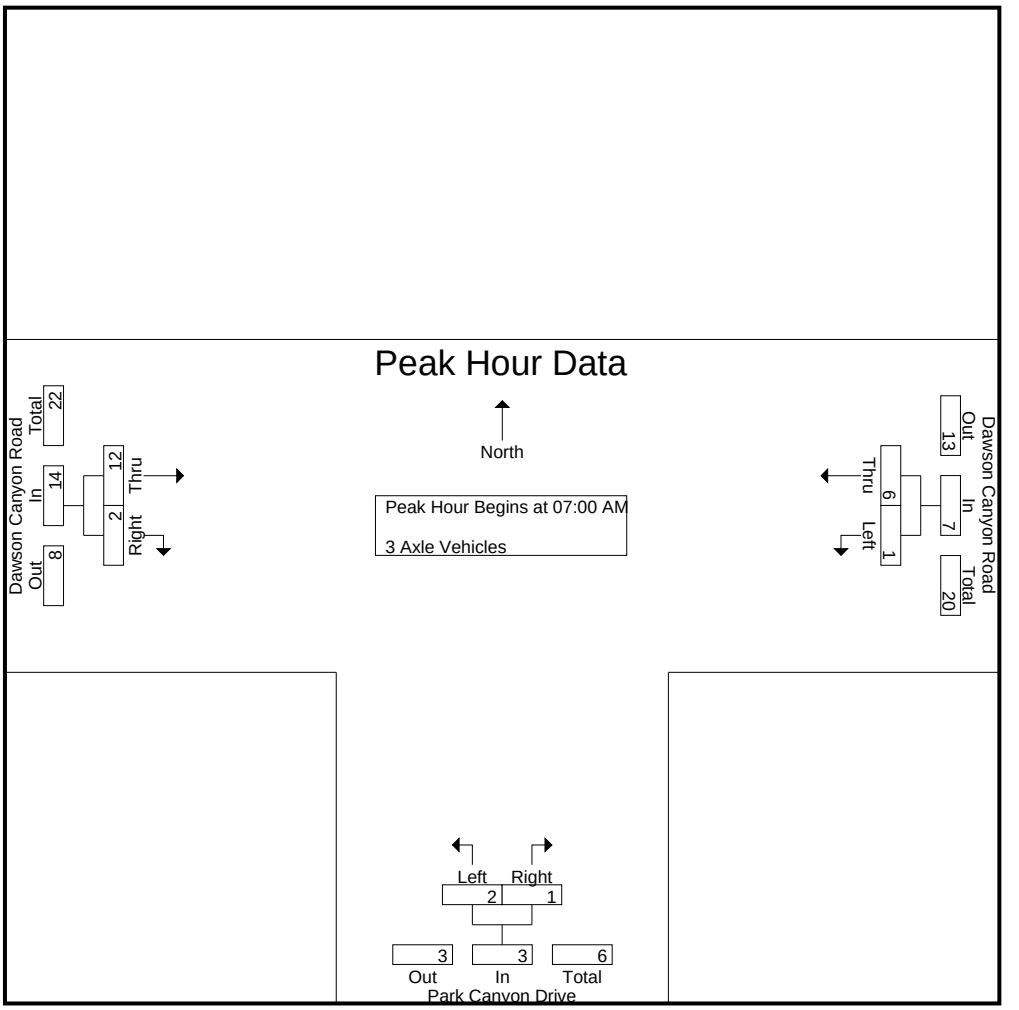
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	0	0	0	7	0	7	9
07:15 AM	0	2	2	1	0	1	2	0	2	5
07:30 AM	0	3	3	1	0	1	3	1	4	8
07:45 AM	0	0	0	0	1	1	0	1	1	2
Total	1	6	7	2	1	3	12	2	14	24
08:00 AM	0	1	1	0	0	0	2	0	2	3
08:15 AM	0	5	5	0	0	0	1	0	1	6
08:30 AM	0	1	1	0	0	0	7	0	7	8
08:45 AM	0	4	4	1	0	1	6	0	6	11
Total	0	11	11	1	0	1	16	0	16	28
Grand Total	1	17	18	3	1	4	28	2	30	52
Apprch %	5.6	94.4		75	25		93.3	6.7		
Total %	1.9	32.7	34.6	5.8	1.9	7.7	53.8	3.8	57.7	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	1	2	0	0	0	**7**	0	**7**	**9**
07:15 AM	0	2	2	**1**	0	**1**	2	0	2	5
07:30 AM	0	**3**	**3**	1	0	1	3	**1**	4	8
07:45 AM	0	0	0	0	**1**	1	0	1	1	2
Total Volume	1	6	7	2	1	3	12	2	14	24
% App. Total	14.3	85.7		66.7	33.3		85.7	14.3		
PHF	.250	.500	.583	.500	.250	.750	.429	.500	.500	.667

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	1	2	0	0	0	**7**	0	**7**
+15 mins.	0	2	2	**1**	0	**1**	2	0	2
+30 mins.	0	**3**	**3**	1	0	1	3	**1**	4
+45 mins.	0	0	0	0	**1**	1	0	1	1
Total Volume	1	6	7	2	1	3	12	2	14
% App. Total	14.3	85.7		66.7	33.3		85.7	14.3	
PHF	.250	.500	.583	.500	.250	.750	.429	.500	.500

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

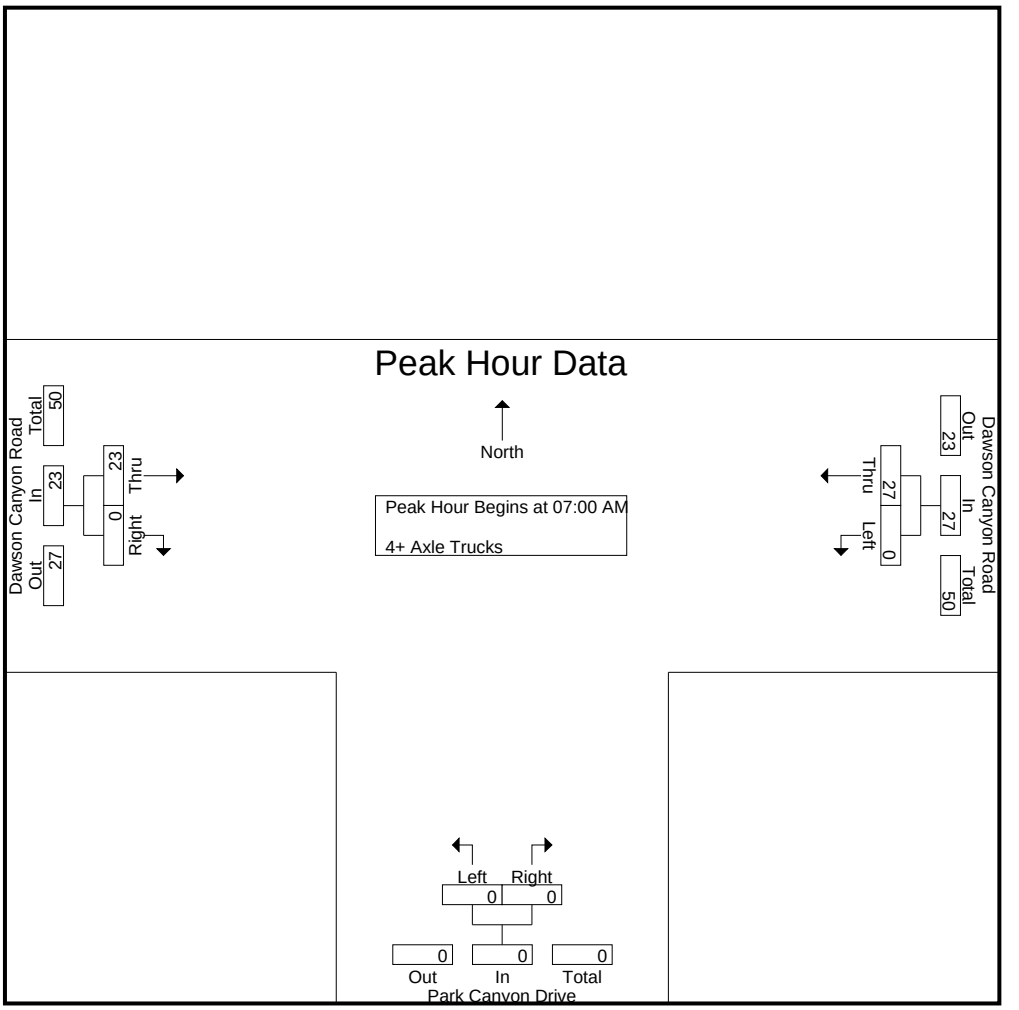
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	8	0	8	13
07:15 AM	0	8	8	0	0	0	1	0	1	9
07:30 AM	0	6	6	0	0	0	7	0	7	13
07:45 AM	0	8	8	0	0	0	7	0	7	15
Total	0	27	27	0	0	0	23	0	23	50
08:00 AM	0	10	10	0	0	0	4	0	4	14
08:15 AM	0	7	7	0	0	0	6	0	6	13
08:30 AM	0	5	5	0	0	0	4	1	5	10
08:45 AM	0	5	5	0	0	0	14	0	14	19
Total	0	27	27	0	0	0	28	1	29	56
Grand Total	0	54	54	0	0	0	51	1	52	106
Apprch %	0	100		0	0		98.1	1.9		
Total %	0	50.9	50.9	0	0	0	48.1	0.9	49.1	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	5	5	0	0	0	**8**	0	**8**	13
07:15 AM	0	**8**	**8**	0	0	0	1	0	1	9
07:30 AM	0	6	6	0	0	0	7	0	7	13
07:45 AM	0	8	8	0	0	0	7	0	7	**15**
Total Volume	0	27	27	0	0	0	23	0	23	50
% App. Total	0	100		0	0		100	0		
PHF	.000	.844	.844	.000	.000	.000	.719	.000	.719	.833

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn AM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	5	5	0	0	0	**8**	0	**8**
+15 mins.	0	**8**	**8**	0	0	0	1	0	1
+30 mins.	0	6	6	0	0	0	7	0	7
+45 mins.	0	8	8	0	0	0	7	0	7
Total Volume	0	27	27	0	0	0	23	0	23
% App. Total	0	100		0	0		100	0	
PHF	.000	.844	.844	.000	.000	.000	.719	.000	.719

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

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

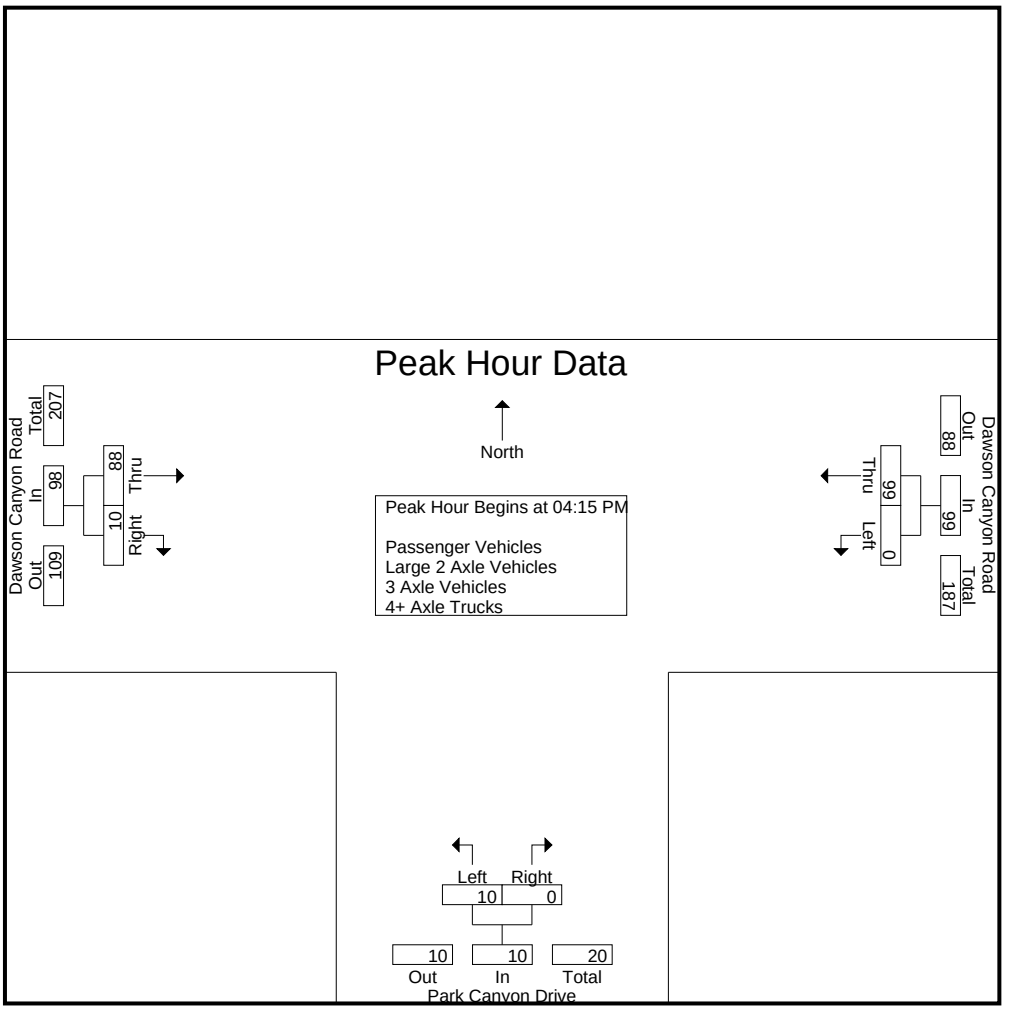
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	25	25	4	0	4	15	4	19	48
04:15 PM	0	23	23	2	0	2	31	3	34	59
04:30 PM	0	26	26	4	0	4	11	4	15	45
04:45 PM	0	24	24	2	0	2	15	2	17	43
Total	0	98	98	12	0	12	72	13	85	195
05:00 PM	0	26	26	2	0	2	31	1	32	60
05:15 PM	0	19	19	4	0	4	17	2	19	42
05:30 PM	0	22	22	4	0	4	17	6	23	49
05:45 PM	0	24	24	7	0	7	10	3	13	44
Total	0	91	91	17	0	17	75	12	87	195
Grand Total	0	189	189	29	0	29	147	25	172	390
Apprch %	0	100		100	0		85.5	14.5		
Total %	0	48.5	48.5	7.4	0	7.4	37.7	6.4	44.1	
Passenger Vehicles	0	85	85	28	0	28	52	24	76	189
% Passenger Vehicles	0	45	45	96.6	0	96.6	35.4	96	44.2	48.5
Large 2 Axle Vehicles	0	24	24	1	0	1	23	1	24	49
% Large 2 Axle Vehicles	0	12.7	12.7	3.4	0	3.4	15.6	4	14	12.6
3 Axle Vehicles	0	34	34	0	0	0	29	0	29	63
% 3 Axle Vehicles	0	18	18	0	0	0	19.7	0	16.9	16.2
4+ Axle Trucks	0	46	46	0	0	0	43	0	43	89
% 4+ Axle Trucks	0	24.3	24.3	0	0	0	29.3	0	25	22.8

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	23	23	2	0	2	**31**	3	**34**	59
04:30 PM	0	**26**	**26**	**4**	0	**4**	11	**4**	15	45
04:45 PM	0	24	24	2	0	2	15	2	17	43
05:00 PM	0	26	26	2	0	2	31	1	32	**60**
Total Volume	0	99	99	10	0	10	88	10	98	207
% App. Total	0	100		100	0		89.8	10.2		
PHF	.000	.952	.952	.625	.000	.625	.710	.625	.721	.863

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:15 PM			05:00 PM			04:15 PM		
+0 mins.	0	23	23	2	0	2	**31**	3	**34**
+15 mins.	0	**26**	**26**	4	0	4	11	**4**	15
+30 mins.	0	24	24	4	0	4	15	2	17
+45 mins.	0	26	26	**7**	0	**7**	31	1	32
Total Volume	0	99	99	17	0	17	88	10	98
% App. Total	0	100		100	0		89.8	10.2	
PHF	.000	.952	.952	.607	.000	.607	.710	.625	.721

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Passenger Vehicles

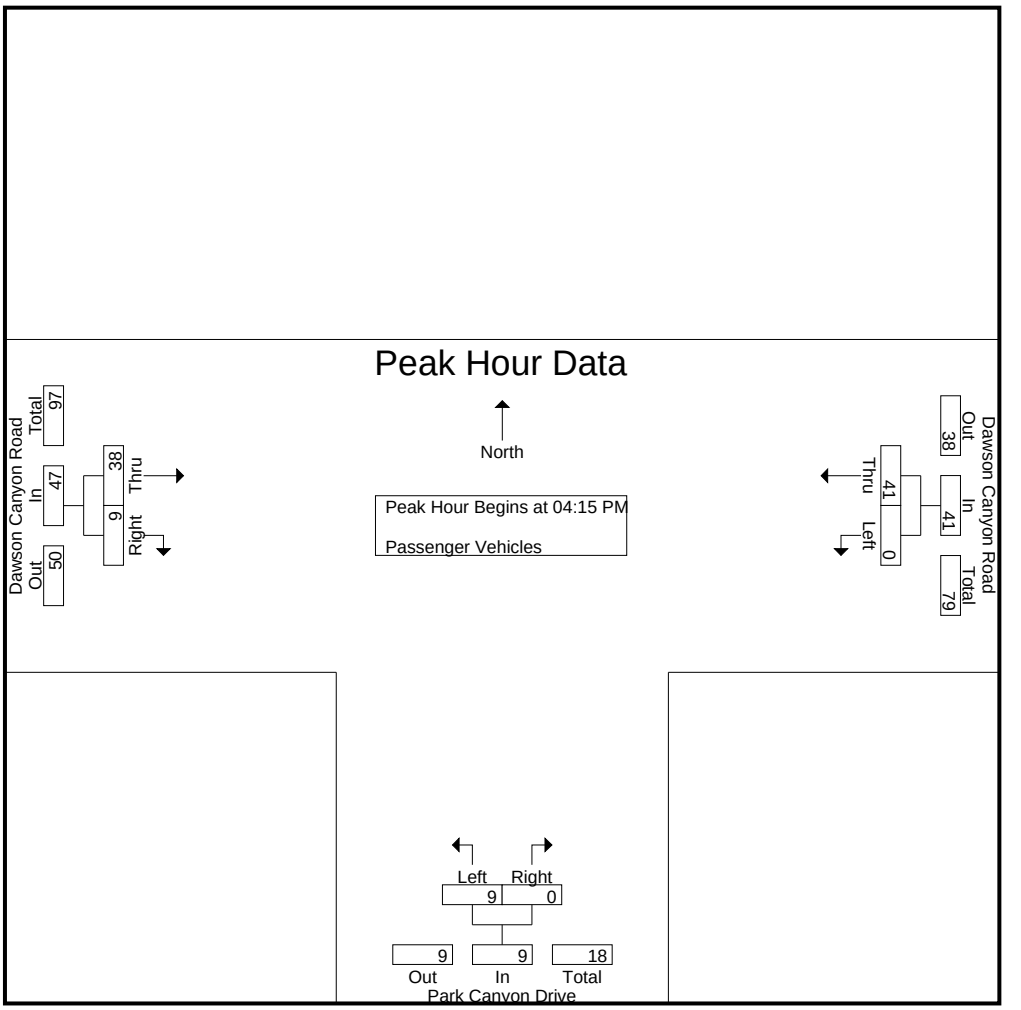
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	10	10	4	0	4	2	4	6	20
04:15 PM	0	11	11	2	0	2	12	2	14	27
04:30 PM	0	10	10	3	0	3	5	4	9	22
04:45 PM	0	11	11	2	0	2	7	2	9	22
Total	0	42	42	11	0	11	26	12	38	91
05:00 PM	0	9	9	2	0	2	14	1	15	26
05:15 PM	0	6	6	4	0	4	4	2	6	16
05:30 PM	0	17	17	4	0	4	4	6	10	31
05:45 PM	0	11	11	7	0	7	4	3	7	25
Total	0	43	43	17	0	17	26	12	38	98
Grand Total	0	85	85	28	0	28	52	24	76	189
Apprch %	0	100		100	0		68.4	31.6		
Total %	0	45	45	14.8	0	14.8	27.5	12.7	40.2	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**11**	**11**	2	0	2	12	2	14	**27**
04:30 PM	0	10	10	**3**	0	**3**	5	**4**	9	22
04:45 PM	0	11	11	2	0	2	7	2	9	22
05:00 PM	0	9	9	2	0	2	**14**	1	**15**	26
Total Volume	0	41	41	9	0	9	38	9	47	97
% App. Total	0	100		100	0		80.9	19.1		
PHF	.000	.932	.932	.750	.000	.750	.679	.563	.783	.898

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	**11**	**11**	2	0	2	12	2	14
+15 mins.	0	10	10	**3**	0	**3**	5	**4**	9
+30 mins.	0	11	11	2	0	2	7	2	9
+45 mins.	0	9	9	2	0	2	**14**	1	**15**
Total Volume	0	41	41	9	0	9	38	9	47
% App. Total	0	100		100	0		80.9	19.1	
PHF	.000	.932	.932	.750	.000	.750	.679	.563	.783

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

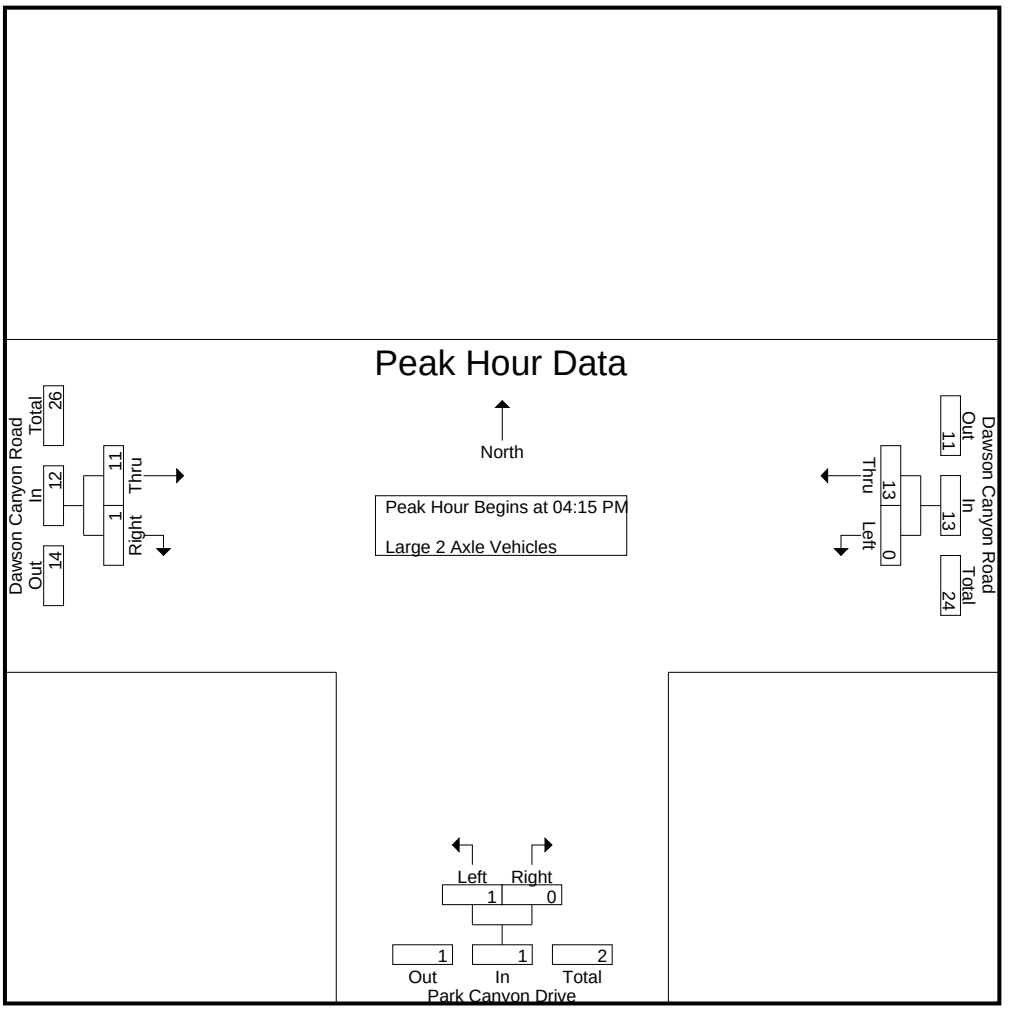
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	3	0	3	5
04:15 PM	0	0	0	0	0	0	3	1	4	4
04:30 PM	0	5	5	1	0	1	1	0	1	7
04:45 PM	0	2	2	0	0	0	3	0	3	5
Total	0	9	9	1	0	1	10	1	11	21
05:00 PM	0	6	6	0	0	0	4	0	4	10
05:15 PM	0	3	3	0	0	0	5	0	5	8
05:30 PM	0	1	1	0	0	0	4	0	4	5
05:45 PM	0	5	5	0	0	0	0	0	0	5
Total	0	15	15	0	0	0	13	0	13	28
Grand Total	0	24	24	1	0	1	23	1	24	49
Apprch %	0	100		100	0		95.8	4.2		
Total %	0	49	49	2	0	2	46.9	2	49	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	3	**1**	**4**	4
04:30 PM	0	5	5	**1**	0	**1**	1	0	1	7
04:45 PM	0	2	2	0	0	0	3	0	3	5
05:00 PM	0	**6**	**6**	0	0	0	**4**	0	4	**10**
Total Volume	0	13	13	1	0	1	11	1	12	26
% App. Total	0	100		100	0		91.7	8.3		
PHF	.000	.542	.542	.250	.000	.250	.688	.250	.750	.650

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	3	**1**	**4**
+15 mins.	0	5	5	**1**	0	**1**	1	0	1
+30 mins.	0	2	2	0	0	0	3	0	3
+45 mins.	0	**6**	**6**	0	0	0	**4**	0	4
Total Volume	0	13	13	1	0	1	11	1	12
% App. Total	0	100		100	0		91.7	8.3	
PHF	.000	.542	.542	.250	.000	.250	.688	.250	.750

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

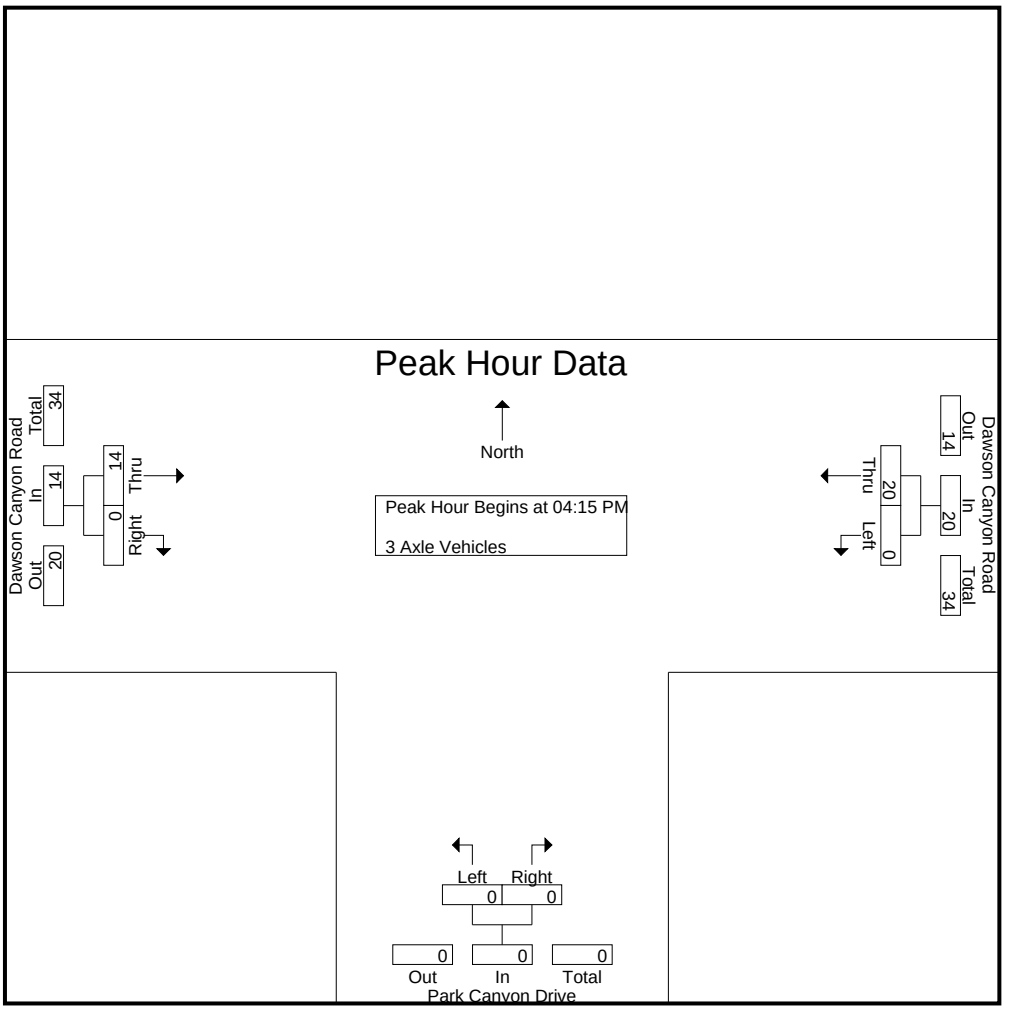
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	8	0	0	0	4	0	4	12
04:15 PM	0	6	6	0	0	0	4	0	4	10
04:30 PM	0	5	5	0	0	0	2	0	2	7
04:45 PM	0	4	4	0	0	0	3	0	3	7
Total	0	23	23	0	0	0	13	0	13	36
05:00 PM	0	5	5	0	0	0	5	0	5	10
05:15 PM	0	3	3	0	0	0	5	0	5	8
05:30 PM	0	1	1	0	0	0	5	0	5	6
05:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	11	11	0	0	0	16	0	16	27
Grand Total	0	34	34	0	0	0	29	0	29	63
Apprch %	0	100		0	0		100	0		
Total %	0	54	54	0	0	0	46	0	46	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**6**	**6**	0	0	0	4	0	4	**10**
04:30 PM	0	5	5	0	0	0	2	0	2	7
04:45 PM	0	4	4	0	0	0	3	0	3	7
05:00 PM	0	5	5	0	0	0	**5**	0	**5**	10
Total Volume	0	20	20	0	0	0	14	0	14	34
% App. Total	0	100		0	0		100	0		
PHF	.000	.833	.833	.000	.000	.000	.700	.000	.700	.850

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	**6**	**6**	0	0	0	4	0	4
+15 mins.	0	5	5	0	0	0	2	0	2
+30 mins.	0	4	4	0	0	0	3	0	3
+45 mins.	0	5	5	0	0	0	**5**	0	**5**
Total Volume	0	20	20	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.833	.833	.000	.000	.000	.700	.000	.700

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

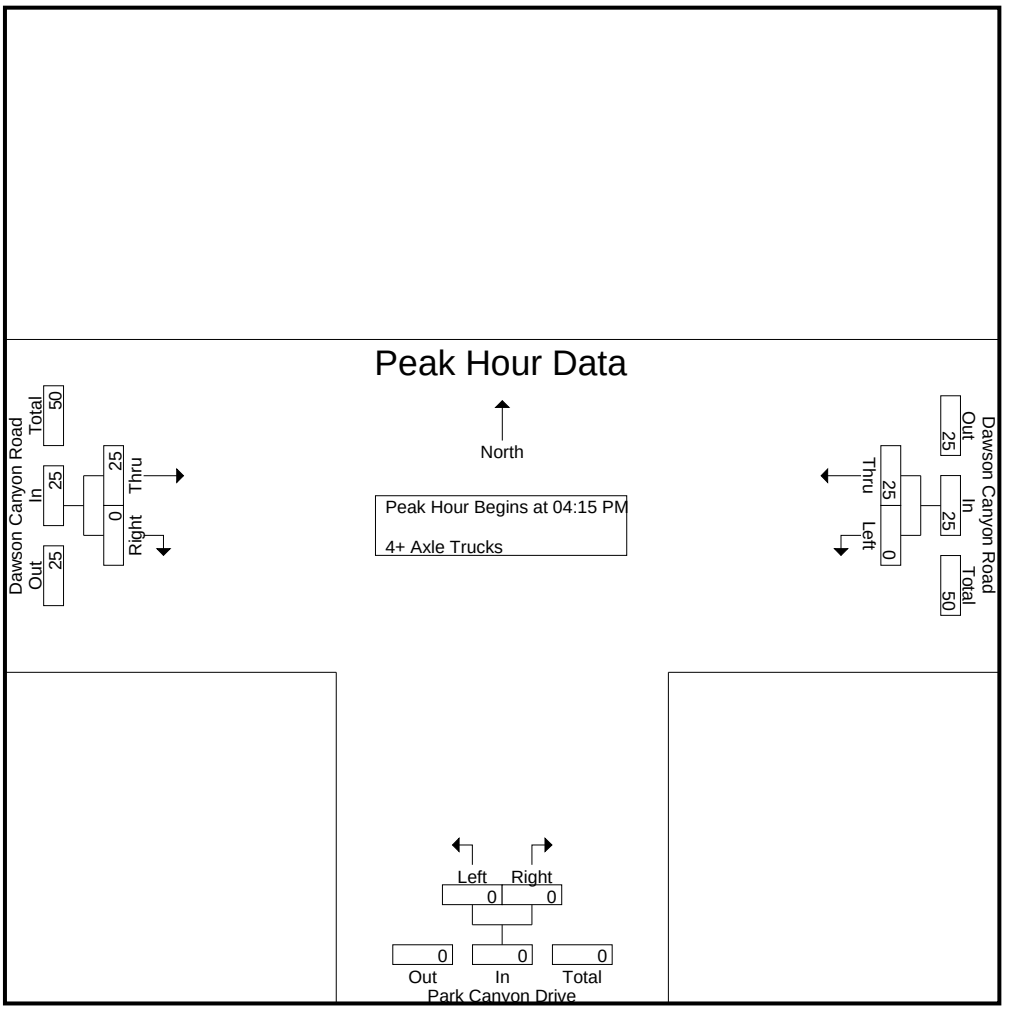
	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	0	0	6	0	6	11
04:15 PM	0	6	6	0	0	0	12	0	12	18
04:30 PM	0	6	6	0	0	0	3	0	3	9
04:45 PM	0	7	7	0	0	0	2	0	2	9
Total	0	24	24	0	0	0	23	0	23	47
05:00 PM	0	6	6	0	0	0	8	0	8	14
05:15 PM	0	7	7	0	0	0	3	0	3	10
05:30 PM	0	3	3	0	0	0	4	0	4	7
05:45 PM	0	6	6	0	0	0	5	0	5	11
Total	0	22	22	0	0	0	20	0	20	42
Grand Total	0	46	46	0	0	0	43	0	43	89
Apprch %	0	100		0	0		100	0		
Total %	0	51.7	51.7	0	0	0	48.3	0	48.3	

	Dawson Canyon Road Westbound			Park Canyon Drive Northbound			Dawson Canyon Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	6	6	0	0	0	**12**	0	**12**	**18**
04:30 PM	0	6	6	0	0	0	3	0	3	9
04:45 PM	0	**7**	**7**	0	0	0	2	0	2	9
05:00 PM	0	6	6	0	0	0	8	0	8	14
Total Volume	0	25	25	0	0	0	25	0	25	50
% App. Total	0	100		0	0		100	0		
PHF	.000	.893	.893	.000	.000	.000	.521	.000	.521	.694

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

County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road
Weather: Clear

File Name : 12_CRV_Park C_Daw Cyn PM
Site Code : 05122714
Start Date : 8/23/2022
Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	6	6	0	0	0	**12**	0	**12**
+15 mins.	0	6	6	0	0	0	3	0	3
+30 mins.	0	**7**	**7**	0	0	0	2	0	2
+45 mins.	0	6	6	0	0	0	8	0	8
Total Volume	0	25	25	0	0	0	25	0	25
% App. Total	0	100		0	0		100	0	
PHF	.000	.893	.893	.000	.000	.000	.521	.000	.521

Location: County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road

Date: 8/23/2022
Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Dawson Canyon Road	South Leg Park Canyon Drive	West Leg Dawson Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Dawson Canyon Road	South Leg Park Canyon Drive	West Leg Dawson Canyon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: County of Riverside
N/S: Park Canyon Drive
E/W: Dawson Canyon Road

Date: 8/23/2022
Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound Dawson Canyon Road			Northbound Park Canyon Drive			Eastbound Dawson Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Dawson Canyon Road			Northbound Park Canyon Drive			Eastbound Dawson Canyon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

Counts Unlimited, Inc.

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

County of Riverside
Dawson Cayon Road
B/ Temescal Canyon Road - Park Canyon Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-22714

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	1	3	0	0	0	0	0	2	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	14	0	0	0	0	14
02:00	0	11	0	0	0	1	0	3	30	0	0	0	0	45
03:00	0	9	0	0	0	3	0	0	21	0	0	0	0	33
04:00	0	16	3	0	0	4	0	0	**36**	0	0	0	0	59
05:00	0	28	2	0	3	5	1	0	29	0	0	0	0	68
06:00	0	29	33	**4**	**17**	8	3	0	28	0	0	0	0	122
07:00	0	24	33	2	13	**14**	0	2	25	0	0	0	0	113
08:00	0	**30**	20	0	12	12	3	1	30	0	0	0	0	108
09:00	0	25	**40**	0	12	14	6	**4**	33	0	0	0	0	**134**
10:00	0	28	31	0	11	14	**10**	1	30	0	0	0	0	125
11:00	0	17	38	0	13	8	8	2	35	0	0	0	0	121
12 PM	0	20	**32**	0	12	**14**	8	0	25	0	0	0	0	111
13:00	0	20	25	0	**20**	11	5	3	**31**	0	0	0	0	**115**
14:00	0	12	32	**3**	14	12	2	2	23	0	0	0	0	100
15:00	0	**23**	30	0	3	8	**15**	0	21	0	**3**	0	0	103
16:00	0	16	24	1	7	6	6	**4**	22	0	0	0	0	86
17:00	0	18	25	0	11	8	9	0	19	0	0	0	0	90
18:00	0	10	2	0	0	1	3	1	15	0	0	0	0	32
19:00	0	12	4	0	0	4	0	0	12	0	0	0	0	32
20:00	0	7	2	0	0	2	0	0	14	0	0	0	0	25
21:00	**1**	6	2	0	1	1	2	0	6	0	0	0	0	19
22:00	0	4	1	0	0	0	0	0	7	0	0	0	0	12
23:00	0	2	0	0	0	0	0	0	4	0	0	0	0	6
Total	1	368	382	10	149	150	81	23	512	0	3	0	0	1679
Percent	0.1%	21.9%	22.8%	0.6%	8.9%	8.9%	4.8%	1.4%	30.5%	0.0%	0.2%	0.0%	0.0%	
AM Peak		08:00	09:00	06:00	06:00	07:00	10:00	09:00	04:00					09:00
Vol.		30	40	4	17	14	10	4	36					134
PM Peak	21:00	15:00	12:00	14:00	13:00	12:00	15:00	16:00	13:00		15:00			13:00
Vol.	1	23	32	3	20	14	15	4	31		3			115
Grand Total	1	368	382	10	149	150	81	23	512	0	3	0	0	1679
Percent	0.1%	21.9%	22.8%	0.6%	8.9%	8.9%	4.8%	1.4%	30.5%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Dawson Cayon Road
B/ Temescal Canyon Road - Park Canyon Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-22714

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	1	0	0	0	1	0	0	7	0	0	0	0	9
01:00	0	0	0	0	0	0	0	0	7	0	0	0	0	7
02:00	0	1	0	0	0	0	0	0	18	0	0	0	0	19
03:00	0	2	0	0	1	2	0	0	28	0	0	0	0	33
04:00	0	12	2	0	0	3	0	0	21	0	0	0	0	38
05:00	0	3	3	0	0	5	0	0	27	0	**3**	0	0	41
06:00	0	12	18	0	9	11	0	1	31	0	0	0	0	82
07:00	0	17	31	**6**	**16**	8	0	0	27	0	0	0	0	105
08:00	0	15	20	0	7	9	0	1	27	0	0	0	0	79
09:00	0	14	34	0	15	16	0	1	30	0	0	0	0	110
10:00	0	22	**40**	0	11	20	**1**	**2**	32	0	0	0	0	128
11:00	0	**25**	35	0	12	**25**	0	0	**35**	0	0	0	0	**132**
12 PM	0	**34**	36	0	14	**22**	**1**	**4**	29	0	0	0	0	**140**
13:00	0	16	**42**	0	**17**	22	0	2	27	0	0	0	0	126
14:00	0	28	38	0	17	13	0	1	**32**	0	0	0	0	129
15:00	**1**	31	38	**3**	9	12	0	1	28	0	0	0	0	123
16:00	0	27	27	1	4	20	1	3	23	0	0	0	0	106
17:00	0	28	39	0	10	15	0	1	23	0	0	0	0	116
18:00	0	13	11	0	10	15	0	1	18	0	0	0	0	68
19:00	0	6	2	0	0	4	0	0	14	0	0	0	0	26
20:00	0	5	3	0	0	1	0	0	12	0	0	0	0	21
21:00	0	3	3	0	0	3	0	0	15	0	0	0	0	24
22:00	0	8	3	0	0	2	0	0	7	0	0	0	0	20
23:00	0	3	2	0	0	0	0	0	6	0	0	0	0	11
Total	1	326	427	10	152	229	3	18	524	0	3	0	0	1693
Percent	0.1%	19.3%	25.2%	0.6%	9.0%	13.5%	0.2%	1.1%	31.0%	0.0%	0.2%	0.0%	0.0%	
AM Peak		11:00	10:00	07:00	07:00	11:00	10:00	10:00	11:00		05:00			11:00
Vol.		25	40	6	16	25	1	2	35		3			132
PM Peak	15:00	12:00	13:00	15:00	13:00	12:00	12:00	12:00	14:00					12:00
Vol.	1	34	42	3	17	22	1	4	32					140
Grand Total	1	326	427	10	152	229	3	18	524	0	3	0	0	1693
Percent	0.1%	19.3%	25.2%	0.6%	9.0%	13.5%	0.2%	1.1%	31.0%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Dawson Cayon Road
B/ Temescal Canyon Road - Park Canyon Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-22714

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	2	3	0	0	1	0	0	9	0	0	0	0	15
01:00	0	0	0	0	0	0	0	0	21	0	0	0	0	21
02:00	0	12	0	0	0	1	0	3	48	0	0	0	0	64
03:00	0	11	0	0	1	5	0	0	49	0	0	0	0	66
04:00	0	28	5	0	0	7	0	0	57	0	0	0	0	97
05:00	0	31	5	0	3	10	1	0	56	0	**3**	0	0	109
06:00	0	41	51	4	26	19	3	1	59	0	0	0	0	204
07:00	0	41	64	**8**	**29**	22	0	2	52	0	0	0	0	218
08:00	0	45	40	0	19	21	3	2	57	0	0	0	0	187
09:00	0	39	**74**	0	27	30	6	**5**	63	0	0	0	0	244
10:00	0	**50**	71	0	22	**34**	**11**	3	62	0	0	0	0	**253**
11:00	0	42	73	0	25	33	8	2	**70**	0	0	0	0	253
12 PM	0	**54**	68	0	26	**36**	9	4	54	0	0	0	0	**251**
13:00	0	36	67	0	**37**	33	5	5	**58**	0	0	0	0	241
14:00	0	40	**70**	**3**	31	25	2	3	55	0	0	0	0	229
15:00	**1**	54	68	3	12	20	**15**	1	49	0	**3**	0	0	226
16:00	0	43	51	2	11	26	7	**7**	45	0	0	0	0	192
17:00	0	46	64	0	21	23	9	1	42	0	0	0	0	206
18:00	0	23	13	0	10	16	3	2	33	0	0	0	0	100
19:00	0	18	6	0	0	8	0	0	26	0	0	0	0	58
20:00	0	12	5	0	0	3	0	0	26	0	0	0	0	46
21:00	1	9	5	0	1	4	2	0	21	0	0	0	0	43
22:00	0	12	4	0	0	2	0	0	14	0	0	0	0	32
23:00	0	5	2	0	0	0	0	0	10	0	0	0	0	17
Total	2	694	809	20	301	379	84	41	1036	0	6	0	0	3372
Percent	0.1%	20.6%	24.0%	0.6%	8.9%	11.2%	2.5%	1.2%	30.7%	0.0%	0.2%	0.0%	0.0%	
AM Peak		10:00	09:00	07:00	07:00	10:00	10:00	09:00	11:00		05:00			10:00
Vol.		50	74	8	29	34	11	5	70		3			253
PM Peak	15:00	12:00	14:00	14:00	13:00	12:00	15:00	16:00	13:00		15:00			12:00
Vol.	1	54	70	3	37	36	15	7	58		3			251
Grand Total	2	694	809	20	301	379	84	41	1036	0	6	0	0	3372
Percent	0.1%	20.6%	24.0%	0.6%	8.9%	11.2%	2.5%	1.2%	30.7%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Dos Lagos Drive
B/ Interstate 15 Northbound Ramps - Temescal Canyon Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-22714

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	34	8	0	2	0	0	0	0	0	0	0	0	44
01:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28
02:00	0	22	9	0	0	0	0	0	0	0	**1**	0	0	32
03:00	0	41	9	0	2	0	0	0	2	0	0	0	0	54
04:00	0	121	42	0	7	0	**2**	0	3	0	0	0	0	175
05:00	1	145	62	1	5	2	2	0	5	0	0	0	0	223
06:00	**2**	206	81	1	4	3	1	0	4	0	1	0	0	303
07:00	1	302	**82**	**6**	8	3	1	2	**12**	0	1	0	0	418
08:00	2	**430**	67	3	12	6	0	2	7	0	1	0	0	**530**
09:00	0	255	60	0	**20**	6	0	3	9	0	0	0	0	353
10:00	1	275	76	0	14	**7**	1	3	7	0	0	0	0	384
11:00	1	312	80	0	16	6	1	**4**	5	0	1	0	0	426
12 PM	2	**330**	52	0	**18**	**5**	0	**4**	9	0	**4**	0	0	**424**
13:00	1	293	58	0	17	1	0	4	9	0	3	0	0	386
14:00	**3**	308	**71**	**3**	18	4	0	4	**11**	0	1	0	0	423
15:00	0	316	62	2	7	2	2	2	10	0	0	0	0	403
16:00	0	281	70	1	14	1	0	1	4	0	1	0	0	373
17:00	3	273	61	0	8	2	**3**	2	3	0	0	0	0	355
18:00	1	258	29	0	7	0	0	1	2	0	0	0	0	298
19:00	0	247	31	0	4	2	0	1	1	0	0	0	0	286
20:00	1	201	23	0	1	2	0	0	0	0	0	0	0	228
21:00	1	141	16	0	3	0	0	0	1	0	0	0	0	162
22:00	1	88	11	0	1	0	0	0	0	0	0	0	0	101
23:00	1	65	12	0	0	0	0	0	0	0	0	0	0	78
Total	22	4970	1074	17	188	52	13	33	104	0	14	0	0	6487
Percent	0.3%	76.6%	16.6%	0.3%	2.9%	0.8%	0.2%	0.5%	1.6%	0.0%	0.2%	0.0%	0.0%	
AM Peak	06:00	08:00	07:00	07:00	09:00	10:00	04:00	11:00	07:00		02:00			08:00
Vol.	2	430	82	6	20	7	2	4	12		1			530
PM Peak	14:00	12:00	14:00	14:00	12:00	12:00	17:00	12:00	14:00		12:00			12:00
Vol.	3	330	71	3	18	5	3	4	11		4			424
Grand Total	22	4970	1074	17	188	52	13	33	104	0	14	0	0	6487
Percent	0.3%	76.6%	16.6%	0.3%	2.9%	0.8%	0.2%	0.5%	1.6%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Dos Lagos Drive
B/ Interstate 15 Northbound Ramps - Temescal Canyon Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-22714

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	46	9	0	2	0	0	0	1	0	0	0	0	58
01:00	0	30	4	0	2	0	0	0	0	0	0	0	0	36
02:00	0	28	8	0	0	0	0	0	2	0	**2**	0	0	40
03:00	0	36	10	0	2	0	0	0	3	0	1	0	0	52
04:00	0	90	28	0	7	4	0	0	8	0	1	0	0	138
05:00	1	118	44	0	8	5	0	1	**18**	0	1	0	0	196
06:00	1	220	79	0	15	0	0	**5**	7	0	2	0	0	329
07:00	1	376	**83**	**3**	14	**6**	0	0	13	0	1	0	0	497
08:00	1	**452**	77	1	**25**	4	0	3	13	0	0	0	**1**	**577**
09:00	0	335	62	0	20	5	0	5	9	0	1	0	0	437
10:00	0	266	68	0	17	5	**1**	0	14	0	2	0	0	373
11:00	**2**	336	83	0	21	6	1	1	8	**1**	0	0	0	459
12 PM	**3**	358	56	0	**23**	**5**	0	3	**15**	0	0	0	0	463
13:00	2	403	72	0	16	1	0	**4**	8	0	0	0	0	506
14:00	2	472	75	**3**	16	1	0	4	9	0	**1**	0	0	583
15:00	1	567	109	3	12	1	0	3	1	0	1	0	0	698
16:00	3	573	105	2	6	1	0	3	6	0	1	0	0	700
17:00	2	**633**	**112**	0	6	1	0	3	2	0	0	0	0	**759**
18:00	1	441	49	1	8	4	0	1	1	0	1	0	0	507
19:00	2	371	53	0	2	0	0	0	2	0	0	0	0	430
20:00	1	347	41	0	2	1	0	1	3	0	0	0	0	396
21:00	2	263	39	0	0	0	0	1	1	0	0	0	0	306
22:00	3	139	22	0	0	0	0	0	1	0	0	0	0	165
23:00	0	114	10	0	0	0	0	0	1	0	0	0	0	125
Total	28	7014	1298	13	224	50	2	38	146	1	15	0	1	8830
Percent	0.3%	79.4%	14.7%	0.1%	2.5%	0.6%	0.0%	0.4%	1.7%	0.0%	0.2%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	07:00	08:00	07:00	10:00	06:00	05:00	11:00	02:00		08:00	08:00
Vol.	2	452	83	3	25	6	1	5	18	1	2		1	577
PM Peak	12:00	17:00	17:00	14:00	12:00	12:00		13:00	12:00		14:00			17:00
Vol.	3	633	112	3	23	5		4	15		1			759
Grand Total	28	7014	1298	13	224	50	2	38	146	1	15	0	1	8830
Percent	0.3%	79.4%	14.7%	0.1%	2.5%	0.6%	0.0%	0.4%	1.7%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Dos Lagos Drive
B/ Interstate 15 Northbound Ramps - Temescal Canyon Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-22714

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	80	17	0	4	0	0	0	1	0	0	0	0	102
01:00	0	56	6	0	2	0	0	0	0	0	0	0	0	64
02:00	0	50	17	0	0	0	0	0	2	0	**3**	0	0	72
03:00	0	77	19	0	4	0	0	0	5	0	1	0	0	106
04:00	0	211	70	0	14	4	**2**	0	11	0	1	0	0	313
05:00	2	263	106	1	13	7	2	1	23	0	1	0	0	419
06:00	**3**	426	160	1	19	3	1	5	11	0	3	0	0	632
07:00	2	678	**165**	**9**	22	9	1	2	**25**	0	2	0	0	915
08:00	3	**882**	144	4	37	10	0	5	20	0	1	0	**1**	**1107**
09:00	0	590	122	0	**40**	11	0	**8**	18	0	1	0	0	790
10:00	1	541	144	0	31	**12**	2	3	21	0	2	0	0	757
11:00	3	648	163	0	37	12	2	5	13	**1**	1	0	0	885
12 PM	**5**	688	108	0	**41**	**10**	0	7	**24**	0	**4**	0	0	887
13:00	3	696	130	0	33	2	0	**8**	17	0	3	0	0	892
14:00	5	780	146	**6**	34	5	0	8	20	0	2	0	0	1006
15:00	1	883	171	5	19	3	2	5	11	0	1	0	0	1101
16:00	3	854	**175**	3	20	2	0	4	10	0	2	0	0	1073
17:00	5	**906**	173	0	14	3	**3**	5	5	0	0	0	0	**1114**
18:00	2	699	78	1	15	4	0	2	3	0	1	0	0	805
19:00	2	618	84	0	6	2	0	1	3	0	0	0	0	716
20:00	2	548	64	0	3	3	0	1	3	0	0	0	0	624
21:00	3	404	55	0	3	0	0	1	2	0	0	0	0	468
22:00	4	227	33	0	1	0	0	0	1	0	0	0	0	266
23:00	1	179	22	0	0	0	0	0	1	0	0	0	0	203
Total	50	11984	2372	30	412	102	15	71	250	1	29	0	1	15317
Percent	0.3%	78.2%	15.5%	0.2%	2.7%	0.7%	0.1%	0.5%	1.6%	0.0%	0.2%	0.0%	0.0%	
AM Peak	06:00	08:00	07:00	07:00	09:00	10:00	04:00	09:00	07:00	11:00	02:00		08:00	08:00
Vol.	3	882	165	9	40	12	2	8	25	1	3		1	1107
PM Peak	12:00	17:00	16:00	14:00	12:00	12:00	17:00	13:00	12:00		12:00			17:00
Vol.	5	906	175	6	41	10	3	8	24		4			1114
Grand Total	50	11984	2372	30	412	102	15	71	250	1	29	0	1	15317
Percent	0.3%	78.2%	15.5%	0.2%	2.7%	0.7%	0.1%	0.5%	1.6%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Temescal Canyon Road
S/ Dawson Canyon Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-22714

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	18	1	0	0	1	0	0	4	0	0	0	0	24
01:00	0	3	0	0	0	0	0	0	14	0	0	0	0	17
02:00	0	16	0	0	0	2	0	0	32	0	0	0	0	50
03:00	0	15	4	0	0	0	0	0	21	0	0	0	0	40
04:00	0	51	11	0	0	2	0	0	38	0	0	0	0	102
05:00	2	162	17	0	4	5	1	0	30	0	0	0	0	221
06:00	**3**	394	92	3	**22**	8	4	1	28	0	0	0	0	555
07:00	2	**809**	**151**	**6**	17	15	0	**2**	28	0	0	0	0	**1030**
08:00	0	733	126	0	19	**16**	5	0	31	0	**1**	0	0	931
09:00	0	391	88	0	16	14	6	1	35	0	0	0	0	551
10:00	1	142	42	1	18	14	**10**	1	32	0	0	0	0	261
11:00	0	128	45	0	12	9	7	0	**41**	0	0	0	0	242
12 PM	0	102	53	0	20	**13**	8	0	26	0	0	0	0	222
13:00	**4**	78	39	**2**	**24**	11	4	2	**34**	0	0	0	0	198
14:00	2	114	42	2	19	9	2	**4**	23	0	0	0	0	217
15:00	2	**130**	**60**	1	9	5	**9**	0	24	0	**3**	0	0	**243**
16:00	1	119	35	2	9	5	6	4	23	0	0	0	0	204
17:00	0	112	29	1	6	7	4	0	19	0	0	0	0	178
18:00	1	73	9	0	2	1	2	0	15	0	0	0	0	103
19:00	0	47	6	0	1	3	0	0	13	0	0	0	0	70
20:00	0	39	6	0	1	1	0	0	12	0	0	0	0	59
21:00	0	20	3	0	1	1	0	0	6	0	0	0	0	31
22:00	0	15	4	0	0	0	0	0	7	0	0	0	0	26
23:00	0	11	4	0	0	0	0	0	5	0	0	0	0	20
Total	18	3722	867	18	200	142	68	15	541	0	4	0	0	5595
Percent	0.3%	66.5%	15.5%	0.3%	3.6%	2.5%	1.2%	0.3%	9.7%	0.0%	0.1%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	06:00	08:00	10:00	07:00	11:00		08:00			07:00
Vol.	3	809	151	6	22	16	10	2	41		1			1030
PM Peak	13:00	15:00	15:00	13:00	13:00	12:00	15:00	14:00	13:00		15:00			15:00
Vol.	4	130	60	2	24	13	9	4	34		3			243
Grand Total	18	3722	867	18	200	142	68	15	541	0	4	0	0	5595
Percent	0.3%	66.5%	15.5%	0.3%	3.6%	2.5%	1.2%	0.3%	9.7%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Temescal Canyon Road
S/ Dawson Canyon Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-22714

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	14	3	0	0	1	0	0	7	0	0	0	0	25
01:00	0	8	0	0	0	0	0	0	7	0	0	0	0	15
02:00	0	5	2	0	0	1	0	0	18	0	0	0	0	26
03:00	0	2	3	0	0	1	0	1	27	0	0	0	0	34
04:00	0	18	3	0	1	2	0	2	21	0	0	0	0	47
05:00	0	11	11	0	0	4	0	1	27	0	**3**	0	0	57
06:00	0	24	17	0	9	13	0	**3**	29	0	0	0	0	95
07:00	0	44	46	**5**	**17**	8	0	3	25	0	0	0	0	148
08:00	0	55	32	0	13	10	0	3	22	0	0	0	0	135
09:00	0	62	**49**	1	15	19	**1**	0	28	0	0	0	0	175
10:00	0	83	40	0	15	18	0	3	**34**	0	1	0	0	194
11:00	0	**122**	43	0	9	**24**	0	1	33	0	0	0	0	**232**
12 PM	0	143	51	1	15	20	**1**	**5**	30	0	**1**	0	0	267
13:00	0	146	61	0	**17**	**21**	0	3	28	0	0	0	0	276
14:00	**3**	200	66	**5**	17	10	0	2	30	0	1	0	0	334
15:00	1	366	95	1	12	10	0	2	**31**	0	0	0	0	518
16:00	3	521	**126**	2	10	18	1	2	23	0	0	0	0	**706**
17:00	3	**529**	106	0	13	15	0	2	22	0	0	0	0	690
18:00	2	335	58	0	10	14	0	0	18	0	0	0	0	437
19:00	2	213	32	0	0	4	0	0	15	0	0	0	0	266
20:00	2	136	15	0	0	1	0	0	11	0	0	0	0	165
21:00	0	98	9	1	0	3	0	0	16	0	0	0	0	127
22:00	0	77	7	0	0	2	0	0	6	0	0	0	0	92
23:00	1	48	5	0	0	1	0	0	6	0	0	0	0	61
Total	17	3260	880	16	173	220	3	33	514	0	6	0	0	5122
Percent	0.3%	63.6%	17.2%	0.3%	3.4%	4.3%	0.1%	0.6%	10.0%	0.0%	0.1%	0.0%	0.0%	
AM Peak		11:00	09:00	07:00	07:00	11:00	09:00	06:00	10:00		05:00			11:00
Vol.		122	49	5	17	24	1	3	34		3			232
PM Peak	14:00	17:00	16:00	14:00	13:00	13:00	12:00	12:00	15:00		12:00			16:00
Vol.	3	529	126	5	17	21	1	5	31		1			706
Grand Total	17	3260	880	16	173	220	3	33	514	0	6	0	0	5122
Percent	0.3%	63.6%	17.2%	0.3%	3.4%	4.3%	0.1%	0.6%	10.0%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

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

County of Riverside
Temescal Canyon Road
S/ Dawson Canyon Road
24 Hour Directional Classification Count
Northbound, Southbound

CRV003
Site Code: 051-22714

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/23/22	0	32	4	0	0	2	0	0	11	0	0	0	0	49
01:00	0	11	0	0	0	0	0	0	21	0	0	0	0	32
02:00	0	21	2	0	0	3	0	0	50	0	0	0	0	76
03:00	0	17	7	0	0	1	0	1	48	0	0	0	0	74
04:00	0	69	14	0	1	4	0	2	59	0	0	0	0	149
05:00	2	173	28	0	4	9	1	1	57	0	**3**	0	0	278
06:00	**3**	418	109	3	31	21	4	4	57	0	0	0	0	650
07:00	2	**853**	**197**	**11**	**34**	23	0	**5**	53	0	0	0	0	**1178**
08:00	0	788	158	0	32	26	5	3	53	0	1	0	0	1066
09:00	0	453	137	1	31	**33**	7	1	63	0	0	0	0	726
10:00	1	225	82	1	33	32	**10**	4	66	0	1	0	0	455
11:00	0	250	88	0	21	33	7	1	**74**	0	0	0	0	474
12 PM	0	245	104	1	35	**33**	**9**	5	56	0	1	0	0	489
13:00	4	224	100	2	**41**	32	4	5	**62**	0	0	0	0	474
14:00	**5**	314	108	**7**	36	19	2	**6**	53	0	1	0	0	551
15:00	3	496	155	2	21	15	9	2	55	0	**3**	0	0	761
16:00	4	640	**161**	4	19	23	7	6	46	0	0	0	0	**910**
17:00	3	**641**	135	1	19	22	4	2	41	0	0	0	0	868
18:00	3	408	67	0	12	15	2	0	33	0	0	0	0	540
19:00	2	260	38	0	1	7	0	0	28	0	0	0	0	336
20:00	2	175	21	0	1	2	0	0	23	0	0	0	0	224
21:00	0	118	12	1	1	4	0	0	22	0	0	0	0	158
22:00	0	92	11	0	0	2	0	0	13	0	0	0	0	118
23:00	1	59	9	0	0	1	0	0	11	0	0	0	0	81
Total	35	6982	1747	34	373	362	71	48	1055	0	10	0	0	10717
Percent	0.3%	65.1%	16.3%	0.3%	3.5%	3.4%	0.7%	0.4%	9.8%	0.0%	0.1%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	07:00	09:00	10:00	07:00	11:00		05:00			07:00
Vol.	3	853	197	11	34	33	10	5	74		3			1178
PM Peak	14:00	17:00	16:00	14:00	13:00	12:00	12:00	14:00	13:00		15:00			16:00
Vol.	5	641	161	7	41	33	9	6	62		3			910
Grand Total	35	6982	1747	34	373	362	71	48	1055	0	10	0	0	10717
Percent	0.3%	65.1%	16.3%	0.3%	3.5%	3.4%	0.7%	0.4%	9.8%	0.0%	0.1%	0.0%	0.0%	

This Page Intentionally Left Blank

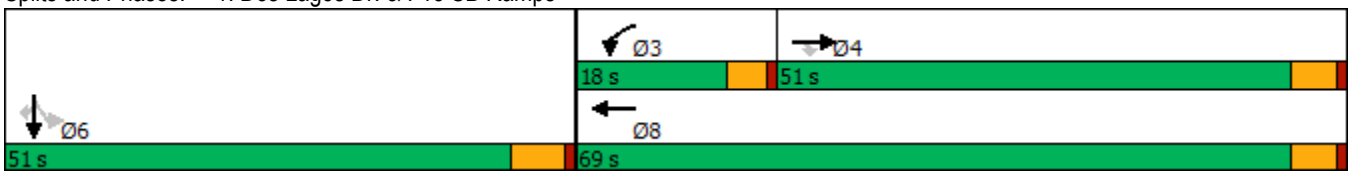
APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

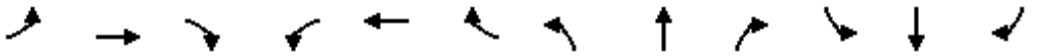
This Page Intentionally Left Blank

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1045	29	49	250	1	552
Future Volume (vph)	1045	29	49	250	1	552
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	18.0	69.0	51.0	51.0
Total Split (%)	42.5%	42.5%	15.0%	57.5%	42.5%	42.5%
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)	54.3	54.3	7.4	64.2	24.1	24.1
Actuated g/C Ratio	0.55	0.55	0.07	0.65	0.24	0.24
v/c Ratio	0.39	0.03	0.39	0.11	0.71	0.52
Control Delay	15.4	0.6	53.8	7.8	43.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	0.6	53.8	7.8	43.4	4.1
LOS	B	A	D	A	D	A
Approach Delay	15.0			15.3	17.8	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 69.3%	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	1045	29	49	250	0	0	0	0	292	1	552
Future Volume (veh/h)	0	1045	29	49	250	0	0	0	0	292	1	552
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1112	19	52	266	0				311	1	340
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	3019	937	71	2416	0				390	1	613
Arrive On Green	0.00	0.58	0.58	0.04	0.67	0.00				0.24	0.22	0.22
Sat Flow, veh/h	0	5358	1610	1810	3705	0				1804	6	2834
Grp Volume(v), veh/h	0	1112	19	52	266	0				312	0	340
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0				1810	0	1417
Q Serve(g_s), s	0.0	10.9	0.5	2.7	2.5	0.0				15.5	0.0	10.2
Cycle Q Clear(g_c), s	0.0	10.9	0.5	2.7	2.5	0.0				15.5	0.0	10.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3019	937	71	2416	0				392	0	613
V/C Ratio(X)	0.00	0.37	0.02	0.73	0.11	0.00				0.80	0.00	0.55
Avail Cap(c_a), veh/h	0	3019	937	254	2416	0				857	0	1342
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	10.6	8.4	45.4	5.6	0.0				34.5	0.0	33.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	5.4	0.1	0.0				3.7	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	0.0	3.9	0.2	1.3	0.8	0.0				6.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	8.5	50.7	5.7	0.0				38.3	0.0	34.1
LnGrp LOS	A	B	A	D	A	A				D	A	C
Approach Vol, veh/h		1131			318						652	
Approach Delay, s/veh		10.9			13.1						36.1	
Approach LOS		B			B						D	

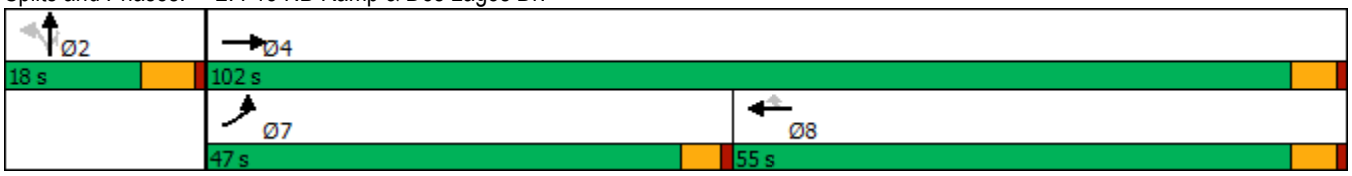
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		8.3	60.7		26.5		69.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		13.4	45.9		45.2		63.9					
Max Q Clear Time (g_c+I1), s		4.7	12.9		17.5		4.5					
Green Ext Time (p_c), s		0.0	9.4		3.2		1.8					

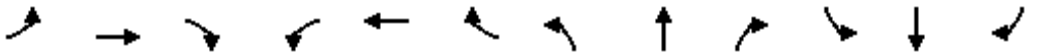
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	820	517	278	397	1	37
Future Volume (vph)	820	517	278	397	1	37
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)	33.3	98.3	59.2	59.2	10.0	10.0
Actuated g/C Ratio	0.29	0.86	0.52	0.52	0.09	0.09
v/c Ratio	0.87	0.34	0.16	0.52	0.15	0.13
Control Delay	48.1	2.9	17.0	23.8	52.5	6.7
Queue Delay	0.8	1.0	0.0	0.0	0.0	0.0
Total Delay	48.9	3.9	17.0	23.8	52.5	6.7
LOS	D	A	B	C	D	A
Approach Delay		31.5	21.0		23.9	
Approach LOS		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 69.3%	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)	820	517	0	0	278	397	21	1	37	0	0	0
Future Volume (veh/h)	820	517	0	0	278	397	21	1	37	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	882	556	0	0	299	426	23	1	12			
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	965	1606	0	0	1915	853	103	4	169			
Arrive On Green	0.27	0.85	0.00	0.00	0.53	0.53	0.08	0.06	0.06			
Sat Flow, veh/h	3510	1900	0	0	3705	1609	1738	76	2834			
Grp Volume(v), veh/h	882	556	0	0	299	426	24	0	12			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1609	1813	0	1417			
Q Serve(g_s), s	27.9	7.3	0.0	0.0	4.9	19.4	1.4	0.0	0.5			
Cycle Q Clear(g_c), s	27.9	7.3	0.0	0.0	4.9	19.4	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	965	1606	0	0	1915	853	108	0	169			
V/C Ratio(X)	0.91	0.35	0.00	0.00	0.16	0.50	0.22	0.00	0.07			
Avail Cap(c_a), veh/h	1299	1606	0	0	1915	853	193	0	302			
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	40.2	1.9	0.0	0.0	13.8	17.2	50.5	0.0	50.9			
Incr Delay (d2), s/veh	6.9	0.6	0.0	0.0	0.2	2.1	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	12.7	1.7	0.0	0.0	2.0	7.4	0.7	0.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	2.5	0.0	0.0	14.0	19.3	51.6	0.0	51.1			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h		1438			725			36				
Approach Delay, s/veh		29.9			17.1			51.4				
Approach LOS		C			B			D				

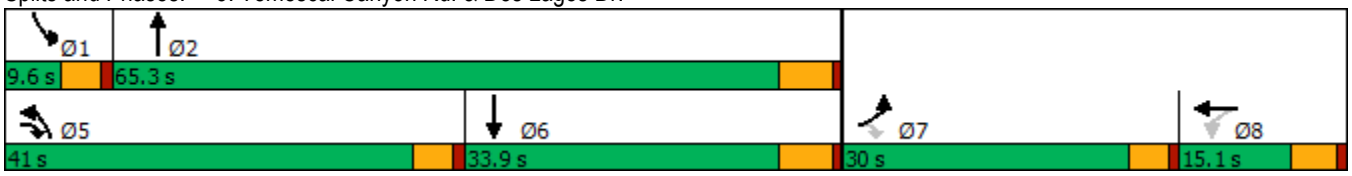
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		12.6		102.0			36.1	65.9				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		12.2		96.9			42.4	49.9				
Max Q Clear Time (g_c+I1), s		3.4		9.3			29.9	21.4				
Green Ext Time (p_c), s		0.0		4.0			1.6	3.6				

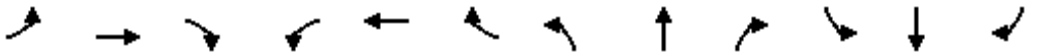
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	351	202	335	813	118	211		
Future Volume (vph)	351	202	335	813	118	211		
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)	14.5	39.7	20.5	60.5	35.3	85.4		
Actuated g/C Ratio	0.17	0.46	0.24	0.71	0.41	1.00		
v/c Ratio	0.62	0.25	0.81	0.34	0.08	0.14		
Control Delay	37.5	2.1	45.9	5.8	18.9	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	37.5	2.1	45.9	5.8	18.9	0.2		
LOS	D	A	D	A	B	A		
Approach Delay				17.5	6.9			
Approach LOS				B	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 43.4%	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)	351	0	202	0	0	0	335	813	0	0	118	211
Future Volume (veh/h)	351	0	202	0	0	0	335	813	0	0	118	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	369	0	165	0	0	0	353	856	0	0	124	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	471	0	0	0	2	0	397	2661	0	2	1663	
Arrive On Green	0.13	0.00	0.00	0.00	0.00	0.00	0.22	0.74	0.00	0.00	0.46	0.00
Sat Flow, veh/h	3510	369		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	369	34.9		0	0	0	353	856	0	0	124	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	8.2			0.0	0.0	0.0	15.3	6.6	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	8.2			0.0	0.0	0.0	15.3	6.6	0.0	0.0	1.5	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	471			0	2	0	397	2661	0	2	1663	
V/C Ratio(X)	0.78			0.00	0.00	0.00	0.89	0.32	0.00	0.00	0.07	
Avail Cap(c_a), veh/h	1105			0	235	0	816	2661	0	112	1663	
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	30.6	3.7	0.0	0.0	12.2	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	3.4			0.0	0.0	0.0	6.4	1.4	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9			0.0	0.0	0.0	33.3	4.0	0.0	0.0	12.2	0.0
LnGrp LOS	C			A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			1209			124	
Approach Delay, s/veh					0.0			12.5			12.2	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			22.3	43.0	15.4	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	59.5			36.4	28.1	25.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	8.6			17.3	3.5	10.2	0.0				
Green Ext Time (p_c), s	0.0	6.5			0.4	0.6	0.6	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		17.4
HCM 6th LOS		B

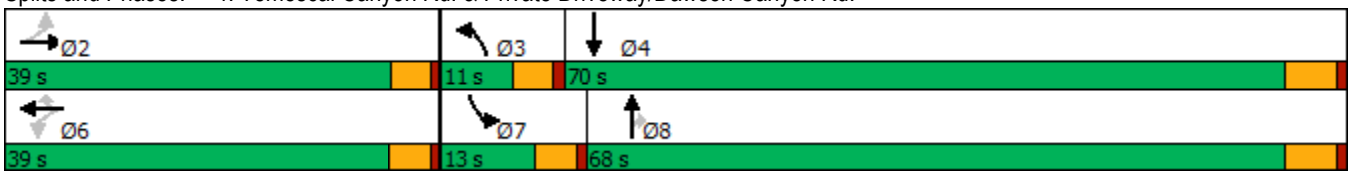
Notes

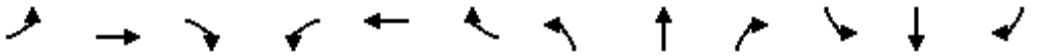
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	Ø2
Lane Configurations									
Traffic Volume (vph)	161	0	41	3	1039	137	26	96	
Future Volume (vph)	161	0	41	3	1039	137	26	96	
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)		14.1	14.1	5.4	30.6	30.6	6.1	32.8	
Actuated g/C Ratio		0.24	0.24	0.09	0.51	0.51	0.10	0.55	
v/c Ratio		0.49	0.10	0.02	0.58	0.16	0.15	0.05	
Control Delay		27.7	3.8	34.3	12.9	2.9	33.2	7.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.7	3.8	34.3	12.9	2.9	33.2	7.4	
LOS		C	A	C	B	A	C	A	
Approach Delay		22.9			11.7			13.0	
Approach LOS		C			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 46.4%	ICU Level of Service A
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	161	0	41	3	1039	137	26	96	0
Future Volume (veh/h)	0	0	0	161	0	41	3	1039	137	26	96	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	166	0	0	3	1071	0	27	99	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	358	0	424	0		7	1658		57	1757	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.46	0.00	0.03	0.49	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	166	0	0	3	1071	0	27	99	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	4.9	0.0	0.0	0.1	10.7	0.0	0.7	0.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.9	0.0	0.0	0.1	10.7	0.0	0.7	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	358	0	445	0		7	1658		57	1757	0
V/C Ratio(X)	0.00	0.00	0.00	0.37	0.00		0.41	0.65		0.47	0.06	0.00
Avail Cap(c_a), veh/h	0	1389	0	1224	0		246	4772		323	4925	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	17.2	0.0	0.0	23.4	9.8	0.0	22.4	6.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	12.7	0.4	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.4	0.0	0.0	0.1	2.8	0.0	0.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	17.7	0.0	0.0	36.1	10.2	0.0	24.6	6.4	0.0
LnGrp LOS	A	A	A	B	A		D	B		C	A	A
Approach Vol, veh/h		0			166			1074			126	
Approach Delay, s/veh		0.0			17.7			10.3			10.3	
Approach LOS					B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.6	4.8	28.7		13.6	6.1	27.4				
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	8.4	62.2				
Max Q Clear Time (g_c+I1), s		0.0	2.1	2.7		6.9	2.7	12.7				
Green Ext Time (p_c), s		0.0	0.0	0.6		0.9	0.0	8.9				

Intersection Summary		
HCM 6th Ctrl Delay		11.2
HCM 6th LOS		B

Notes

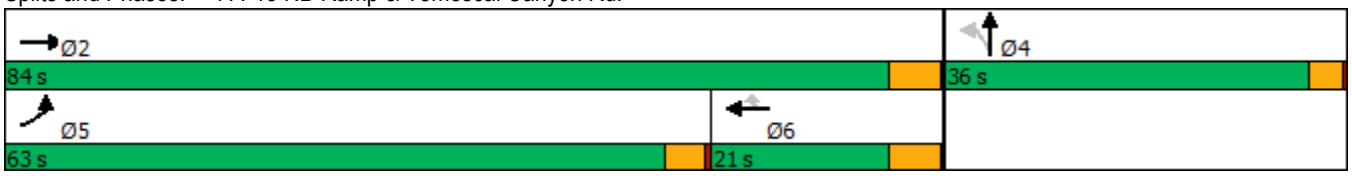
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	586	896	151	115	4
Future Volume (vph)	586	896	151	115	4
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	27.0	39.6	8.2	8.2	13.8
Actuated g/C Ratio	0.43	0.63	0.13	0.13	0.22
v/c Ratio	0.79	0.41	0.34	0.39	0.71
Control Delay	24.5	6.8	32.4	12.0	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	6.8	32.4	12.0	21.7
LOS	C	A	C	B	C
Approach Delay		13.8	23.5		21.7
Approach LOS		B	C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	586	896	0	0	151	115	27	4	307	0	0	0
Future Volume (veh/h)	586	896	0	0	151	115	27	4	307	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	610	933	0	0	157	0	28	4	156			
Peak Hour Factor	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			
Cap, veh/h	700	2248	0	0	473		38	5	210			
Arrive On Green	0.39	0.62	0.00	0.00	0.13	0.00	0.14	0.15	0.15			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	245	35	1363			
Grp Volume(v), veh/h	610	933	0	0	157	0	188	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1642	0	0			
Q Serve(g_s), s	11.9	5.0	0.0	0.0	1.5	0.0	4.2	0.0	0.0			
Cycle Q Clear(g_c), s	11.9	5.0	0.0	0.0	1.5	0.0	4.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.15		0.83			
Lane Grp Cap(c), veh/h	700	2248	0	0	473		254	0	0			
V/C Ratio(X)	0.87	0.41	0.00	0.00	0.33		0.74	0.00	0.00			
Avail Cap(c_a), veh/h	2799	7476	0	0	1514		1399	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	10.8	3.7	0.0	0.0	15.1	0.0	15.4	0.0	0.0			
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.2	0.0	1.6	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			
%ile BackOfQ(50%),veh/ln	2.9	0.3	0.0	0.0	0.5	0.0	1.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	3.7	0.0	0.0	15.2	0.0	17.0	0.0	0.0			
LnGrp LOS	B	A	A	A	B		B	A	A			
Approach Vol, veh/h		1543			157			188				
Approach Delay, s/veh		7.1			15.2			17.0				
Approach LOS		A			B			B				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		28.8		9.4	18.8	10.0						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0						
Max Q Clear Time (g_c+I1), s		7.0		6.2	13.9	3.5						
Green Ext Time (p_c), s		4.3		0.6	0.9	0.4						

Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									

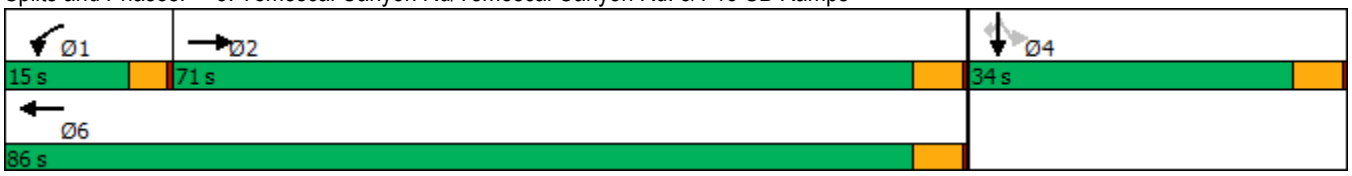
Notes

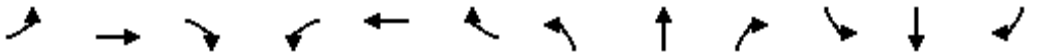
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1373	63	76	102	3	409
Future Volume (vph)	1373	63	76	102	3	409
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	71.0		15.0	86.0	34.0	34.0
Total Split (%)	59.2%		12.5%	71.7%	28.3%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	34.5	66.8	9.2	44.3	11.2	11.2
Actuated g/C Ratio	0.52	1.00	0.14	0.66	0.17	0.17
v/c Ratio	0.77	0.04	0.32	0.09	0.39	0.69
Control Delay	17.2	0.0	36.6	4.0	33.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	0.0	36.6	4.0	33.9	9.9
LOS	B	A	D	A	C	A
Approach Delay	16.5			18.0	15.1	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1373	63	76	102	0	0	0	0	110	3	409
Future Volume (veh/h)	0	1373	63	76	102	0	0	0	0	110	3	409
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1445	0	80	107	0				116	3	219
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	0	1851		114	1227	0				317	8	289
Arrive On Green	0.00	0.51	0.00	0.06	0.65	0.00				0.20	0.18	0.18
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1766	46	1610
Grp Volume(v), veh/h	0	1445	0	80	107	0				119	0	219
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1812	0	1610
Q Serve(g_s), s	0.0	18.6	0.0	2.5	1.2	0.0				3.3	0.0	7.4
Cycle Q Clear(g_c), s	0.0	18.6	0.0	2.5	1.2	0.0				3.3	0.0	7.4
Prop In Lane	0.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	0	1851		114	1227	0				325	0	289
V/C Ratio(X)	0.00	0.78		0.70	0.09	0.00				0.37	0.00	0.76
Avail Cap(c_a), veh/h	0	4164		348	2690	0				918	0	816
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.3	0.0	26.3	3.8	0.0				20.2	0.0	22.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	7.7	0.0	0.0				0.5	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.4	0.0	1.2	0.3	0.0				1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.6	0.0	33.9	3.8	0.0				20.7	0.0	25.3
LnGrp LOS	A	B		C	A	A				C	A	C
Approach Vol, veh/h		1445			187						338	
Approach Delay, s/veh		11.6			16.7						23.7	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.6	34.3		15.3		41.9
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	66.0		29.0		81.0
Max Q Clear Time (g_c+I1), s	4.5	20.6		9.4		3.2
Green Ext Time (p_c), s	0.1	8.7		0.9		0.4

Intersection Summary		
HCM 6th Ctrl Delay		14.2
HCM 6th LOS		B

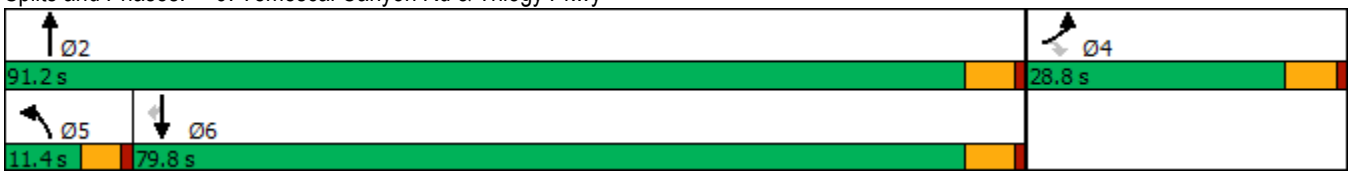
Notes

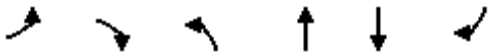
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	14	37	1255	421	65
Future Volume (vph)	38	14	37	1255	421	65
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	28.8	28.8	11.4	91.2	79.8	79.8
Total Split (%)	24.0%	24.0%	9.5%	76.0%	66.5%	66.5%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	12.9	12.9	6.5	83.9	77.7	77.7
Actuated g/C Ratio	0.13	0.13	0.06	0.83	0.77	0.77
v/c Ratio	0.17	0.07	0.34	0.84	0.30	0.05
Control Delay	45.7	19.1	59.9	15.5	7.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	19.1	59.9	15.5	7.3	2.2
LOS	D	B	E	B	A	A
Approach Delay	38.4			16.8	6.6	
Approach LOS	D			B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	14	37	1255	421	65
Future Volume (veh/h)	38	14	37	1255	421	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	10	39	1321	443	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	152	135	66	1474	1295	1098
Arrive On Green	0.08	0.08	0.04	0.78	0.68	0.68
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	40	10	39	1321	443	65
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.7	0.5	1.7	40.8	7.7	1.1
Cycle Q Clear(g_c), s	1.7	0.5	1.7	40.8	7.7	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	152	135	66	1474	1295	1098
V/C Ratio(X)	0.26	0.07	0.59	0.90	0.34	0.06
Avail Cap(c_a), veh/h	522	464	154	2044	1773	1502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	33.7	37.9	6.6	5.3	4.2
Incr Delay (d2), s/veh	0.9	0.2	3.2	4.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.8	8.8	2.2	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.1	33.9	41.0	10.9	5.4	4.2
LnGrp LOS	D	C	D	B	A	A
Approach Vol, veh/h	50			1360	508	
Approach Delay, s/veh	34.9			11.8	5.3	
Approach LOS	C			B	A	

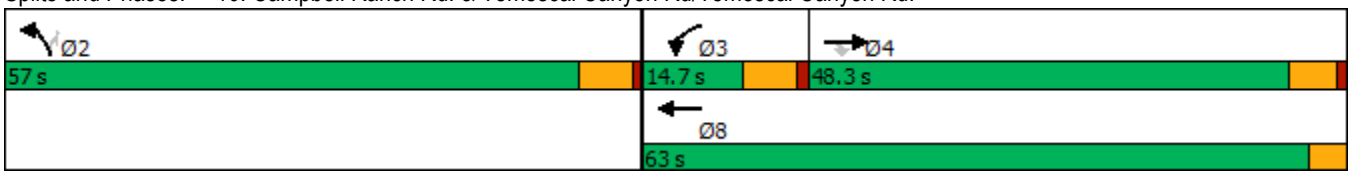
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.3		12.5	7.5	59.8
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.8		23.0	6.8	74.4
Max Q Clear Time (g_c+I1), s		42.8		3.7	3.7	9.7
Green Ext Time (p_c), s		19.0		0.1	0.0	3.0

Intersection Summary		
HCM 6th Ctrl Delay		10.6
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	220	198	45	760	607	22
Future Volume (vph)	220	198	45	760	607	22
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	48.3	48.3	14.7	63.0	57.0	57.0
Total Split (%)	40.3%	40.3%	12.3%	52.5%	47.5%	47.5%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	42.6	42.6	7.4	55.5	46.8	46.8
Actuated g/C Ratio	0.38	0.38	0.07	0.50	0.42	0.42
v/c Ratio	0.35	0.30	0.44	0.93	0.93	0.04
Control Delay	28.5	4.5	65.2	44.7	51.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	4.5	65.2	44.7	51.5	9.6
LOS	C	A	E	D	D	A
Approach Delay	17.2			45.9	50.0	
Approach LOS	B			D	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 40.8	Intersection LOS: D
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	220	198	45	760	607	22
Future Volume (veh/h)	220	198	45	760	607	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	256	130	52	884	706	13
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	763	646	67	942	741	659
Arrive On Green	0.40	0.40	0.04	0.50	0.41	0.41
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	256	130	52	884	706	13
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	10.4	5.9	3.2	49.1	42.3	0.5
Cycle Q Clear(g_c), s	10.4	5.9	3.2	49.1	42.3	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	763	646	67	942	741	659
V/C Ratio(X)	0.34	0.20	0.77	0.94	0.95	0.02
Avail Cap(c_a), veh/h	763	646	144	1018	827	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	21.8	53.4	26.6	32.0	19.7
Incr Delay (d2), s/veh	0.3	0.2	6.8	15.0	19.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	2.2	1.6	24.3	21.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	22.0	60.2	41.6	51.6	19.7
LnGrp LOS	C	C	E	D	D	B
Approach Vol, veh/h	386			936	719	
Approach Delay, s/veh	23.0			42.6	51.0	
Approach LOS	C			D	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		51.7	10.0	50.4		60.3
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		51.2	8.9	42.9		* 59
Max Q Clear Time (g_c+I1), s		44.3	5.2	12.4		51.1
Green Ext Time (p_c), s		1.6	0.0	1.8		3.8

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	19	3	148	33	2
Future Vol, veh/h	165	19	3	148	33	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	176	20	3	157	35	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	339	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	163	-
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	-	-	1389	-	661	872
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1389	-	660	872
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.7
HCM LOS			B

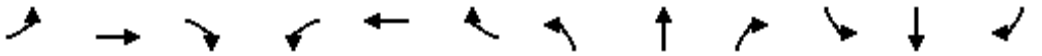
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	669	-	-	1389	-
HCM Lane V/C Ratio	0.056	-	-	0.002	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	567	30	270	285	9	452
Future Volume (vph)	567	30	270	285	9	452
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)	51.3	51.3	21.1	77.0	14.4	14.4
Actuated g/C Ratio	0.50	0.50	0.21	0.75	0.14	0.14
v/c Ratio	0.24	0.04	0.80	0.12	0.57	0.60
Control Delay	16.3	1.0	54.5	3.9	50.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	1.0	54.5	3.9	50.0	6.8
LOS	B	A	D	A	D	A
Approach Delay	15.5			28.5	16.6	
Approach LOS	B			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 54.1%	ICU Level of Service A
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	567	30	270	285	0	0	0	0	124	9	452
Future Volume (veh/h)	0	567	30	270	285	0	0	0	0	124	9	452
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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	623	22	297	313	0				136	10	215
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	2833	869	334	2805	0				191	14	319
Arrive On Green	0.00	0.55	0.55	0.18	0.78	0.00				0.13	0.11	0.11
Sat Flow, veh/h	0	5358	1590	1810	3705	0				1691	124	2834
Grp Volume(v), veh/h	0	623	22	297	313	0				146	0	215
Grp Sat Flow(s),veh/h/ln	0	1729	1590	1810	1805	0				1815	0	1417
Q Serve(g_s), s	0.0	6.1	0.6	15.8	2.1	0.0				7.6	0.0	7.2
Cycle Q Clear(g_c), s	0.0	6.1	0.6	15.8	2.1	0.0				7.6	0.0	7.2
Prop In Lane	0.00		1.00	1.00		0.00				0.93		1.00
Lane Grp Cap(c), veh/h	0	2833	869	334	2805	0				205	0	319
V/C Ratio(X)	0.00	0.22	0.03	0.89	0.11	0.00				0.71	0.00	0.67
Avail Cap(c_a), veh/h	0	2833	869	794	2805	0				591	0	922
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	11.6	10.3	39.4	2.7	0.0				41.5	0.0	42.1
Incr Delay (d2), s/veh	0.0	0.2	0.1	3.3	0.1	0.0				4.6	0.0	2.5
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	2.3	0.2	7.2	0.5	0.0				3.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	10.4	42.7	2.8	0.0				46.1	0.0	44.6
LnGrp LOS	A	B	B	D	A	A				D	A	D
Approach Vol, veh/h		645			610						361	
Approach Delay, s/veh		11.7			22.2						45.2	
Approach LOS		B			C						D	

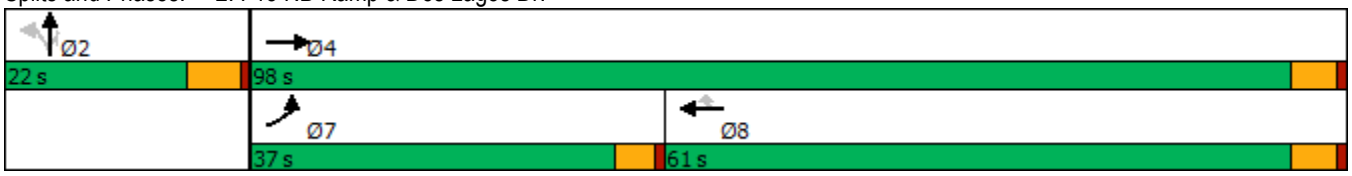
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		22.8	59.2		17.0		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		17.8	8.1		9.6		4.1					
Green Ext Time (p_c), s		0.4	4.2		1.5		2.2					

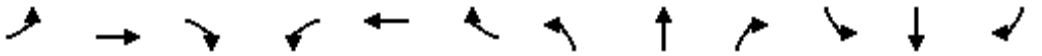
Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	430	262	522	330	4	121
Future Volume (vph)	430	262	522	330	4	121
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)	19.1	92.9	69.2	69.2	10.1	10.1
Actuated g/C Ratio	0.17	0.82	0.61	0.61	0.09	0.09
v/c Ratio	0.77	0.18	0.25	0.36	0.24	0.35
Control Delay	54.5	2.6	11.1	13.2	52.4	11.4
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0
Total Delay	54.5	3.2	11.1	13.2	52.4	11.4
LOS	D	A	B	B	D	B
Approach Delay		35.1	11.9		21.0	
Approach LOS		D	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

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



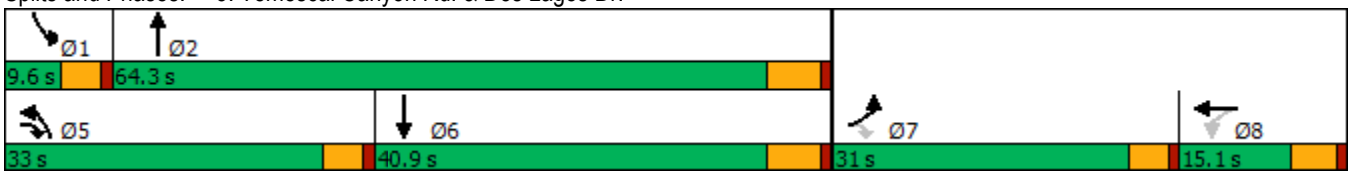


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	262	0	0	522	330	33	4	121	0	0	0
Future Volume (veh/h)	430	262	0	0	522	330	33	4	121	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
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	453	276	0	0	549	333	35	4	72			
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	528	1555	0	0	2265	998	139	16	236			
Arrive On Green	0.15	0.82	0.00	0.00	0.63	0.63	0.10	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1590	1632	187	2765			
Grp Volume(v), veh/h	453	276	0	0	549	333	39	0	72			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1590	1818	0	1383			
Q Serve(g_s), s	14.3	3.5	0.0	0.0	7.6	11.2	2.2	0.0	2.8			
Cycle Q Clear(g_c), s	14.3	3.5	0.0	0.0	7.6	11.2	2.2	0.0	2.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		1.00			
Lane Grp Cap(c), veh/h	528	1555	0	0	2265	998	155	0	236			
V/C Ratio(X)	0.86	0.18	0.00	0.00	0.24	0.33	0.25	0.00	0.30			
Avail Cap(c_a), veh/h	1002	1555	0	0	2265	998	260	0	395			
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	47.0	2.2	0.0	0.0	9.3	10.0	47.7	0.0	48.7			
Incr Delay (d2), s/veh	1.6	0.2	0.0	0.0	0.3	0.9	0.8	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	0.9	0.0	0.0	2.9	3.9	1.0	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	2.4	0.0	0.0	9.5	10.9	48.6	0.0	49.5			
LnGrp LOS	D	A	A	A	A	B	D	A	D			
Approach Vol, veh/h		729			882			111				
Approach Delay, s/veh		31.1			10.0			49.1				
Approach LOS		C			B			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.5		98.0			21.7	76.3				
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		4.8		5.5			16.3	13.2				
Green Ext Time (p_c), s		0.3		1.7			0.8	5.4				
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	299	87	225	224	632	502		
Future Volume (vph)	299	87	225	224	632	502		
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)	13.3	32.9	15.0	59.6	40.0	83.3		
Actuated g/C Ratio	0.16	0.39	0.18	0.72	0.48	1.00		
v/c Ratio	0.56	0.13	0.72	0.09	0.38	0.32		
Control Delay	35.9	3.3	45.6	4.4	16.5	0.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	35.9	3.3	45.6	4.4	16.5	0.5		
LOS	D	A	D	A	B	A		
Approach Delay				25.0	9.4			
Approach LOS				C	A			

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 83.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 50.5%		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)	299	0	87	0	0	0	225	224	0	0	632	502
Future Volume (veh/h)	299	0	87	0	0	0	225	224	0	0	632	502
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	311	0	58	0	0	0	234	233	0	0	658	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	414	0	0	0	2	0	278	2704	0	2	1936	
Arrive On Green	0.12	0.00	0.00	0.00	0.00	0.00	0.15	0.75	0.00	0.00	0.54	0.00
Sat Flow, veh/h	3510	311		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	311	34.4		0	0	0	234	233	0	0	658	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	6.7			0.0	0.0	0.0	9.8	1.4	0.0	0.0	8.1	0.0
Cycle Q Clear(g_c), s	6.7			0.0	0.0	0.0	9.8	1.4	0.0	0.0	8.1	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	414			0	2	0	278	2704	0	2	1936	
V/C Ratio(X)	0.75			0.00	0.00	0.00	0.84	0.09	0.00	0.00	0.34	
Avail Cap(c_a), veh/h	1187			0	243	0	658	2704	0	116	1936	
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	32.1	2.6	0.0	0.0	10.3	0.0
Incr Delay (d2), s/veh	1.0			0.0	0.0	0.0	2.6	0.1	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8			0.0	0.0	0.0	4.2	0.3	0.0	0.0	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4			0.0	0.0	0.0	34.8	2.7	0.0	0.0	10.7	0.0
LnGrp LOS	C			A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			467			658	
Approach Delay, s/veh					0.0			18.8			10.7	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	64.3			16.6	47.7	13.8	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	58.5			28.4	35.1	26.4	10.0				
Max Q Clear Time (g_c+I1), s	0.0	3.4			11.8	10.1	8.7	0.0				
Green Ext Time (p_c), s	0.0	1.4			0.3	4.2	0.5	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		18.5
HCM 6th LOS		B

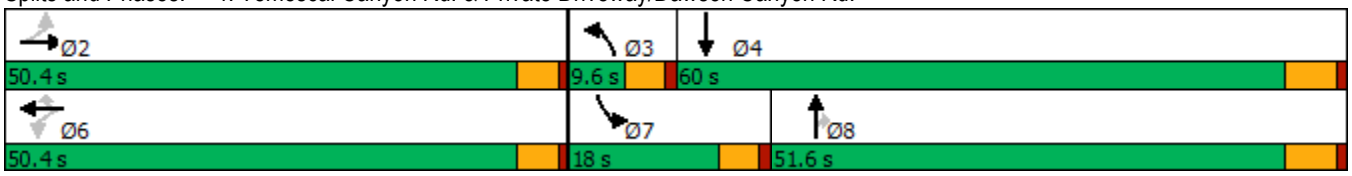
Notes

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	178	0	28	149	101	42	665	
Future Volume (vph)	1	0	178	0	28	149	101	42	665	
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)		12.6		12.5	12.5	15.7	15.7	6.0	19.5	
Actuated g/C Ratio		0.29		0.29	0.29	0.37	0.37	0.14	0.45	
v/c Ratio		0.01		0.44	0.05	0.12	0.16	0.17	0.42	
Control Delay		0.0		17.5	0.2	12.0	4.7	21.3	8.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.0		17.5	0.2	12.0	4.7	21.3	8.8	
LOS		A		B	A	B	A	C	A	
Approach Delay				15.2		9.1			9.6	
Approach LOS				B		A			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
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	178	0	28	0	149	101	42	665	1
Future Volume (veh/h)	1	0	2	178	0	28	0	149	101	42	665	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	184	0	0	0	154	0	43	686	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	584	0	0	547	0		5	1026		88	1715	3
Arrive On Green	0.25	0.00	0.00	0.26	0.00	0.00	0.00	0.28	0.00	0.05	0.46	0.46
Sat Flow, veh/h	1597	0	0	1441	0	1610	1810	3610	1610	1810	3699	5
Grp Volume(v), veh/h	1	0	0	184	0	0	0	154	0	43	335	352
Grp Sat Flow(s),veh/h/ln	1598	0	0	1441	0	1610	1810	1805	1610	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.0	3.8	0.0	0.0	0.0	1.1	0.0	0.8	4.3	4.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.8	0.0	0.0	0.0	1.1	0.0	0.8	4.3	4.3
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	612	0	0	576	0		5	1026		88	837	881
V/C Ratio(X)	0.00	0.00	0.00	0.32	0.00		0.00	0.15		0.49	0.40	0.40
Avail Cap(c_a), veh/h	2144	0	0	2104	0		257	4700		689	2781	2926
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	10.0	0.0	0.0	11.4	0.0	0.0	0.0	9.4	0.0	16.3	6.2	6.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.0	1.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.3	0.0	0.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	0.0	11.7	0.0	0.0	0.0	9.5	0.0	17.8	6.5	6.5
LnGrp LOS	B	A	A	B	A		A	A		B	A	A
Approach Vol, veh/h		1			184			154			730	
Approach Delay, s/veh		10.0			11.7			9.5			7.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.1	0.0	22.1	13.1	6.3	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	* 46	13.4	45.8
Max Q Clear Time (g_c+I1), s	2.0	0.0	6.3	5.8	2.8	3.1
Green Ext Time (p_c), s	0.0	0.0	4.2	1.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

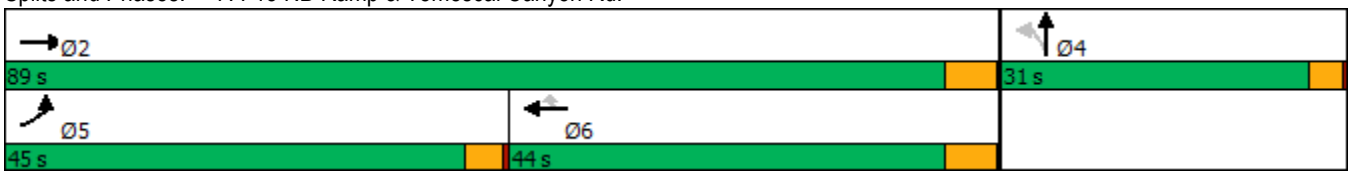
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	366	178	734	133	9
Future Volume (vph)	366	178	734	133	9
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	20.9	46.9	21.5	21.5	11.3
Actuated g/C Ratio	0.31	0.69	0.32	0.32	0.17
v/c Ratio	0.69	0.07	0.67	0.24	0.50
Control Delay	30.3	4.0	25.2	9.0	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	4.0	25.2	9.0	26.2
LOS	C	A	C	A	C
Approach Delay		21.7	22.7		26.2
Approach LOS		C	C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	178	0	0	734	133	58	9	92	0	0	0
Future Volume (veh/h)	366	178	0	0	734	133	58	9	92	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	385	187	0	0	773	0	61	9	49			
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	472	2478	0	0	1162		83	12	66			
Arrive On Green	0.26	0.69	0.00	0.00	0.32	0.00	0.08	0.09	0.09			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	886	131	711			
Grp Volume(v), veh/h	385	187	0	0	773	0	119	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1728	0	0			
Q Serve(g_s), s	7.7	0.7	0.0	0.0	7.1	0.0	2.6	0.0	0.0			
Cycle Q Clear(g_c), s	7.7	0.7	0.0	0.0	7.1	0.0	2.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.51		0.41			
Lane Grp Cap(c), veh/h	472	2478	0	0	1162		161	0	0			
V/C Ratio(X)	0.82	0.08	0.00	0.00	0.67		0.74	0.00	0.00			
Avail Cap(c_a), veh/h	1923	7859	0	0	3649		1231	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	13.4	2.0	0.0	0.0	11.3	0.0	17.2	0.0	0.0			
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.2	0.0	2.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	1.9	0.0	0.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	2.0	0.0	0.0	11.5	0.0	19.6	0.0	0.0			
LnGrp LOS	B	A	A	A	B		B	A	A			
Approach Vol, veh/h		572			773			119				
Approach Delay, s/veh		10.6			11.5			19.6				
Approach LOS		B			B			B				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		31.5		7.1	14.1	17.4			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0			
Max Q Clear Time (g_c+I1), s		2.7		4.6	9.7	9.1			
Green Ext Time (p_c), s		0.7		0.3	0.5	3.3			

Intersection Summary		
HCM 6th Ctrl Delay	11.8	
HCM 6th LOS	B	

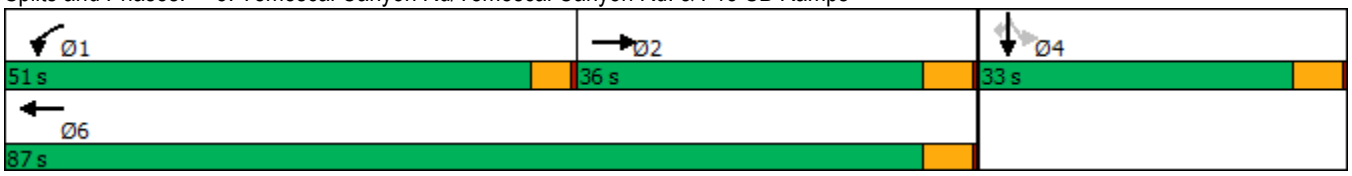
Notes

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

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	477	119	376	416	7	328
Future Volume (vph)	477	119	376	416	7	328
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	36.0		51.0	87.0	33.0	33.0
Total Split (%)	30.0%		42.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	13.5	55.7	19.0	36.8	8.4	8.4
Actuated g/C Ratio	0.24	1.00	0.34	0.66	0.15	0.15
v/c Ratio	0.58	0.08	0.65	0.35	0.28	0.65
Control Delay	22.8	0.1	22.0	5.1	26.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	0.1	22.0	5.1	26.9	9.9
LOS	C	A	C	A	C	A
Approach Delay	18.2			13.1	13.0	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	477	119	376	416	0	0	0	0	66	7	328
Future Volume (veh/h)	0	477	119	376	416	0	0	0	0	66	7	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	507	0	400	443	0				70	7	181
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	808		505	1138	0				267	27	260
Arrive On Green	0.00	0.22	0.00	0.28	0.60	0.00				0.19	0.16	0.16
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1652	165	1610
Grp Volume(v), veh/h	0	507	0	400	443	0				77	0	181
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1817	0	1610
Q Serve(g_s), s	0.0	5.3	0.0	8.5	5.1	0.0				1.5	0.0	4.4
Cycle Q Clear(g_c), s	0.0	5.3	0.0	8.5	5.1	0.0				1.5	0.0	4.4
Prop In Lane	0.00		1.00	1.00		0.00				0.91		1.00
Lane Grp Cap(c), veh/h	0	808		505	1138	0				294	0	260
V/C Ratio(X)	0.00	0.63		0.79	0.39	0.00				0.26	0.00	0.70
Avail Cap(c_a), veh/h	0	2680		2037	3731	0				1219	0	1080
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.6	0.0	13.9	4.4	0.0				14.9	0.0	16.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	2.8	0.1	0.0				0.3	0.0	2.5
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	1.7	0.0	3.0	0.8	0.0				0.5	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	0.0	16.8	4.5	0.0				15.3	0.0	19.0
LnGrp LOS	A	B		B	A	A				B	A	B
Approach Vol, veh/h		507			843						258	
Approach Delay, s/veh		14.9			10.3						17.9	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.7	14.3		11.8		30.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	47.0	31.0		28.0		82.0
Max Q Clear Time (g_c+I1), s	10.5	7.3		6.4		7.1
Green Ext Time (p_c), s	1.2	2.1		0.7		1.7

Intersection Summary		
HCM 6th Ctrl Delay		13.0
HCM 6th LOS		B

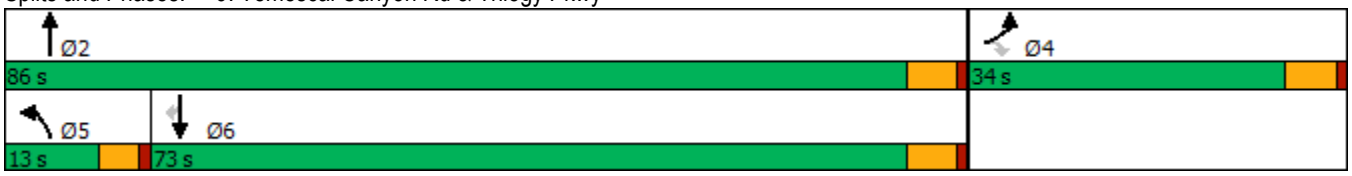
Notes

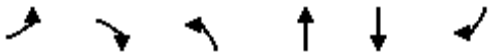
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	162	45	25	343	561	40
Future Volume (vph)	162	45	25	343	561	40
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	13.6	13.6	6.1	32.0	28.5	28.5
Actuated g/C Ratio	0.24	0.24	0.11	0.55	0.49	0.49
v/c Ratio	0.41	0.12	0.14	0.35	0.64	0.05
Control Delay	24.6	8.9	32.9	8.1	16.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	8.9	32.9	8.1	16.4	6.6
LOS	C	A	C	A	B	A
Approach Delay	21.2			9.8	15.8	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 47.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	162	45	25	343	561	40
Future Volume (veh/h)	162	45	25	343	561	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	14	27	369	603	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	365	325	58	1043	787	667
Arrive On Green	0.20	0.20	0.03	0.55	0.41	0.41
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	174	14	27	369	603	34
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	3.8	0.3	0.7	4.9	12.2	0.6
Cycle Q Clear(g_c), s	3.8	0.3	0.7	4.9	12.2	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	365	325	58	1043	787	667
V/C Ratio(X)	0.48	0.04	0.47	0.35	0.77	0.05
Avail Cap(c_a), veh/h	1138	1012	339	3415	2864	2427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	14.4	21.3	5.7	11.3	7.9
Incr Delay (d2), s/veh	1.0	0.1	2.2	0.2	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	1.1	3.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	14.5	23.5	5.9	12.9	7.9
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	188			396	637	
Approach Delay, s/veh	16.6			7.1	12.6	
Approach LOS	B			A	B	

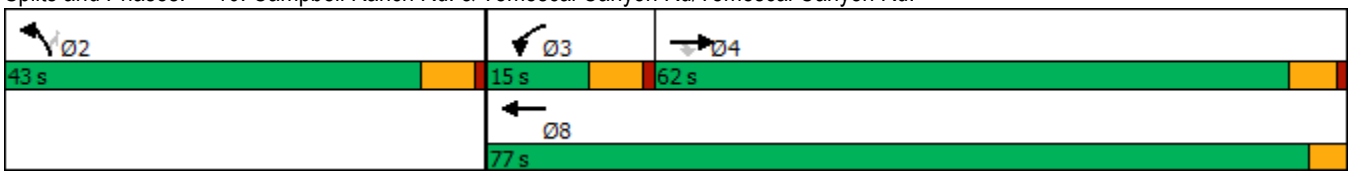
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		14.8	6.0	24.0
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		6.9		5.8	2.7	14.2
Green Ext Time (p_c), s		2.3		0.5	0.0	4.4

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	152	358	3	78	163	5
Future Volume (vph)	152	358	3	78	163	5
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	15.6	15.6	5.4	19.6	11.7	11.7
Actuated g/C Ratio	0.38	0.38	0.13	0.48	0.29	0.29
v/c Ratio	0.22	0.45	0.01	0.09	0.34	0.01
Control Delay	10.8	3.5	20.3	6.1	14.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	3.5	20.3	6.1	14.4	9.6
LOS	B	A	C	A	B	A
Approach Delay	5.7			6.5	14.3	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 40.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 35.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	152	358	3	78	163	5
Future Volume (veh/h)	152	358	3	78	163	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	163	288	3	84	175	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	537	455	7	888	422	375
Arrive On Green	0.28	0.28	0.00	0.47	0.23	0.23
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	163	288	3	84	175	2
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	2.4	5.5	0.1	0.9	2.9	0.0
Cycle Q Clear(g_c), s	2.4	5.5	0.1	0.9	2.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	537	455	7	888	422	375
V/C Ratio(X)	0.30	0.63	0.40	0.09	0.42	0.01
Avail Cap(c_a), veh/h	3039	2575	470	3973	1902	1693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	11.1	17.6	5.2	11.5	10.4
Incr Delay (d2), s/veh	0.3	1.5	12.6	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	0.0	0.2	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	12.6	30.2	5.3	12.2	10.4
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	451			87	177	
Approach Delay, s/veh	11.7			6.2	12.2	
Approach LOS	B			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	14.0	5.9	15.4	21.3
Change Period (Y+Rc), s	5.8	5.8	5.4	* 5.4
Max Green Setting (Gmax), s	37.2	9.2	56.6	* 73
Max Q Clear Time (g_c+I1), s	4.9	2.1	7.5	2.9
Green Ext Time (p_c), s	0.5	0.0	1.9	0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	158	11	0	176	11	0
Future Vol, veh/h	158	11	0	176	11	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	168	12	0	187	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	355	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	187	-
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	-	-	1408	-	647	881
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1408	-	647	881
Mov Cap-2 Maneuver	-	-	-	-	647	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	647	-	-	1408	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

This Page Intentionally Left Blank

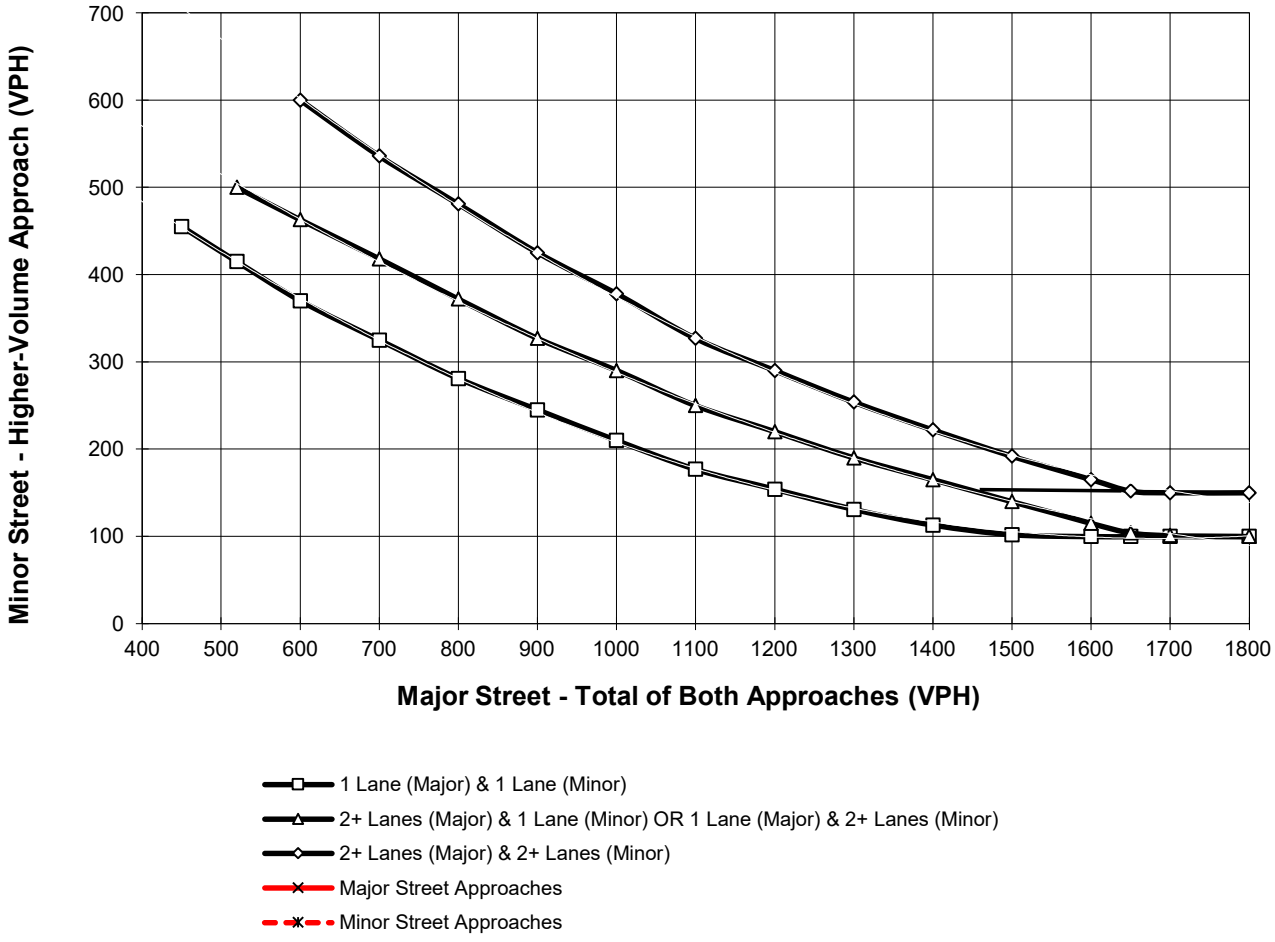
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2022) Conditions - Weekday AM Peak Hour**

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **334**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **35**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED

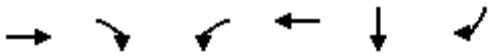


*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

This Page Intentionally Left Blank

APPENDIX 3.4: EXISTING (2022) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

This Page Intentionally Left Blank



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1112	31	52	266	312	587
v/c Ratio	0.39	0.03	0.39	0.11	0.71	0.52
Control Delay	15.4	0.6	53.8	7.8	43.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	0.6	53.8	7.8	43.4	4.1
Queue Length 50th (ft)	145	0	32	30	180	0
Queue Length 95th (ft)	239	3	74	61	270	42
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2838	914	244	2334	828	1618
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.03	0.21	0.11	0.38	0.36

Intersection Summary



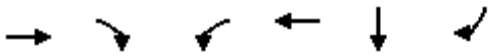
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	882	556	299	427	24	40
v/c Ratio	0.87	0.34	0.16	0.52	0.15	0.13
Control Delay	48.1	2.9	17.0	23.8	52.5	6.7
Queue Delay	0.8	1.0	0.0	0.0	0.0	0.0
Total Delay	48.9	3.9	17.0	23.8	52.5	6.7
Queue Length 50th (ft)	326	82	64	218	17	0
Queue Length 95th (ft)	373	113	102	357	45	10
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	1299	1630	1865	822	193	358
Starvation Cap Reductn	166	769	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.65	0.16	0.52	0.12	0.11

Intersection Summary



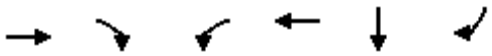
Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	610	933	157	120	352
v/c Ratio	0.79	0.41	0.34	0.39	0.71
Control Delay	24.5	6.8	32.4	12.0	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	6.8	32.4	12.0	21.7
Queue Length 50th (ft)	174	71	26	0	56
Queue Length 95th (ft)	420	173	80	51	191
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	1597	3469	1021	531	1026
Starvation Cap Reductn	4	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.27	0.15	0.23	0.34

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1445	66	80	107	119	431
v/c Ratio	0.77	0.04	0.32	0.09	0.39	0.69
Control Delay	17.2	0.0	36.6	4.0	33.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	0.0	36.6	4.0	33.9	9.9
Queue Length 50th (ft)	238	0	30	11	45	0
Queue Length 95th (ft)	414	0	92	33	115	84
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	3254	1615	337	1841	895	1015
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.04	0.24	0.06	0.13	0.42

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	623	33	297	313	146	497
v/c Ratio	0.24	0.04	0.80	0.12	0.57	0.60
Control Delay	16.3	1.0	54.5	3.9	50.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	1.0	54.5	3.9	50.0	6.8
Queue Length 50th (ft)	80	0	185	24	90	0
Queue Length 95th (ft)	137	5	273	45	153	47
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2597	831	766	2715	571	1235
Starvation Cap Reductn	0	0	6	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.04	0.39	0.12	0.26	0.40

Intersection Summary



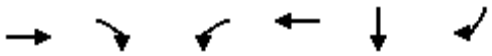
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	453	276	549	347	39	127
v/c Ratio	0.77	0.18	0.25	0.36	0.24	0.35
Control Delay	54.5	2.6	11.1	13.2	52.4	11.4
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0
Total Delay	54.5	3.2	11.1	13.2	52.4	11.4
Queue Length 50th (ft)	164	34	91	119	27	0
Queue Length 95th (ft)	211	52	136	202	62	32
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	996	1550	2193	967	258	504
Starvation Cap Reductn	0	922	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.44	0.25	0.36	0.15	0.25

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	385	187	773	140	167
v/c Ratio	0.69	0.07	0.67	0.24	0.50
Control Delay	30.3	4.0	25.2	9.0	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	4.0	25.2	9.0	26.2
Queue Length 50th (ft)	122	8	126	8	38
Queue Length 95th (ft)	343	33	321	62	130
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	1220	3430	2332	1058	813
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.05	0.33	0.13	0.21

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	507	127	400	443	77	349
v/c Ratio	0.58	0.08	0.65	0.35	0.28	0.65
Control Delay	22.8	0.1	22.0	5.1	26.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	0.1	22.0	5.1	26.9	9.9
Queue Length 50th (ft)	73	0	102	47	22	0
Queue Length 95th (ft)	160	0	240	113	70	68
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	2119	1615	1539	1900	964	1020
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.08	0.26	0.23	0.08	0.34

Intersection Summary

APPENDIX 4.1: POST PROCESSING WORKSHEETS

This Page Intentionally Left Blank

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: I-15 SB Ramps & Weirick Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	292	388	96	33%	124	225	101	81%
	Through	1	4	3	300%	9	13	4	44%
	Right	552	619	67	12%	452	451	-1	0%
	SB Total	845	1,011	166	20%	585	689	105	18%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,045	994	-51	-5%	567	734	167	29%
	Right	29	76	47	162%	30	31	1	3%
	EB Total	1,074	1,070	-4	0%	597	765	168	28%
WEST BOUND	Left	49	229	181	372%	270	410	140	52%
	Through	250	361	112	45%	285	295	10	4%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	298	590	292	98%	555	705	150	27%
TOTAL ENTERING VOLUME		2,217	2,671	454.5	21%	1,737	2,159	423	24%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,011	689			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**1,011**	**689**	**10%**	**7%**	**10,091**
South Leg	Inbound	0	0			
South Leg	Outbound	309	454			
South Leg	**TOTAL**	**309**	**454**	**4%**	**6%**	**7,923**
East Leg	Inbound	590	705			
East Leg	Outbound	1,382	959			
East Leg	**TOTAL**	**1,972**	**1,664**	**9%**	**7%**	**22,425**
West Leg	Inbound	1,070	765			
West Leg	Outbound	980	746			
West Leg	**TOTAL**	**2,050**	**1,511**	**10%**	**7%**	**21,092**
OVERALL TOTAL		***5,342***	***4,318***	**9%**	***7%***	***61,530***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[01_I-15 SB Ramps_Weirick.xls]Output (3)

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: I-15 NB Ramps & Weirick Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	21	67	47	227%	33	37	4	12%
	Through	1	3	2	200%	4	4	1	14%
	Right	37	205	168	454%	121	149	28	23%
	NB Total	59	275	217	370%	158	190	33	21%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	820	660	-160	-20%	430	544	115	27%
	Through	517	875	359	69%	262	366	105	40%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	1,337	1,535	199	15%	691	910	219	32%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	278	483	206	74%	522	649	127	24%
	Right	397	558	161	41%	330	401	72	22%
	WB Total	675	1,041	367	54%	852	1,050	199	23%
TOTAL ENTERING VOLUME		2,070	2,851	781.5	38%	1,700	2,150	450	26%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	1,221	949			
North Leg	**TOTAL**	**1,221**	**949**	**10%**	**8%**	**12,384**
South Leg	Inbound	275	190			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**275**	**190**	**5%**	**3%**	**5,956**
East Leg	Inbound	1,041	1,050			
East Leg	Outbound	1,080	515			
East Leg	**TOTAL**	**2,121**	**1,565**	**8%**	**6%**	**27,455**
West Leg	Inbound	1,535	910			
West Leg	Outbound	550	686			
West Leg	**TOTAL**	**2,085**	**1,596**	**9%**	**7%**	**22,424**
OVERALL TOTAL		***5,702***	***4,300***	**8%**	***6%***	***68,220***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[02_I-15 NB Ramps_Weirick.xls]Output (3)

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: Temescal Canyon Rd. & Dos Lagos Dr.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	335	414	80	24%	225	331	107	47%
	Through	813	736	-77	-9%	224	248	25	11%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	1,148	1,150	3	0%	448	579	131	29%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	118	128	11	9%	632	648	17	3%
	Right	211	462	252	119%	502	563	62	12%
	SB Total	328	590	262	80%	1,133	1,211	78	7%
EAST BOUND	Left	351	819	469	134%	299	354	56	19%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	202	321	119	59%	87	125	38	44%
	EB Total	553	1,140	588	106%	386	479	94	24%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		2,028	2,880	852	42%	1,967	2,269	303	15%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	590	1,211			
North Leg	Outbound	1,555	602			
North Leg	**TOTAL**	**2,145**	**1,813**	**7%**	**6%**	**32,403**
South Leg	Inbound	1,150	579			
South Leg	Outbound	449	773			
South Leg	**TOTAL**	**1,599**	**1,352**	**10%**	**8%**	**16,680**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
West Leg	Inbound	1,140	479			
West Leg	Outbound	876	894			
West Leg	**TOTAL**	**2,016**	**1,373**	**8%**	**5%**	**25,775**
OVERALL TOTAL		***5,760***	***4,538***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[03_Temescal_Dos Lagos.xls]Output (3)

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: I-15 NB Ramps & Temescal Canyon Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	27	40	14	51%	58	66	9	15%
	Through	4	8	4	100%	9	12	4	41%
	Right	307	232	-75	-24%	92	114	22	24%
	NB Total	337	280	-57	-17%	158	192	34	22%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	586	1,211	625	107%	366	428	63	17%
	Through	896	689	-207	-23%	178	186	9	5%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	1,482	1,900	418	28%	543	614	71	13%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	151	148	-3	-2%	734	734	0	0%
	Right	115	152	37	32%	133	160	27	20%
	WB Total	266	300	34	13%	867	894	27	3%
TOTAL ENTERING VOLUME		2,085	2,480	395	19%	1,568	1,700	132	8%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	1,371	600			
North Leg	**TOTAL**	**1,371**	**600**	**15%**	**7%**	**9,051**
South Leg	Inbound	280	192			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**280**	**192**	**20%**	**13%**	**1,428**
East Leg	Inbound	300	894			
East Leg	Outbound	921	300			
East Leg	**TOTAL**	**1,221**	**1,194**	**13%**	**13%**	**9,423**
West Leg	Inbound	1,900	614			
West Leg	Outbound	188	800			
West Leg	**TOTAL**	**2,088**	**1,414**	**9%**	**6%**	**22,371**
OVERALL TOTAL		***4,960***	***3,400***	**12%**	***8%***	***42,273***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[07_I-15 NB Ramps_Temescal.xls]Output (3)

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: I-15 SB Ramps & Temescal Canyon Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	110	142	33	30%	66	65	-1	-2%
	Through	3	4	1	33%	7	7	1	8%
	Right	409	463	55	13%	328	359	32	10%
	SB Total	521	609	88	17%	400	431	31	8%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1,373	1,765	393	29%	477	545	68	14%
	Right	63	77	15	23%	119	144	25	21%
	EB Total	1,435	1,842	407	28%	596	689	93	16%
WEST BOUND	Left	76	80	5	6%	376	369	-7	-2%
	Through	102	99	-3	-3%	416	431	15	4%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	178	179	2	1%	792	800	9	1%
TOTAL ENTERING VOLUME		2,134	2,630	496.5	23%	1,788	1,920	133	7%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	609	431			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**609**	**431**	**12%**	**8%**	**5,220**
South Leg	Inbound	0	0			
South Leg	Outbound	161	520			
South Leg	**TOTAL**	**161**	**520**	**2%**	**7%**	**7,982**
East Leg	Inbound	179	800			
East Leg	Outbound	1,907	610			
East Leg	**TOTAL**	**2,086**	**1,410**	**9%**	**6%**	**22,371**
West Leg	Inbound	1,842	689			
West Leg	Outbound	562	790			
West Leg	**TOTAL**	**2,404**	**1,479**	**11%**	**7%**	**21,351**
OVERALL TOTAL		***5,260***	***3,840***	**9%**	***7%***	***56,923***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[08_I-15 SB Ramps_Temescal.xls]Output (3)

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: Temescal Canyon Rd. & Trilogy Pkwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	37	90	53	143%	25	19	-6	-22%
	Through	1,255	1,229	-26	-2%	343	231	-112	-33%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	1,292	1,319	27	2%	368	250	-118	-32%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	421	369	-52	-12%	561	544	-17	-3%
	Right	65	240	175	269%	40	46	6	15%
	SB Total	486	609	123	25%	601	590	-11	-2%
EAST BOUND	Left	38	51	13	34%	162	308	146	90%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	14	11	-3	-21%	45	82	37	82%
	EB Total	52	62	10	19%	207	390	183	88%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,830	1,990	160	9%	1,175	1,230	55	5%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	609	590			
North Leg	Outbound	1,280	539			
North Leg	**TOTAL**	**1,889**	**1,129**	**13%**	**8%**	**14,035**
South Leg	Inbound	1,319	250			
South Leg	Outbound	380	626			
South Leg	**TOTAL**	**1,699**	**876**	**22%**	**11%**	**7,624**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
West Leg	Inbound	62	390			
West Leg	Outbound	330	65			
West Leg	**TOTAL**	**392**	**455**	**7%**	**8%**	**5,619**
OVERALL TOTAL		***3,980***	***2,460***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[09_Temescal_Trilogy.xls]Output (3)

Project:	Corona Clay	Job #:	14982
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	8/23/22

LOCATION: Campbell Ranch Rd. & Temescal Canyon Rd.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	607	541	-66	-11%	163	147	-16	-10%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	22	20	-2	-9%	5	5	1	11%
	NB Total	629	561	-68	-11%	167	152	-15	-9%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	220	210	-10	-5%	152	125	-27	-17%
	Right	198	179	-19	-10%	358	258	-100	-28%
	EB Total	418	389	-29	-7%	510	383	-127	-25%
WEST BOUND	Left	45	41	-4	-9%	3	2	-1	-33%
	Through	760	739	-21	-3%	78	63	-15	-19%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	805	780	-25	-3%	81	65	-16	-19%
TOTAL ENTERING VOLUME		1,852	1,730	-122	-7%	757	600	-157	-21%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
South Leg	Inbound	561	152			
South Leg	Outbound	220	260			
South Leg	**TOTAL**	**781**	**412**	**16%**	**9%**	**4,789**
East Leg	Inbound	780	65			
East Leg	Outbound	230	130			
East Leg	**TOTAL**	**1,010**	**195**	**99%**	**19%**	**1,015**
West Leg	Inbound	389	383			
West Leg	Outbound	1,280	210			
West Leg	**TOTAL**	**1,669**	**593**	**27%**	**10%**	**6,186**
OVERALL TOTAL		***3,460***	***1,200***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

Z:\Shared\UcJobs_14600-15000_14900\14982\02_LOS\Post Processing\[10_Campbell_Temescal.xls]Output (3)

This Page Intentionally Left Blank

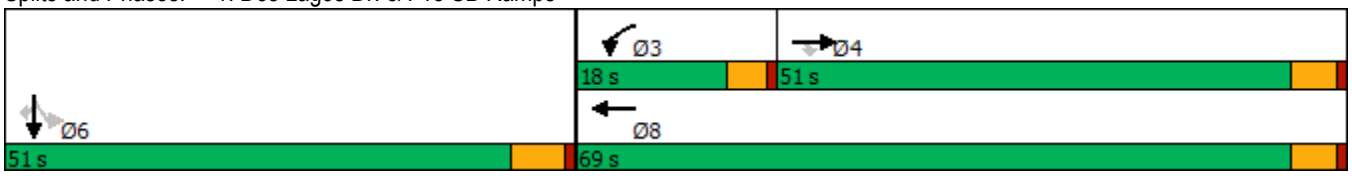
APPENDIX 5.1: EAP (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

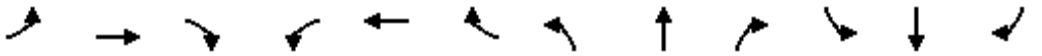
This Page Intentionally Left Blank

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1096	30	50	261	1	574
Future Volume (vph)	1096	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	18.0	69.0	51.0	51.0
Total Split (%)	42.5%	42.5%	15.0%	57.5%	42.5%	42.5%
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)	54.2	54.2	7.6	64.3	28.0	28.0
Actuated g/C Ratio	0.53	0.53	0.07	0.62	0.27	0.27
v/c Ratio	0.43	0.04	0.40	0.12	0.74	0.50
Control Delay	17.7	0.8	56.5	9.2	43.8	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	0.8	56.5	9.2	43.8	3.7
LOS	B	A	E	A	D	A
Approach Delay	17.3			16.8	18.7	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 80.9%	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	1096	30	50	261	0	0	0	0	342	1	574
Future Volume (veh/h)	0	1096	30	50	261	0	0	0	0	342	1	574
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1166	20	53	278	0				364	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	2901	900	70	2326	0				444	1	697
Arrive On Green	0.00	0.56	0.56	0.04	0.64	0.00				0.26	0.25	0.25
Sat Flow, veh/h	0	5358	1610	1810	3705	0				1805	5	2834
Grp Volume(v), veh/h	0	1166	20	53	278	0				365	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	12.7	0.5	2.9	2.9	0.0				18.8	0.0	11.0
Cycle Q Clear(g_c), s	0.0	12.7	0.5	2.9	2.9	0.0				18.8	0.0	11.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2901	900	70	2326	0				445	0	697
V/C Ratio(X)	0.00	0.40	0.02	0.76	0.12	0.00				0.82	0.00	0.52
Avail Cap(c_a), veh/h	0	2901	900	244	2326	0				825	0	1292
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	12.4	9.8	47.2	6.8	0.0				34.4	0.0	32.4
Incr Delay (d2), s/veh	0.0	0.4	0.0	6.1	0.1	0.0				3.8	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	4.6	0.2	1.4	1.0	0.0				8.1	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.8	9.8	53.3	6.9	0.0				38.3	0.0	33.0
LnGrp LOS	A	B	A	D	A	A				D	A	C
Approach Vol, veh/h		1186			331						729	
Approach Delay, s/veh		12.8			14.3						35.6	
Approach LOS		B			B						D	

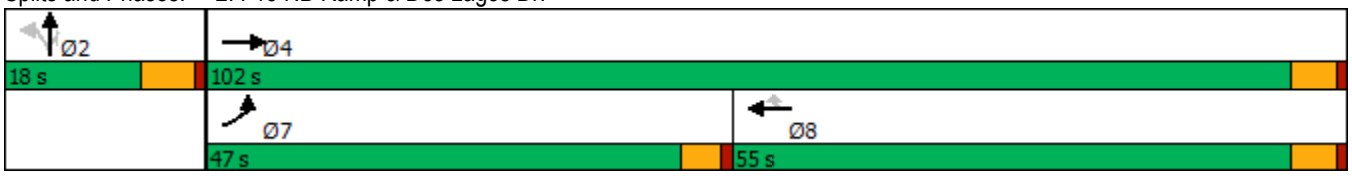
Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		8.4	60.6		30.2		69.0				
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1				
Max Green Setting (Gmax), s		13.4	45.9		45.2		63.9				
Max Q Clear Time (g_c+I1), s		4.9	14.7		20.8		4.9				
Green Ext Time (p_c), s		0.0	9.8		3.6		1.9				

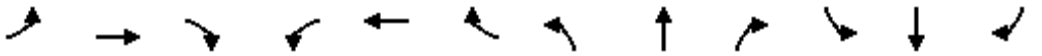
Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	853	584	290	423	1	38
Future Volume (vph)	853	584	290	423	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	0.39	0.17	0.56	0.15	0.13
Control Delay	47.6	3.2	17.7	25.8	52.5	6.9
Queue Delay	1.3	1.1	0.0	0.0	0.0	0.0
Total Delay	48.9	4.3	17.7	25.8	52.5	6.9
LOS	D	A	B	C	D	A
Approach Delay		30.8	22.5		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: 27.9	Intersection LOS: C
Intersection Capacity Utilization 80.9%	ICU Level of Service D
Analysis Period (min) 15	

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



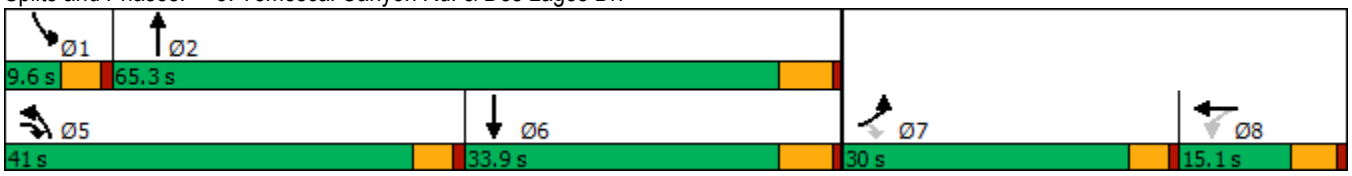


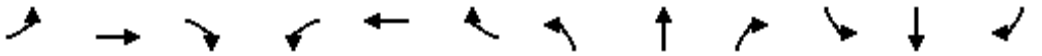
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	853	584	0	0	290	423	21	1	38	0	0	0
Future Volume (veh/h)	853	584	0	0	290	423	21	1	38	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking 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	628	0	0	312	454	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	628	0	0	312	454	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	21.7	1.4	0.0	0.5			
Cycle Q Clear(g_c), s	29.0	8.8	0.0	0.0	5.2	21.7	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	0.54	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	18.4	50.5	0.0	50.9			
Incr Delay (d2), s/veh	7.6	0.7	0.0	0.0	0.2	2.5	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	2.1	0.0	0.0	2.1	8.3	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	21.0	51.5	0.0	51.1			
LnGrp LOS	D	A	A	A	B	C	D	A	D			
Approach Vol, veh/h		1545			766			37				
Approach Delay, s/veh		29.2			18.4			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	23.7				
Green Ext Time (p_c), s		0.0		4.8			1.7	3.8				
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	365	257	359	847	131	219		
Future Volume (vph)	365	257	359	847	131	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)	14.8	41.4	21.9	60.9	34.3	86.2		
Actuated g/C Ratio	0.17	0.48	0.25	0.71	0.40	1.00		
v/c Ratio	0.64	0.30	0.83	0.35	0.10	0.14		
Control Delay	38.1	2.0	45.7	5.9	19.9	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	38.1	2.0	45.7	5.9	19.9	0.2		
LOS	D	A	D	A	B	A		
Approach Delay				17.8	7.6			
Approach LOS				B	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 50.6%	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	257	0	0	0	359	847	0	0	131	219
Future Volume (veh/h)	365	0	257	0	0	0	359	847	0	0	131	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	384	0	223	0	0	0	378	892	0	0	138	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	422	2648	0	2	1602	
Arrive On Green	0.14	0.00	0.00	0.00	0.00	0.00	0.23	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	378	892	0	0	138	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	16.4	7.1	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	8.6			0.0	0.0	0.0	16.4	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	422	2648	0	2	1602	
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	1602	
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	30.2	3.8	0.0	0.0	13.0	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	6.9	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	33.0	4.2	0.0	0.0	13.2	0.0
LnGrp LOS	C			A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			1270			138	
Approach Delay, s/veh					0.0			12.7			13.2	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			23.5	41.8	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			18.4	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 6th Ctrl Delay		17.5	
HCM 6th LOS		B	

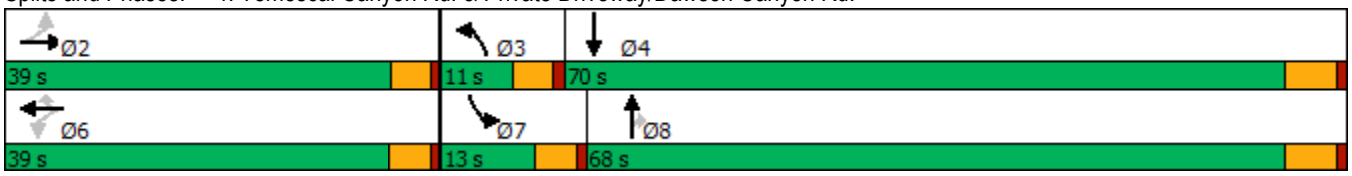
Notes

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)	185	0	51	3	1085	179	63	118	
Future Volume (vph)	185	0	51	3	1085	179	63	118	
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)		16.0	16.0	5.4	33.3	33.3	7.1	40.9	
Actuated g/C Ratio		0.23	0.23	0.08	0.48	0.48	0.10	0.59	
v/c Ratio		0.58	0.13	0.02	0.65	0.21	0.35	0.06	
Control Delay		34.4	6.1	39.7	17.0	2.8	40.6	7.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.4	6.1	39.7	17.0	2.8	40.6	7.5	
LOS		C	A	D	B	A	D	A	
Approach Delay		28.3			15.0			19.0	
Approach LOS		C			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 57.0%	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	185	0	51	3	1085	179	63	118	0
Future Volume (veh/h)	0	0	0	185	0	51	3	1085	179	63	118	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	191	0	0	3	1119	0	65	122	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	346	0	403	0		7	1676		107	1874	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.46	0.00	0.06	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	191	0	0	3	1119	0	65	122	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	6.3	0.0	0.0	0.1	12.3	0.0	1.8	0.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.3	0.0	0.0	0.1	12.3	0.0	1.8	0.9	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	346	0	423	0		7	1676		107	1874	0
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00		0.41	0.67		0.61	0.07	0.00
Avail Cap(c_a), veh/h	0	1275	0	1124	0		226	4381		297	4522	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	19.4	0.0	0.0	25.5	10.7	0.0	23.5	6.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	12.8	0.5	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.9	0.0	0.0	0.1	3.4	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	20.1	0.0	0.0	38.2	11.1	0.0	25.6	6.1	0.0
LnGrp LOS	A	A	A	C	A		D	B		C	A	A
Approach Vol, veh/h		0			191			1122			187	
Approach Delay, s/veh		0.0			20.1			11.2			12.9	
Approach LOS					C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.0	4.8	32.4	14.0	7.6	29.6
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	8.4	62.2
Max Q Clear Time (g_c+I1), s	0.0	2.1	2.9	8.3	3.8	14.3
Green Ext Time (p_c), s	0.0	0.0	0.7	1.1	0.0	9.5

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

* HCM 6th 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.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	37	1263	19	284
Future Volume (vph)	37	1263	19	284
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	27.0	82.0	11.0	93.0
Total Split (%)	22.5%	68.3%	9.2%	77.5%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.4	50.0	6.2	53.2
Actuated g/C Ratio	0.15	0.78	0.10	0.83
v/c Ratio	0.17	0.54	0.12	0.10
Control Delay	29.1	8.4	39.9	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.1	8.4	39.9	3.1
LOS	C	A	D	A
Approach Delay	29.1	8.4		5.4
Approach LOS	C	A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	5	1263	113	19	284
Future Volume (veh/h)	37	5	1263	113	19	284
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	5	1373	123	21	309
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	74	9	2056	183	46	2653
Arrive On Green	0.05	0.05	0.61	0.61	0.03	0.73
Sat Flow, veh/h	1554	194	3447	299	1810	3705
Grp Volume(v), veh/h	46	0	736	760	21	309
Grp Sat Flow(s),veh/h/ln	1787	0	1805	1846	1810	1805
Q Serve(g_s), s	1.2	0.0	12.8	12.9	0.5	1.2
Cycle Q Clear(g_c), s	1.2	0.0	12.8	12.9	0.5	1.2
Prop In Lane	0.87	0.11		0.16	1.00	
Lane Grp Cap(c), veh/h	85	0	1107	1132	46	2653
V/C Ratio(X)	0.54	0.00	0.67	0.67	0.46	0.12
Avail Cap(c_a), veh/h	837	0	2875	2941	242	6580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	6.0	6.1	23.0	1.8
Incr Delay (d2), s/veh	5.2	0.0	0.7	0.7	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.2	2.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.4	0.0	6.7	6.8	25.6	1.9
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	46		1496			330
Approach Delay, s/veh	27.4		6.8			3.4
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.8	35.1			41.0	6.9
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	6.4	76.2			87.2	22.4
Max Q Clear Time (g_c+I1), s	2.5	14.9			3.2	3.2
Green Ext Time (p_c), s	0.0	14.4			2.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

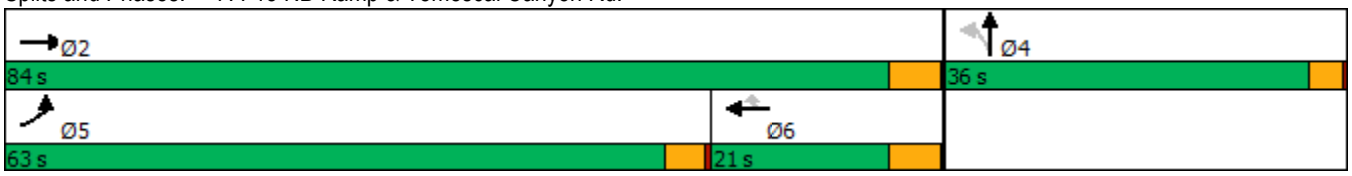
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	610	1022	195	137	4
Future Volume (vph)	610	1022	195	137	4
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	33.9	48.1	9.7	9.7	21.0
Actuated g/C Ratio	0.43	0.61	0.12	0.12	0.27
v/c Ratio	0.81	0.48	0.45	0.45	0.80
Control Delay	29.7	9.4	40.3	12.8	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	9.4	40.3	12.8	32.4
LOS	C	A	D	B	C
Approach Delay		17.0	28.9		32.4
Approach LOS		B	C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.4	Intersection LOS: C
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	610	1022	0	0	195	137	28	4	379	0	0	0
Future Volume (veh/h)	610	1022	0	0	195	137	28	4	379	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	635	1065	0	0	203	0	29	4	231			
Peak Hour Factor	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			
Cap, veh/h	713	2157	0	0	408		38	5	301			
Arrive On Green	0.39	0.60	0.00	0.00	0.11	0.00	0.20	0.21	0.21			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	179	25	1430			
Grp Volume(v), veh/h	635	1065	0	0	203	0	264	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1634	0	0			
Q Serve(g_s), s	14.5	7.5	0.0	0.0	2.3	0.0	6.7	0.0	0.0			
Cycle Q Clear(g_c), s	14.5	7.5	0.0	0.0	2.3	0.0	6.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.11		0.87			
Lane Grp Cap(c), veh/h	713	2157	0	0	408		344	0	0			
V/C Ratio(X)	0.89	0.49	0.00	0.00	0.50		0.77	0.00	0.00			
Avail Cap(c_a), veh/h	2414	6449	0	0	1306		1201	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	12.5	5.1	0.0	0.0	18.4	0.0	16.5	0.0	0.0			
Incr Delay (d2), s/veh	1.6	0.1	0.0	0.0	0.3	0.0	1.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	1.1	0.0	0.0	0.8	0.0	2.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	5.1	0.0	0.0	18.8	0.0	17.8	0.0	0.0			
LnGrp LOS	B	A	A	A	B		B	A	A			
Approach Vol, veh/h		1700			203			264				
Approach Delay, s/veh		8.5			18.8			17.8				
Approach LOS		A			B			B				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		31.4		12.8	21.4	10.0						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0						
Max Q Clear Time (g_c+I1), s		9.5		8.7	16.5	4.3						
Green Ext Time (p_c), s		5.2		0.9	0.9	0.5						

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

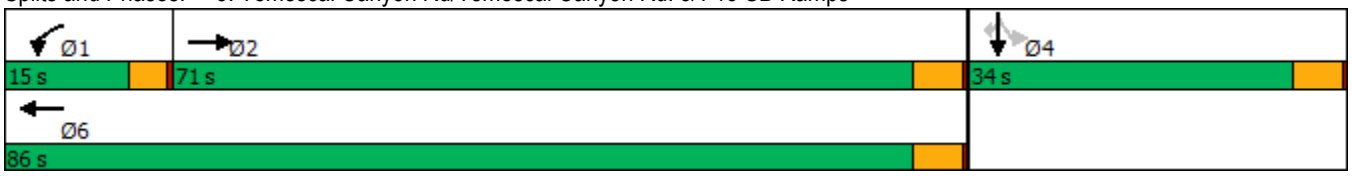
Notes

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

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1489	65	106	116	3	425
Future Volume (vph)	1489	65	106	116	3	425
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	71.0		15.0	86.0	34.0	34.0
Total Split (%)	59.2%		12.5%	71.7%	28.3%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	42.0	79.8	10.1	56.3	12.9	12.9
Actuated g/C Ratio	0.53	1.00	0.13	0.71	0.16	0.16
v/c Ratio	0.83	0.04	0.49	0.09	0.53	0.70
Control Delay	20.3	0.0	46.0	4.2	40.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	0.0	46.0	4.2	40.6	10.4
LOS	C	A	D	A	D	B
Approach Delay	19.4			24.2	18.2	
Approach LOS	B			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1489	65	106	116	0	0	0	0	143	3	425
Future Volume (veh/h)	0	1489	65	106	116	0	0	0	0	143	3	425
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1567	0	112	122	0				151	3	235
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	0	1920		145	1274	0				327	7	297
Arrive On Green	0.00	0.53	0.00	0.08	0.67	0.00				0.20	0.18	0.18
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1776	35	1610
Grp Volume(v), veh/h	0	1567	0	112	122	0				154	0	235
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1811	0	1610
Q Serve(g_s), s	0.0	24.7	0.0	4.2	1.6	0.0				5.2	0.0	9.6
Cycle Q Clear(g_c), s	0.0	24.7	0.0	4.2	1.6	0.0				5.2	0.0	9.6
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1920		145	1274	0				334	0	297
V/C Ratio(X)	0.00	0.82		0.77	0.10	0.00				0.46	0.00	0.79
Avail Cap(c_a), veh/h	0	3465		290	2238	0				764	0	679
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.3	0.0	31.0	4.0	0.0				24.5	0.0	26.8
Incr Delay (d2), s/veh	0.0	0.3	0.0	8.3	0.0	0.0				0.7	0.0	3.6
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	7.8	0.0	2.0	0.4	0.0				2.0	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.7	0.0	39.3	4.0	0.0				25.3	0.0	30.4
LnGrp LOS	A	B		D	A	A				C	A	C
Approach Vol, veh/h		1567			234						389	
Approach Delay, s/veh		13.7			20.9						28.3	
Approach LOS		B			C						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	41.6		17.7		51.1
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	66.0		29.0		81.0
Max Q Clear Time (g_c+I1), s	6.2	26.7		11.6		3.6
Green Ext Time (p_c), s	0.1	9.9		1.1		0.4

Intersection Summary		
HCM 6th Ctrl Delay		17.0
HCM 6th LOS		B

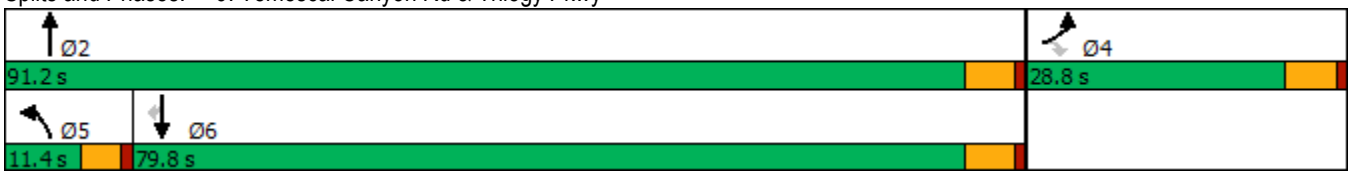
Notes

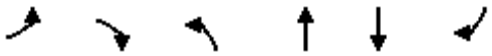
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	49	15	38	1358	447	69
Future Volume (vph)	49	15	38	1358	447	69
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	28.8	28.8	11.4	91.2	79.8	79.8
Total Split (%)	24.0%	24.0%	9.5%	76.0%	66.5%	66.5%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	12.5	12.5	6.3	92.9	84.0	84.0
Actuated g/C Ratio	0.11	0.11	0.06	0.83	0.75	0.75
v/c Ratio	0.26	0.08	0.40	0.91	0.33	0.06
Control Delay	47.8	18.7	63.6	20.6	7.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	18.7	63.6	20.6	7.9	2.3
LOS	D	B	E	C	A	A
Approach Delay	41.0			21.7	7.1	
Approach LOS	D			C	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 89.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	15	38	1358	447	69
Future Volume (veh/h)	49	15	38	1358	447	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	11	40	1429	471	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	153	136	62	1520	1365	1157
Arrive On Green	0.08	0.08	0.03	0.80	0.72	0.72
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	52	11	40	1429	471	70
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	2.6	0.6	2.1	58.7	9.0	1.2
Cycle Q Clear(g_c), s	2.6	0.6	2.1	58.7	9.0	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	153	136	62	1520	1365	1157
V/C Ratio(X)	0.34	0.08	0.65	0.94	0.35	0.06
Avail Cap(c_a), veh/h	430	383	127	1684	1461	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	40.9	46.2	7.8	5.1	4.0
Incr Delay (d2), s/veh	1.3	0.3	4.2	10.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	1.0	16.2	2.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	41.1	50.4	18.1	5.3	4.0
LnGrp LOS	D	D	D	B	A	A
Approach Vol, veh/h	63			1469	541	
Approach Delay, s/veh	42.7			19.0	5.1	
Approach LOS	D			B	A	

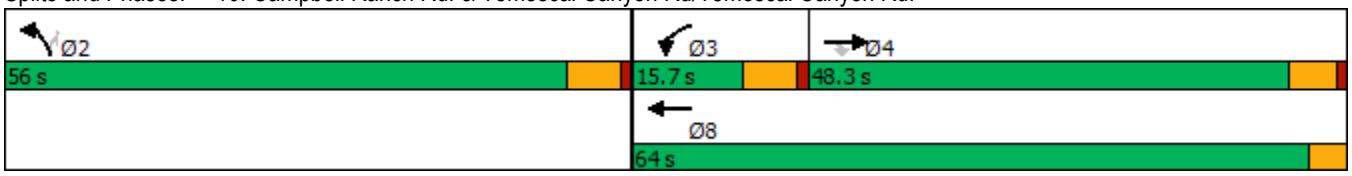
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.8		14.0	7.9	74.9
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.8		23.0	6.8	74.4
Max Q Clear Time (g_c+I1), s		60.7		4.6	4.1	11.0
Green Ext Time (p_c), s		16.7		0.1	0.0	3.3

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	232	210	47	808	658	23
Future Volume (vph)	232	210	47	808	658	23
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	48.3	48.3	15.7	64.0	56.0	56.0
Total Split (%)	40.3%	40.3%	13.1%	53.3%	46.7%	46.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	-0.4	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.4	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	46.6	46.6	7.8	60.4	50.6	50.2
Actuated g/C Ratio	0.39	0.39	0.07	0.51	0.42	0.42
v/c Ratio	0.36	0.31	0.47	0.98	1.00	0.04
Control Delay	28.9	4.4	66.6	53.9	67.7	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	4.4	66.6	53.9	67.7	10.5
LOS	C	A	E	D	E	B
Approach Delay	17.3			54.6	65.8	
Approach LOS	B			D	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 50.1	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	232	210	47	808	658	23
Future Volume (veh/h)	232	210	47	808	658	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	270	227	55	940	765	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	777	658	71	952	752	664
Arrive On Green	0.41	0.41	0.04	0.50	0.42	0.41
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	270	227	55	940	765	27
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	11.9	11.8	3.7	59.5	50.6	1.2
Cycle Q Clear(g_c), s	11.9	11.8	3.7	59.5	50.6	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	777	658	71	952	752	664
V/C Ratio(X)	0.35	0.34	0.77	0.99	1.02	0.04
Avail Cap(c_a), veh/h	777	658	147	952	752	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	24.8	58.0	30.0	35.6	21.4
Incr Delay (d2), s/veh	0.3	0.3	6.4	26.1	37.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	4.5	1.8	32.1	28.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.1	25.1	64.4	56.2	72.9	21.4
LnGrp LOS	C	C	E	E	F	C
Approach Vol, veh/h	497			995	792	
Approach Delay, s/veh	25.1			56.6	71.2	
Approach LOS	C			E	E	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	56.0	10.6	55.2	65.8
Change Period (Y+Rc), s	5.8	5.8	5.4	* 5.4
Max Green Setting (Gmax), s	50.2	9.9	42.9	* 60
Max Q Clear Time (g_c+I1), s	52.6	5.7	13.9	61.5
Green Ext Time (p_c), s	0.0	0.0	2.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	230	12	0	230	5	0
Future Vol, veh/h	230	12	0	230	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	250	13	0	250	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	507	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	250	-
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	-	-	1313	-	529	787
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1313	-	529	787
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	529	-	-	1313	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	11.9	-	-	0	-
HCM Lane LOS	B	-	-	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	171	81	3	153	54	2
Future Vol, veh/h	171	81	3	153	54	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	86	3	163	57	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	268	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	-	-	1307	-	650	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1307	-	648	866
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	654	-	-	1307	-
HCM Lane V/C Ratio	0.091	-	-	0.002	-
HCM Control Delay (s)	11.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	13	41	20
Future Vol, veh/h	7	0	0	13	41	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	14	45	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	56	67	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	939	1016	1547	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1016	1547	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	939	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	12	32	9
Future Vol, veh/h	1	0	0	12	32	9
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	1	0	0	13	35	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	53	40	45	0	-	0
Stage 1	40	-	-	-	-	-
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	960	1037	1576	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	960	1037	1576	-	-	-
Mov Cap-2 Maneuver	960	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	960	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	5	12	20
Future Vol, veh/h	7	0	0	5	12	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	5	13	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	29	24	35	0	-	0
Stage 1	24	-	-	-	-	-
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	991	1058	1589	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1058	1589	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	991	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	12
Future Vol, veh/h	5	0	0	0	0	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	5	0	0	0	0	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	7	7	13	0	-	0
Stage 1	7	-	-	-	-	-
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	1019	1081	1619	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1619	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

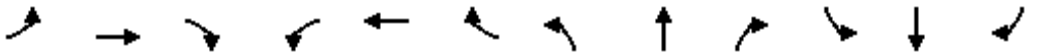
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1019	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	77.0	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	17.9	1.3	54.9	4.4	49.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	1.3	54.9	4.4	49.6	6.4
LOS	B	A	D	A	D	A
Approach Delay	17.1			28.6	16.8	
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: 20.7	Intersection LOS: C
Intersection Capacity Utilization 57.6%	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	140	9	470
Future Volume (veh/h)	0	592	31	281	305	0	0	0	0	140	9	470
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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				154	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	2755	845	345	2772	0				210	14	350
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				1704	111	2834
Grp Volume(v), veh/h	0	651	23	309	335	0				164	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				8.7	0.0	7.9
Cycle Q Clear(g_c), s	0.0	6.7	0.7	16.7	2.4	0.0				8.7	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	2755	845	345	2772	0				224	0	350
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	2755	845	784	2772	0				583	0	911
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	11.2	39.5	3.0	0.0				41.5	0.0	41.9
Incr Delay (d2), s/veh	0.0	0.2	0.1	3.3	0.1	0.0				4.6	0.0	2.2
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	0.0	2.5	0.2	7.5	0.7	0.0				4.0	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				46.1	0.0	44.2
LnGrp LOS	A	B	B	D	A	A				D	A	D
Approach Vol, veh/h		674			644						398	
Approach Delay, s/veh		12.7			22.2						44.9	
Approach LOS		B			C						D	

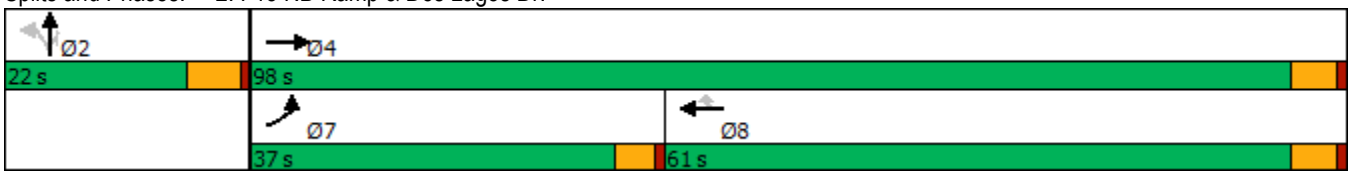
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		23.7	58.3		18.2		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		18.7	8.7		10.7		4.4					
Green Ext Time (p_c), s		0.4	4.3		1.7		2.3					

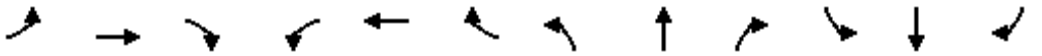
Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	447	285	551	380	4	126
Future Volume (vph)	447	285	551	380	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	0.42	0.25	0.36
Control Delay	54.3	2.6	11.6	14.4	52.6	11.3
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	54.3	3.3	11.6	14.4	52.6	11.3
LOS	D	A	B	B	D	B
Approach Delay		34.5	12.7		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: 22.2	Intersection LOS: C
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

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



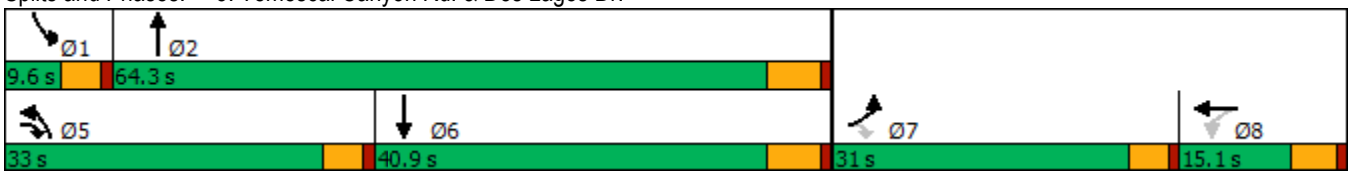


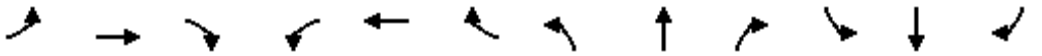
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	285	0	0	551	380	34	4	126	0	0	0
Future Volume (veh/h)	447	285	0	0	551	380	34	4	126	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
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	300	0	0	580	386	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	300	0	0	580	386	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	13.8	2.3	0.0	3.0			
Cycle Q Clear(g_c), s	14.9	3.9	0.0	0.0	8.2	13.8	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	0.39	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	10.7	47.7	0.0	48.8			
Incr Delay (d2), s/veh	1.6	0.3	0.0	0.0	0.3	1.2	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	1.1	0.0	0.0	3.1	4.8	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	11.9	48.6	0.0	49.6			
LnGrp LOS	D	A	A	A	A	B	D	A	D			
Approach Vol, veh/h		771			966			118				
Approach Delay, s/veh		30.5			10.7			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	15.8				
Green Ext Time (p_c), s		0.3		1.9			0.8	6.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	311	104	279	241	659	522		
Future Volume (vph)	311	104	279	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)	13.6	36.2	17.9	60.8	38.3	85.0		
Actuated g/C Ratio	0.16	0.43	0.21	0.72	0.45	1.00		
v/c Ratio	0.58	0.14	0.77	0.10	0.42	0.34		
Control Delay	37.1	2.9	45.6	4.4	19.0	0.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	37.1	2.9	45.6	4.4	19.0	0.6		
LOS	D	A	D	A	B	A		
Approach Delay				26.5	10.8			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 54.5%	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)	311	0	104	0	0	0	279	241	0	0	659	522
Future Volume (veh/h)	311	0	104	0	0	0	279	241	0	0	659	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	324	0	75	0	0	0	291	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	336	2692	0	2	1811	
Arrive On Green	0.12	0.00	0.00	0.00	0.00	0.00	0.19	0.75	0.00	0.00	0.50	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	291	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	12.2	1.5	0.0	0.0	9.2	0.0
Cycle Q Clear(g_c), s	7.0			0.0	0.0	0.0	12.2	1.5	0.0	0.0	9.2	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	336	2692	0	2	1811	
V/C Ratio(X)	0.76			0.00	0.00	0.00	0.87	0.09	0.00	0.00	0.38	
Avail Cap(c_a), veh/h	1181			0	242	0	655	2692	0	115	1811	
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	31.0	2.7	0.0	0.0	12.0	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	5.2	0.3	0.0	0.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4			0.0	0.0	0.0	33.7	2.8	0.0	0.0	12.6	0.0
LnGrp LOS	C			A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			542			686	
Approach Delay, s/veh					0.0			19.4			12.6	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	64.3			19.2	45.1	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			14.2	11.2	9.0	0.0				
Green Ext Time (p_c), s	0.0	1.6			0.3	4.4	0.5	0.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.5	
HCM 6th LOS		B	

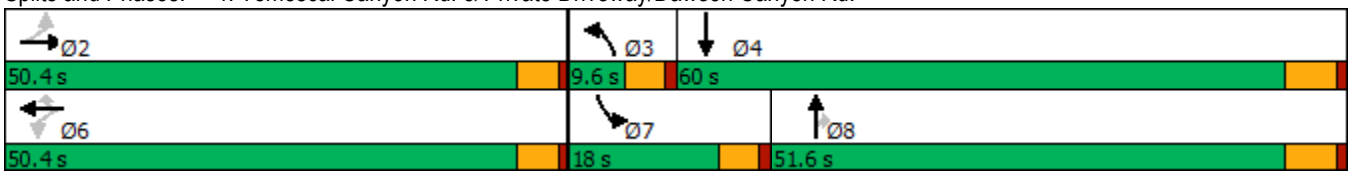
Notes

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	225	0	64	173	120	53	696	
Future Volume (vph)	1	0	225	0	64	173	120	53	696	
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)		13.9		13.8	13.8	13.3	13.3	6.5	19.4	
Actuated g/C Ratio		0.31		0.31	0.31	0.30	0.30	0.15	0.44	
v/c Ratio		0.01		0.52	0.12	0.16	0.22	0.21	0.46	
Control Delay		0.0		19.4	2.0	14.5	5.0	22.9	9.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		0.0		19.4	2.0	14.5	5.0	22.9	9.6	
LOS		A		B	A	B	A	C	A	
Approach Delay				15.5		10.6			10.6	
Approach LOS				B		B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 55.2%	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	225	0	64	0	173	120	53	696	1
Future Volume (veh/h)	1	0	2	225	0	64	0	173	120	53	696	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	232	0	0	0	178	0	55	718	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	606	0	0	558	0		5	995		106	1706	2
Arrive On Green	0.27	0.00	0.00	0.27	0.00	0.00	0.00	0.28	0.00	0.06	0.46	0.46
Sat Flow, veh/h	1635	0	0	1441	0	1610	1810	3610	1610	1810	3699	5
Grp Volume(v), veh/h	1	0	0	232	0	0	0	178	0	55	350	369
Grp Sat Flow(s),veh/h/ln	1635	0	0	1441	0	1610	1810	1805	1610	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	1.4	0.0	1.1	4.7	4.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	1.4	0.0	1.1	4.7	4.7
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	633	0	0	585	0		5	995		106	832	876
V/C Ratio(X)	0.00	0.00	0.00	0.40	0.00		0.00	0.18		0.52	0.42	0.42
Avail Cap(c_a), veh/h	2093	0	0	2041	0		249	4558		669	2697	2838
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	10.0	0.0	0.0	11.8	0.0	0.0	0.0	10.0	0.0	16.6	6.5	6.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.1	0.0	1.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.4	0.0	0.4	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	0.0	12.3	0.0	0.0	0.0	10.1	0.0	18.0	6.9	6.9
LnGrp LOS	B	A	A	B	A		A	B		B	A	A
Approach Vol, veh/h		1			232			178			774	
Approach Delay, s/veh		10.0			12.3			10.1			7.7	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.7	0.0	22.5	13.7	6.7	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	* 46	13.4	45.8
Max Q Clear Time (g_c+I1), s	2.0	0.0	6.7	7.1	3.1	3.4
Green Ext Time (p_c), s	0.0	0.0	4.4	1.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

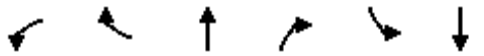
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	113	275	5	919
Future Volume (vph)	113	275	5	919
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	27.0	83.4	9.6	93.0
Total Split (%)	22.5%	69.5%	8.0%	77.5%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	12.1	23.2	5.1	24.7
Actuated g/C Ratio	0.26	0.49	0.11	0.52
v/c Ratio	0.31	0.19	0.03	0.53
Control Delay	15.0	8.6	22.0	9.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.0	8.6	22.0	9.5
LOS	B	A	C	A
Approach Delay	15.0	8.6		9.5
Approach LOS	B	A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 47.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	18	275	36	5	919
Future Volume (veh/h)	113	18	275	36	5	919
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	20	299	39	5	999
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	327	53	1120	145	12	1758
Arrive On Green	0.22	0.22	0.35	0.35	0.01	0.49
Sat Flow, veh/h	1520	247	3310	415	1810	3705
Grp Volume(v), veh/h	144	0	167	171	5	999
Grp Sat Flow(s),veh/h/ln	1780	0	1805	1825	1810	1805
Q Serve(g_s), s	2.4	0.0	2.3	2.4	0.1	6.9
Cycle Q Clear(g_c), s	2.4	0.0	2.3	2.4	0.1	6.9
Prop In Lane	0.85	0.14		0.23	1.00	
Lane Grp Cap(c), veh/h	383	0	629	636	12	1758
V/C Ratio(X)	0.38	0.00	0.26	0.27	0.41	0.57
Avail Cap(c_a), veh/h	1141	0	4009	4054	259	9009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	8.2	8.2	17.3	6.4
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.2	7.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.5	0.6	0.1	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	0.0	8.4	8.4	25.2	6.7
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h	144		338			1004
Approach Delay, s/veh	12.3		8.4			6.7
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.8	18.0			22.8	12.1
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.0	77.6			87.2	22.4
Max Q Clear Time (g_c+I1), s	2.1	4.4			8.9	4.4
Green Ext Time (p_c), s	0.0	1.9			8.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

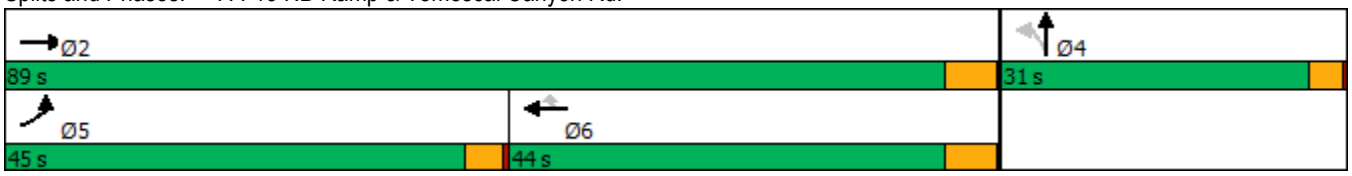
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	380	213	885	170	9
Future Volume (vph)	380	213	885	170	9
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	23.4	54.5	26.7	26.7	12.5
Actuated g/C Ratio	0.31	0.71	0.35	0.35	0.16
v/c Ratio	0.72	0.09	0.74	0.29	0.59
Control Delay	34.1	3.9	27.9	10.8	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	3.9	27.9	10.8	29.9
LOS	C	A	C	B	C
Approach Delay		23.3	25.1		29.9
Approach LOS		C	C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	213	0	0	885	170	60	9	120	0	0	0
Future Volume (veh/h)	380	213	0	0	885	170	60	9	120	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	400	224	0	0	932	0	63	9	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	474	2532	0	0	1280		84	12	104			
Arrive On Green	0.26	0.70	0.00	0.00	0.35	0.00	0.11	0.12	0.12			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	716	102	886			
Grp Volume(v), veh/h	400	224	0	0	932	0	150	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1705	0	0			
Q Serve(g_s), s	9.9	0.9	0.0	0.0	10.6	0.0	4.0	0.0	0.0			
Cycle Q Clear(g_c), s	9.9	0.9	0.0	0.0	10.6	0.0	4.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.42		0.52			
Lane Grp Cap(c), veh/h	474	2532	0	0	1280		201	0	0			
V/C Ratio(X)	0.84	0.09	0.00	0.00	0.73		0.75	0.00	0.00			
Avail Cap(c_a), veh/h	1577	6446	0	0	2993		997	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.4	2.2	0.0	0.0	13.2	0.0	20.2	0.0	0.0			
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.0	0.3	0.0	2.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.0	3.1	0.0	1.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	2.2	0.0	0.0	13.5	0.0	22.2	0.0	0.0			
LnGrp LOS	B	A	A	A	B		C	A	A			
Approach Vol, veh/h		624			932			150				
Approach Delay, s/veh		12.4			13.5			22.2				
Approach LOS		B			B			C				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		38.0		9.0	16.3	21.7						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0						
Max Q Clear Time (g_c+I1), s		2.9		6.0	11.9	12.6						
Green Ext Time (p_c), s		0.9		0.4	0.5	4.1						

Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

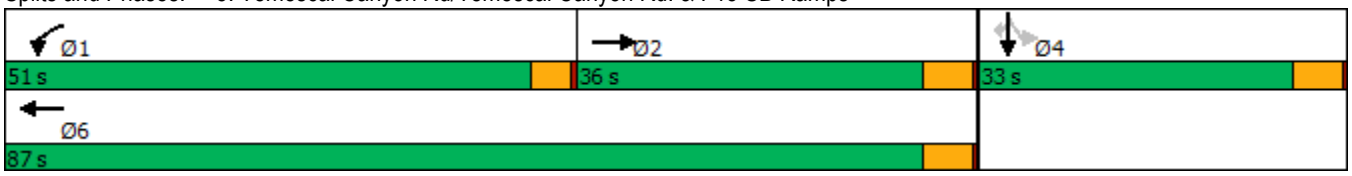
Notes

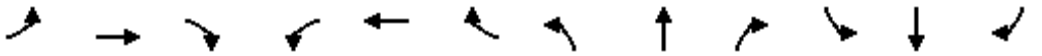
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	510	124	455	490	7	341
Future Volume (vph)	510	124	455	490	7	341
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	36.0		51.0	87.0	33.0	33.0
Total Split (%)	30.0%		42.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	15.9	64.5	24.0	44.2	9.6	9.6
Actuated g/C Ratio	0.25	1.00	0.37	0.69	0.15	0.15
v/c Ratio	0.61	0.08	0.72	0.40	0.35	0.66
Control Delay	26.4	0.1	25.3	5.5	32.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	0.1	25.3	5.5	32.3	10.4
LOS	C	A	C	A	C	B
Approach Delay	21.2			15.0	15.0	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	510	124	455	490	0	0	0	0	83	7	341
Future Volume (veh/h)	0	510	124	455	490	0	0	0	0	83	7	341
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	543	0	484	521	0				88	7	195
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	808		580	1190	0				283	23	271
Arrive On Green	0.00	0.22	0.00	0.32	0.63	0.00				0.19	0.17	0.17
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1682	134	1610
Grp Volume(v), veh/h	0	543	0	484	521	0				95	0	195
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1816	0	1610
Q Serve(g_s), s	0.0	6.7	0.0	12.1	6.9	0.0				2.2	0.0	5.6
Cycle Q Clear(g_c), s	0.0	6.7	0.0	12.1	6.9	0.0				2.2	0.0	5.6
Prop In Lane	0.00		1.00	1.00		0.00				0.93		1.00
Lane Grp Cap(c), veh/h	0	808		580	1190	0				306	0	271
V/C Ratio(X)	0.00	0.67		0.83	0.44	0.00				0.31	0.00	0.72
Avail Cap(c_a), veh/h	0	2299		1748	3201	0				1045	0	926
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.3	0.0	15.3	4.7	0.0				17.3	0.0	19.2
Incr Delay (d2), s/veh	0.0	0.4	0.0	3.3	0.1	0.0				0.4	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	4.4	1.3	0.0				0.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.6	0.0	18.6	4.8	0.0				17.8	0.0	21.8
LnGrp LOS	A	B		B	A	A				B	A	C
Approach Vol, veh/h		543			1005						290	
Approach Delay, s/veh		17.6			11.4						20.5	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.6	15.9		13.2		35.5
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	47.0	31.0		28.0		82.0
Max Q Clear Time (g_c+I1), s	14.1	8.7		7.6		8.9
Green Ext Time (p_c), s	1.5	2.2		0.8		2.0

Intersection Summary		
HCM 6th Ctrl Delay		14.7
HCM 6th LOS		B

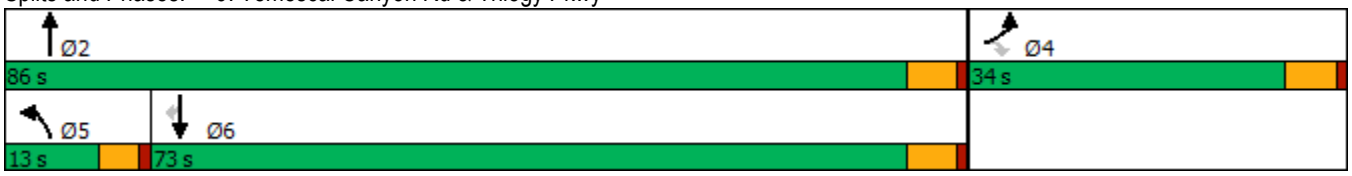
Notes

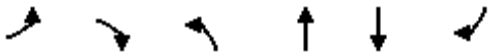
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	171	47	25	369	632	50
Future Volume (vph)	171	47	25	369	632	50
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.2	14.2	6.3	35.8	32.3	32.3
Actuated g/C Ratio	0.23	0.23	0.10	0.57	0.52	0.52
v/c Ratio	0.45	0.13	0.15	0.36	0.69	0.06
Control Delay	28.1	9.6	36.5	7.9	17.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	9.6	36.5	7.9	17.2	6.3
LOS	C	A	D	A	B	A
Approach Delay	24.1			9.7	16.4	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	47	25	369	632	50
Future Volume (veh/h)	171	47	25	369	632	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	17	27	397	680	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	347	308	57	1100	861	730
Arrive On Green	0.19	0.19	0.03	0.58	0.45	0.45
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	184	17	27	397	680	45
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	4.5	0.4	0.7	5.4	14.9	0.8
Cycle Q Clear(g_c), s	4.5	0.4	0.7	5.4	14.9	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	347	308	57	1100	861	730
V/C Ratio(X)	0.53	0.06	0.48	0.36	0.79	0.06
Avail Cap(c_a), veh/h	1046	931	312	3140	2633	2232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	16.1	23.2	5.5	11.4	7.5
Incr Delay (d2), s/veh	1.3	0.1	2.3	0.2	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.4	0.3	1.2	4.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	16.2	25.5	5.7	13.0	7.5
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	201			424	725	
Approach Delay, s/veh	18.8			6.9	12.7	
Approach LOS	B			A	B	

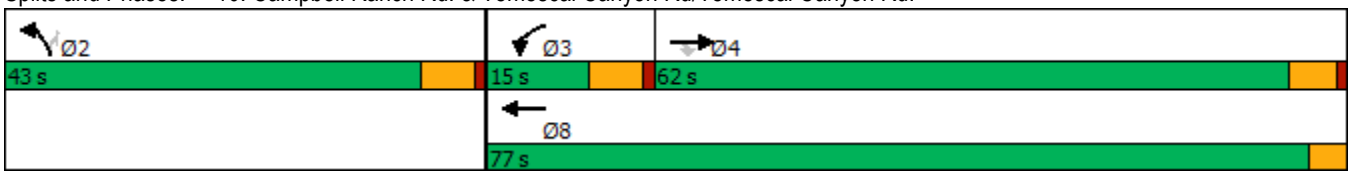
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.6		15.1	6.1	27.5
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		7.4		6.5	2.7	16.9
Green Ext Time (p_c), s		2.5		0.5	0.0	5.2

Intersection Summary		
HCM 6th Ctrl Delay		11.8
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	174	396	3	85	175	5
Future Volume (vph)	174	396	3	85	175	5
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	14.9	14.9	5.4	18.9	11.7	11.7
Actuated g/C Ratio	0.37	0.37	0.14	0.47	0.29	0.29
v/c Ratio	0.26	0.49	0.01	0.10	0.36	0.01
Control Delay	11.1	3.7	20.3	6.1	14.6	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	3.7	20.3	6.1	14.6	9.6
LOS	B	A	C	A	B	A
Approach Delay	6.0			6.6	14.5	
Approach LOS	A			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 40	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 38.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	174	396	3	85	175	5
Future Volume (veh/h)	174	396	3	85	175	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	329	3	91	188	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	563	477	7	904	423	377
Arrive On Green	0.30	0.30	0.00	0.48	0.23	0.23
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	187	329	3	91	188	2
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	2.8	6.6	0.1	1.0	3.2	0.0
Cycle Q Clear(g_c), s	2.8	6.6	0.1	1.0	3.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	563	477	7	904	423	377
V/C Ratio(X)	0.33	0.69	0.40	0.10	0.44	0.01
Avail Cap(c_a), veh/h	2945	2496	456	3850	1843	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	11.4	18.1	5.3	12.0	10.7
Incr Delay (d2), s/veh	0.3	1.8	12.6	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.8	0.0	0.2	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	13.1	30.7	5.3	12.7	10.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	516			94	190	
Approach Delay, s/veh	12.1			6.1	12.7	
Approach LOS	B			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	14.3	5.9	16.2	22.2
Change Period (Y+Rc), s	5.8	5.8	5.4	* 5.4
Max Green Setting (Gmax), s	37.2	9.2	56.6	* 73
Max Q Clear Time (g_c+I1), s	5.2	2.1	8.6	3.0
Green Ext Time (p_c), s	0.5	0.0	2.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	169	5	0	276	12	0
Future Vol, veh/h	169	5	0	276	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	184	5	0	300	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	487	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	300	-
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	-	-	1397	-	543	860
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1397	-	543	860
Mov Cap-2 Maneuver	-	-	-	-	543	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	756	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	-	-	1397	-
HCM Lane V/C Ratio	0.024	-	-	-	-
HCM Control Delay (s)	11.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	31	0	183	73	0
Future Vol, veh/h	164	31	0	183	73	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	33	0	195	78	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	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	-	-	1376	-	635	875
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	635	875
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	1376	-
HCM Lane V/C Ratio	0.122	-	-	-	-
HCM Control Delay (s)	11.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	41	13	7
Future Vol, veh/h	21	0	0	41	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	45	14	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	18	22	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	948	1066	1607	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1066	1607	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	948	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	33	11	2
Future Vol, veh/h	8	0	0	33	11	2
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	9	0	0	36	12	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	13	14	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	965	1073	1617	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	965	1073	1617	-	-	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1617	-	965	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	12	5	7
Future Vol, veh/h	21	0	0	12	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	13	5	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	9	13	0	-	0
Stage 1	9	-	-	-	-	-
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	1000	1079	1619	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1079	1619	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1000	-	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	5
Future Vol, veh/h	12	0	0	0	0	5
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	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3	3	5	0	-	0
Stage 1	3	-	-	-	-	-
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	1025	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1025	1087	1630	-	-	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1025	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX 5.2: EAP (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

This Page Intentionally Left Blank

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

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP (2024)
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
Major Street: **Temescal Canyon Road**				Critical Approach Speed (Major)		45 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **14,684** vpd Minor Street Future ADT = **732** 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 .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **14,684** / *1* **732**	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	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **14,684** / *1* **732**	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: 44% B: 86%	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 JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **3,628** vpd — Minor Street Future ADT = **67** 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 **3,628**	1 **67**	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 **3,628**	1 **67**	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: 3% B: 6%

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.

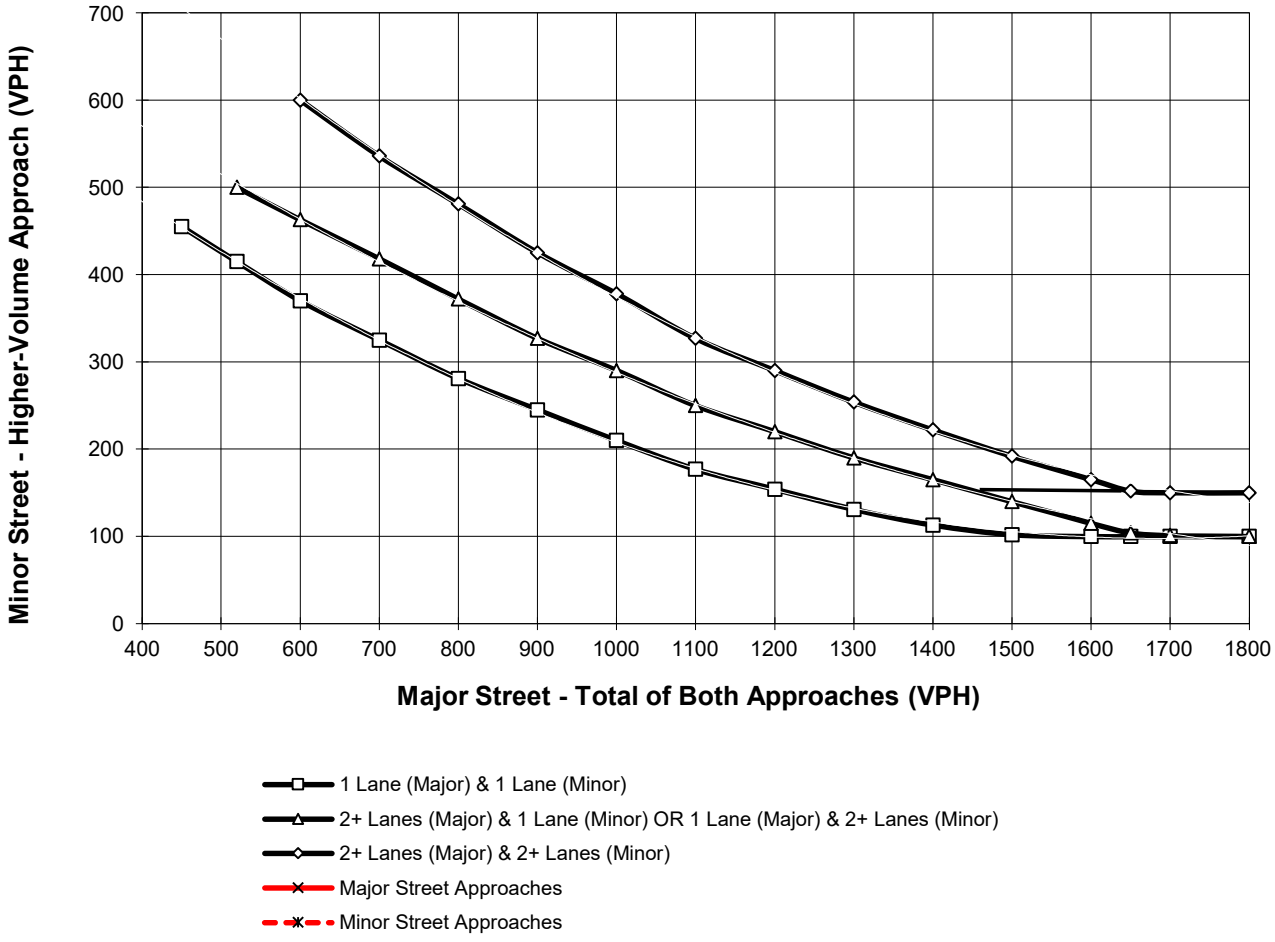
Figure 4C-3. Warrant 3, Peak Hour

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

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **377**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **73**
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 JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **570** vpd — Minor Street Future ADT = **114** 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 **570** / 1 **114**	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 **570** / 1 **114**	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: 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-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP (2024)
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **409** vpd Minor Street Future ADT = **47** 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			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **409** / 1 **47**	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				
1 **409** / 1 **47**	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: 2% 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 JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **248** vpd — Minor Street Future ADT = **114** 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 **248** / *1* **114**	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 **248** / *1* **114**	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: 2%				

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 JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **67** vpd Minor Street Future ADT = **67** 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			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **67** / 1 **67**	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				
1 **67** / 1 **67**	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%				

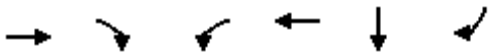
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

This Page Intentionally Left Blank

APPENDIX 5.3: EAP (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

This Page Intentionally Left Blank



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1166	32	53	278	365	611
v/c Ratio	0.42	0.04	0.41	0.12	0.75	0.51
Control Delay	17.7	0.7	58.8	9.3	45.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	0.7	58.8	9.3	45.7	3.8
Queue Length 50th (ft)	174	0	35	36	228	0
Queue Length 95th (ft)	280	3	80	72	330	42
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2771	894	278	2270	718	1496
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.04	0.19	0.12	0.51	0.41

Intersection Summary



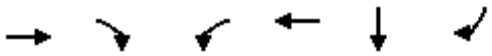
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	917	628	312	455	24	41
v/c Ratio	0.87	0.39	0.17	0.56	0.15	0.13
Control Delay	47.6	3.2	17.7	25.8	52.5	6.9
Queue Delay	1.3	1.1	0.0	0.0	0.0	0.0
Total Delay	48.9	4.3	17.7	25.8	52.5	6.9
Queue Length 50th (ft)	339	98	68	244	17	0
Queue Length 95th (ft)	384	134	109	396	45	11
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	1299	1630	1830	807	193	358
Starvation Cap Reductn	189	724	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.69	0.17	0.56	0.12	0.11

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	635	1065	203	143	428
v/c Ratio	0.81	0.48	0.45	0.45	0.80
Control Delay	29.7	9.4	40.3	12.8	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	9.4	40.3	12.8	32.4
Queue Length 50th (ft)	250	129	47	0	130
Queue Length 95th (ft)	507	238	113	59	330
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	1400	3273	813	465	828
Starvation Cap Reductn	26	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.33	0.25	0.31	0.52

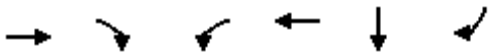
Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1567	68	112	122	154	447
v/c Ratio	0.83	0.04	0.49	0.09	0.53	0.70
Control Delay	20.3	0.0	46.0	4.2	40.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	0.0	46.0	4.2	40.6	10.4
Queue Length 50th (ft)	318	0	51	15	70	0
Queue Length 95th (ft)	487	0	#144	39	160	92
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	2998	1615	262	1766	694	895
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.04	0.43	0.07	0.22	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	651	34	309	335	164	516
v/c Ratio	0.26	0.04	0.80	0.13	0.59	0.59
Control Delay	17.9	1.3	54.9	4.4	49.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	1.3	54.9	4.4	49.6	6.4
Queue Length 50th (ft)	89	0	195	27	102	0
Queue Length 95th (ft)	153	6	288	53	169	47
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2511	806	755	2676	563	1238
Starvation Cap Reductn	0	0	12	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.04	0.42	0.13	0.29	0.42

Intersection Summary



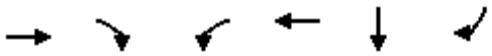
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	471	300	580	400	40	133
v/c Ratio	0.78	0.19	0.27	0.42	0.25	0.36
Control Delay	54.3	2.6	11.6	14.4	52.6	11.3
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	54.3	3.3	11.6	14.4	52.6	11.3
Queue Length 50th (ft)	172	37	98	145	28	0
Queue Length 95th (ft)	219	57	147	245	63	32
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	996	1549	2175	959	258	509
Starvation Cap Reductn	0	907	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.47	0.27	0.42	0.16	0.26

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	400	224	932	179	198
v/c Ratio	0.72	0.09	0.74	0.29	0.59
Control Delay	34.1	3.9	27.9	10.8	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	3.9	27.9	10.8	29.9
Queue Length 50th (ft)	155	12	184	19	53
Queue Length 95th (ft)	372	38	413	90	156
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	1071	3379	2039	941	721
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.07	0.46	0.19	0.27

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	543	132	484	521	95	363
v/c Ratio	0.61	0.08	0.72	0.40	0.35	0.66
Control Delay	26.4	0.1	25.3	5.5	32.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	0.1	25.3	5.5	32.3	10.4
Queue Length 50th (ft)	92	0	146	64	32	0
Queue Length 95th (ft)	203	0	341	152	97	78
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1860	1615	1382	1848	845	946
Starvation Cap Reductn	0	0	0	103	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.08	0.35	0.30	0.11	0.38

Intersection Summary

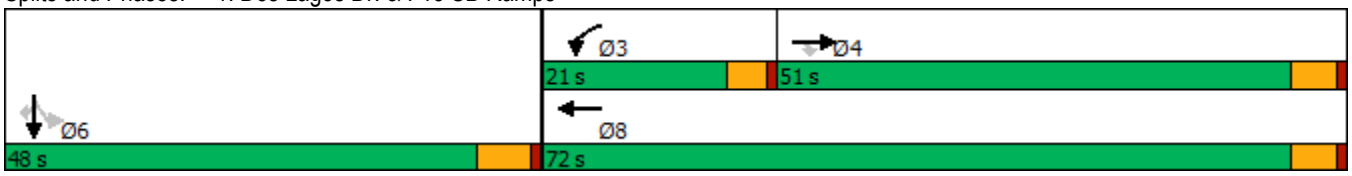
APPENDIX 6.1: EAPC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITHOUT TEMESCAL CANYON ROAD EXTENSION WORKSHEETS

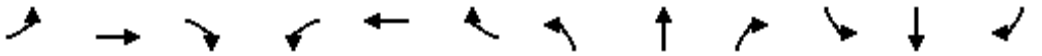
This Page Intentionally Left Blank

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1113	30	138	271	1	574
Future Volume (vph)	1113	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	34.8	34.8
Actuated g/C Ratio	0.44	0.44	0.11	0.60	0.31	0.31
v/c Ratio	0.52	0.04	0.72	0.13	0.83	0.47
Control Delay	25.6	0.8	68.3	11.3	49.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	0.8	68.3	11.3	49.6	3.4
LOS	C	A	E	B	D	A
Approach Delay	25.0			30.5	23.3	
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: 25.2	Intersection LOS: C
Intersection Capacity Utilization 91.4%	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	1113	30	138	271	0	0	0	0	433	1	574
Future Volume (veh/h)	0	1113	30	138	271	0	0	0	0	433	1	574
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1184	20	147	288	0				461	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	2433	755	177	2197	0				528	1	828
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	1184	20	147	288	0				462	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	17.3	0.7	8.8	3.7	0.0				26.6	0.0	11.5
Cycle Q Clear(g_c), s	0.0	17.3	0.7	8.8	3.7	0.0				26.6	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	2433	755	177	2197	0				529	0	828
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	2433	755	270	2197	0				695	0	1088
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	20.1	15.7	48.7	9.2	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				9.6	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	6.9	0.3	4.3	1.4	0.0				12.4	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.8	15.8	56.2	9.3	0.0				45.6	0.0	32.0
LnGrp LOS	A	C	B	E	A	A				D	A	C
Approach Vol, veh/h		1204			435						826	
Approach Delay, s/veh		20.7			25.1						39.6	
Approach LOS		C			C						D	

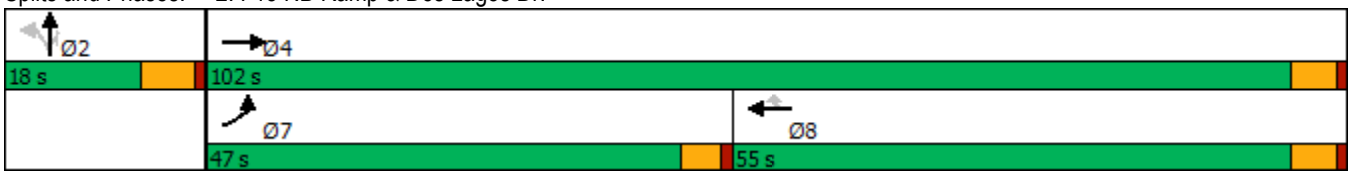
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			15.3	56.7		37.9		72.0				
Change Period (Y+Rc), s			4.6	5.1		5.8		5.1				
Max Green Setting (Gmax), s			16.4	45.9		42.2		66.9				
Max Q Clear Time (g_c+I1), s			10.8	19.3		28.6		5.7				
Green Ext Time (p_c), s			0.1	9.5		3.6		2.0				

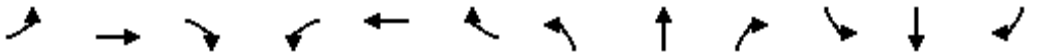
Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	853	692	387	523	1	79
Future Volume (vph)	853	692	387	523	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	0.70	0.15	0.26
Control Delay	47.6	3.7	18.2	30.3	52.5	12.9
Queue Delay	1.3	1.4	0.0	0.0	0.0	0.0
Total Delay	48.9	5.1	18.2	30.3	52.5	12.9
LOS	D	A	B	C	D	B
Approach Delay		29.3	25.2		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: 27.5	Intersection LOS: C
Intersection Capacity Utilization 91.4%	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	692	0	0	387	523	21	1	79	0	0	0
Future Volume (veh/h)	853	692	0	0	387	523	21	1	79	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	744	0	0	416	561	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	744	0	0	416	561	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	13.0	0.0	0.0	7.6	31.1	1.4	0.0	2.2			
Cycle Q Clear(g_c), s	29.6	13.0	0.0	0.0	7.6	31.1	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	0.69	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	22.1	49.5	0.0	50.6			
Incr Delay (d2), s/veh	8.2	1.0	0.0	0.0	0.3	4.8	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	12.3	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	26.9	50.0	0.0	51.2			
LnGrp LOS	D	A	A	A	B	C	D	A	D			
Approach Vol, veh/h		1661			977			81				
Approach Delay, s/veh		28.7			22.5			50.9				
Approach LOS		C			C			D				

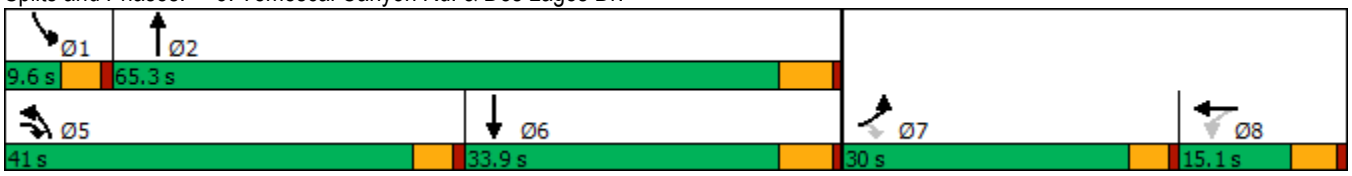
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.1		102.0			37.9	64.1				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		12.2		96.9			42.4	49.9				
Max Q Clear Time (g_c+I1), s		4.2		15.0			31.6	33.1				
Green Ext Time (p_c), s		0.1		6.2			1.6	4.6				

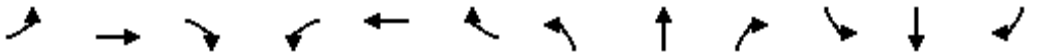
Intersection Summary												
HCM 6th Ctrl Delay			27.1									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	444	327	394	861	161	381		
Future Volume (vph)	444	327	394	861	161	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	46.3	24.8	62.0	32.5	89.3		
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	40.3	1.9	44.7	6.5	22.5	0.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	40.3	1.9	44.7	6.5	22.5	0.4		
LOS	D	A	D	A	C	A		
Approach Delay				18.5	6.9			
Approach LOS				B	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 54.8%	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)	444	0	327	0	0	0	394	861	0	0	161	381
Future Volume (veh/h)	444	0	327	0	0	0	394	861	0	0	161	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	467	0	296	0	0	0	415	906	0	0	169	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	457	2576	0	2	1464	
Arrive On Green	0.16	0.00	0.00	0.00	0.00	0.00	0.25	0.71	0.00	0.00	0.41	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	415	906	0	0	169	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	18.5	8.0	0.0	0.0	2.4	0.0
Cycle Q Clear(g_c), s	10.7			0.0	0.0	0.0	18.5	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	457	2576	0	2	1464	
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	1464	
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	30.2	4.6	0.0	0.0	15.5	0.0
Incr Delay (d2), s/veh	1.2			0.0	0.0	0.0	4.4	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	8.0	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	34.7	4.9	0.0	0.0	15.6	0.0
LnGrp LOS	C			A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			1321			169	
Approach Delay, s/veh					0.0			14.3			15.6	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			25.7	39.6	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			20.5	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 6th Ctrl Delay		19.3
HCM 6th LOS		B

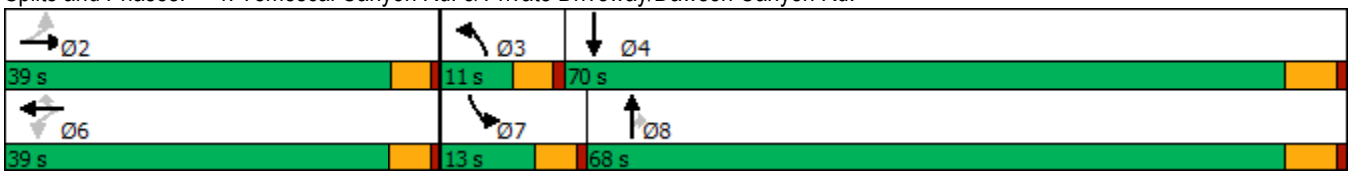
Notes

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	254	0	60	38	1639	313	82	406
Future Volume (vph)	12	0	254	0	60	38	1639	313	82	406
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)		25.2		25.1	25.1	6.1	57.5	57.5	8.0	61.2
Actuated g/C Ratio		0.24		0.24	0.24	0.06	0.56	0.56	0.08	0.59
v/c Ratio		0.09		0.78	0.14	0.36	0.84	0.32	0.61	0.20
Control Delay		3.0		54.7	7.8	62.8	25.8	5.2	71.2	11.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		3.0		54.7	7.8	62.8	25.8	5.2	71.2	11.4
LOS		A		D	A	E	C	A	E	B
Approach Delay		3.0		45.8			23.2			21.2
Approach LOS		A		D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 83.2%	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	254	0	60	38	1639	313	82	406	15
Future Volume (veh/h)	12	0	27	254	0	60	38	1639	313	82	406	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	262	0	0	39	1690	0	85	419	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	138	25	259	381	0		62	2032		109	2092	75
Arrive On Green	0.22	0.00	0.21	0.22	0.00	0.00	0.03	0.56	0.00	0.06	0.59	0.59
Sat Flow, veh/h	413	117	1236	1440	0	1610	1810	3610	1610	1810	3552	127
Grp Volume(v), veh/h	40	0	0	262	0	0	39	1690	0	85	212	222
Grp Sat Flow(s),veh/h/ln	1765	0	0	1440	0	1610	1810	1805	1610	1810	1805	1874
Q Serve(g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	1.9	34.8	0.0	4.2	5.0	5.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	15.6	0.0	0.0	1.9	34.8	0.0	4.2	5.0	5.0
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	434	0	0	393	0		62	2032		109	1063	1103
V/C Ratio(X)	0.09	0.00	0.00	0.67	0.00		0.62	0.83		0.78	0.20	0.20
Avail Cap(c_a), veh/h	699	0	0	631	0		128	2482		168	1281	1330
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	28.9	0.0	0.0	33.9	0.0	0.0	43.1	16.2	0.0	41.9	8.7	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	3.8	2.1	0.0	5.0	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	5.5	0.0	0.0	0.9	12.4	0.0	1.9	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	0.0	35.8	0.0	0.0	46.8	18.4	0.0	46.9	8.8	8.8
LnGrp LOS	C	A	A	D	A		D	B		D	A	A
Approach Vol, veh/h		40			262			1729			519	
Approach Delay, s/veh		28.9			35.8			19.0			15.0	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.7	7.7	59.1		23.7	10.1	56.7				
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	8.4	62.2				
Max Q Clear Time (g_c+I1), s		3.7	3.9	7.0		17.6	6.2	36.8				
Green Ext Time (p_c), s		0.1	0.0	2.4		1.4	0.0	14.1				

Intersection Summary		
HCM 6th Ctrl Delay		20.1
HCM 6th LOS		C

Notes

* HCM 6th 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.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	37	1986	19	668
Future Volume (vph)	37	1986	19	668
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	26.7	83.4	9.9	93.3
Total Split (%)	22.3%	69.5%	8.3%	77.8%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.9	82.4	5.4	85.9
Actuated g/C Ratio	0.10	0.81	0.05	0.84
v/c Ratio	0.25	0.79	0.22	0.24
Control Delay	44.8	12.2	58.5	2.9
Queue Delay	0.0	3.9	0.0	0.0
Total Delay	44.8	16.1	58.5	2.9
LOS	D	B	E	A
Approach Delay	44.8	16.1		4.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	5	1986	113	19	668
Future Volume (veh/h)	37	5	1986	113	19	668
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	5	2159	123	21	726
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	60	8	2649	149	42	3030
Arrive On Green	0.04	0.04	0.76	0.76	0.02	0.84
Sat Flow, veh/h	1554	194	3569	196	1810	3705
Grp Volume(v), veh/h	46	0	1112	1170	21	726
Grp Sat Flow(s),veh/h/ln	1787	0	1805	1865	1810	1805
Q Serve(g_s), s	2.2	0.0	32.5	34.2	1.0	3.5
Cycle Q Clear(g_c), s	2.2	0.0	32.5	34.2	1.0	3.5
Prop In Lane	0.87	0.11		0.11	1.00	
Lane Grp Cap(c), veh/h	69	0	1377	1422	42	3030
V/C Ratio(X)	0.66	0.00	0.81	0.82	0.51	0.24
Avail Cap(c_a), veh/h	462	0	1639	1693	112	3696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	6.3	6.5	41.3	1.4
Incr Delay (d2), s/veh	10.3	0.0	2.6	2.9	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.0	7.7	0.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.8	0.0	8.9	9.4	44.8	1.4
LnGrp LOS	D	A	A	A	D	A
Approach Vol, veh/h	46		2282			747
Approach Delay, s/veh	50.8		9.2			2.6
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.6	71.0			77.5	7.9
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.3	77.6			87.5	22.1
Max Q Clear Time (g_c+I1), s	3.0	36.2			5.5	4.2
Green Ext Time (p_c), s	0.0	29.0			5.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

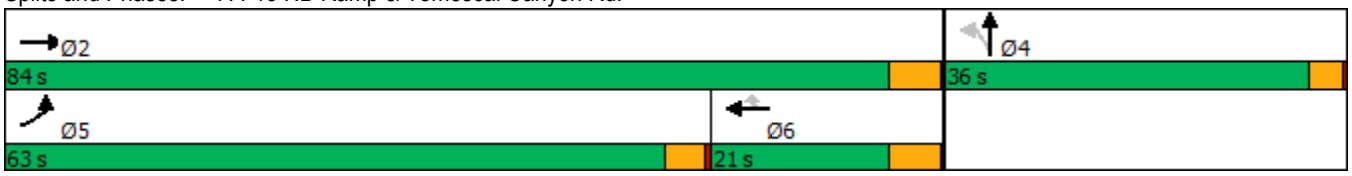
Notes

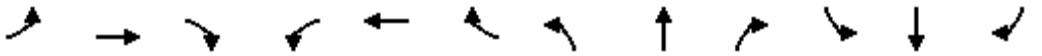
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	1146	1598	405	312	4
Future Volume (vph)	1146	1598	405	312	4
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	59.0	78.7	15.7	15.7	32.5
Actuated g/C Ratio	0.49	0.66	0.13	0.13	0.27
v/c Ratio	1.34	0.70	0.89	0.67	1.45
Control Delay	189.9	15.1	73.3	12.4	245.7
Queue Delay	0.4	1.7	0.0	0.0	0.0
Total Delay	190.3	16.8	73.3	12.4	245.7
LOS	F	B	E	B	F
Approach Delay		89.2	46.8		245.7
Approach LOS		F	D		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay: 107.3	Intersection LOS: F
Intersection Capacity Utilization 134.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1146	1598	0	0	405	312	141	4	526	0	0	0
Future Volume (veh/h)	1146	1598	0	0	405	312	141	4	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1194	1665	0	0	422	0	147	4	384			
Peak Hour Factor	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			
Cap, veh/h	891	2375	0	0	476		124	3	324			
Arrive On Green	0.49	0.66	0.00	0.00	0.13	0.00	0.27	0.27	0.27			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	457	12	1193			
Grp Volume(v), veh/h	1194	1665	0	0	422	0	535	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1662	0	0			
Q Serve(g_s), s	59.0	35.1	0.0	0.0	13.8	0.0	32.5	0.0	0.0			
Cycle Q Clear(g_c), s	59.0	35.1	0.0	0.0	13.8	0.0	32.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.27		0.72			
Lane Grp Cap(c), veh/h	891	2375	0	0	476		451	0	0			
V/C Ratio(X)	1.34	0.70	0.00	0.00	0.89		1.19	0.00	0.00			
Avail Cap(c_a), veh/h	891	2380	0	0	482		451	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	30.4	13.0	0.0	0.0	51.1	0.0	43.7	0.0	0.0			
Incr Delay (d2), s/veh	160.6	0.8	0.0	0.0	17.0	0.0	104.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	63.2	12.3	0.0	0.0	7.2	0.0	25.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	191.0	13.8	0.0	0.0	68.1	0.0	148.0	0.0	0.0			
LnGrp LOS	F	B	A	A	E		F	A	A			
Approach Vol, veh/h		2859			422			535				
Approach Delay, s/veh		87.8			68.1			148.0				
Approach LOS		F			E			F				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		83.8		36.0	63.0	20.8						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0						
Max Q Clear Time (g_c+I1), s		37.1		34.5	61.0	15.8						
Green Ext Time (p_c), s		10.4		0.0	0.0	0.0						

Intersection Summary												
HCM 6th Ctrl Delay			94.1									
HCM 6th LOS			F									

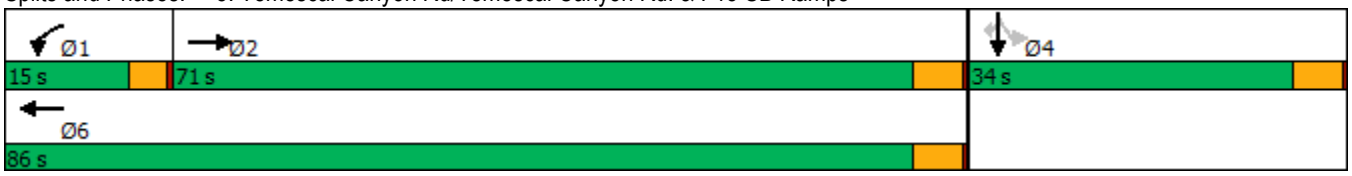
Notes

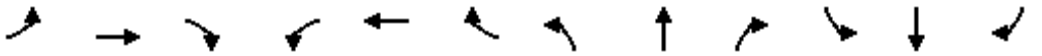
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2263	145	179	366	3	896
Future Volume (vph)	2263	145	179	366	3	896
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	71.0		15.0	86.0	34.0	34.0
Total Split (%)	59.2%		12.5%	71.7%	28.3%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	66.0	120.0	11.0	81.0	29.0	29.0
Actuated g/C Ratio	0.55	1.00	0.09	0.68	0.24	0.24
v/c Ratio	1.20	0.09	1.14	0.30	1.16	1.20
Control Delay	122.2	0.1	161.0	8.7	137.4	120.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.2	0.1	161.0	8.7	137.4	120.3
LOS	F	A	F	A	F	F
Approach Delay	114.8			58.7	126.3	
Approach LOS	F			E	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 111.4	Intersection LOS: F
Intersection Capacity Utilization 134.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2263	145	179	366	0	0	0	0	481	3	896
Future Volume (veh/h)	0	2263	145	179	366	0	0	0	0	481	3	896
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	2382	0	188	385	0				506	3	731
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	0	1986		166	1282	0				435	3	389
Arrive On Green	0.00	0.55	0.00	0.09	0.68	0.00				0.25	0.24	0.24
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1799	11	1610
Grp Volume(v), veh/h	0	2382	0	188	385	0				509	0	731
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	66.0	0.0	11.0	9.9	0.0				29.0	0.0	29.0
Cycle Q Clear(g_c), s	0.0	66.0	0.0	11.0	9.9	0.0				29.0	0.0	29.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1986		166	1283	0				437	0	389
V/C Ratio(X)	0.00	1.20		1.13	0.30	0.00				1.16	0.00	1.88
Avail Cap(c_a), veh/h	0	1986		166	1283	0				437	0	389
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.0	0.0	54.5	7.9	0.0				45.0	0.0	45.5
Incr Delay (d2), s/veh	0.0	95.0	0.0	110.2	0.0	0.0				96.1	0.0	405.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	51.9	0.0	10.0	3.6	0.0				24.1	0.0	54.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	122.0	0.0	164.7	8.0	0.0				141.1	0.0	450.5
LnGrp LOS	A	F		F	A	A				F	A	F
Approach Vol, veh/h		2382			573						1240	
Approach Delay, s/veh		122.0			59.4						323.5	
Approach LOS		F			E						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	71.0		34.0		86.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	66.0		29.0		81.0
Max Q Clear Time (g_c+I1), s	13.0	68.0		31.0		11.9
Green Ext Time (p_c), s	0.0	0.0		0.0		1.4

Intersection Summary		
HCM 6th Ctrl Delay		173.0
HCM 6th LOS		F

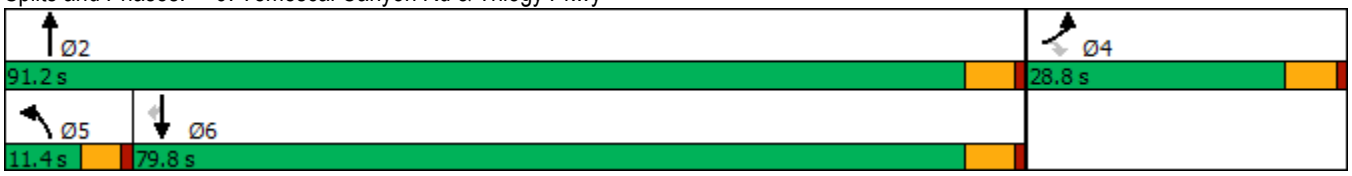
Notes

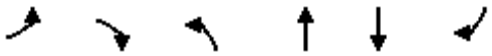
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	60	77	2134	982	93
Future Volume (vph)	84	60	77	2134	982	93
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	28.8	28.8	11.4	91.2	79.8	79.8
Total Split (%)	24.0%	24.0%	9.5%	76.0%	66.5%	66.5%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	13.0	13.0	6.8	88.4	77.0	77.0
Actuated g/C Ratio	0.12	0.12	0.06	0.78	0.68	0.68
v/c Ratio	0.42	0.26	0.75	1.51	0.80	0.09
Control Delay	51.3	13.2	89.8	250.3	19.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	13.2	89.8	250.3	19.5	4.6
LOS	D	B	F	F	B	A
Approach Delay	35.4			244.7	18.2	
Approach LOS	D			F	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 164.9	Intersection LOS: F
Intersection Capacity Utilization 130.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	60	77	2134	982	93
Future Volume (veh/h)	84	60	77	2134	982	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	58	81	2246	1034	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	167	149	104	1525	1335	1131
Arrive On Green	0.09	0.09	0.06	0.80	0.70	0.70
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	88	58	81	2246	1034	95
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	5.0	3.6	4.7	85.8	37.9	2.0
Cycle Q Clear(g_c), s	5.0	3.6	4.7	85.8	37.9	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	167	149	104	1525	1335	1131
V/C Ratio(X)	0.53	0.39	0.78	1.47	0.77	0.08
Avail Cap(c_a), veh/h	389	347	115	1525	1335	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	45.7	49.7	10.5	10.4	5.0
Incr Delay (d2), s/veh	2.6	1.7	23.0	216.2	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.4	2.8	111.1	13.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.8	47.3	72.7	226.7	13.3	5.1
LnGrp LOS	D	D	E	F	B	A
Approach Vol, veh/h	146			2327	1129	
Approach Delay, s/veh	48.2			221.4	12.6	
Approach LOS	D			F	B	

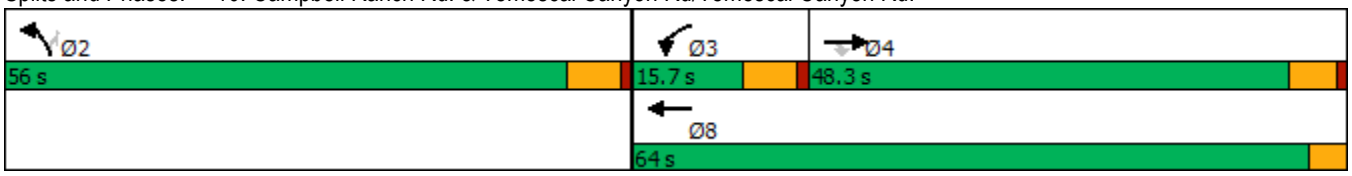
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.2		15.7	10.7	80.5
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.8		23.0	6.8	74.4
Max Q Clear Time (g_c+I1), s		87.8		7.0	6.7	39.9
Green Ext Time (p_c), s		0.0		0.3	0.0	10.5

Intersection Summary		
HCM 6th Ctrl Delay	148.9	
HCM 6th LOS	F	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	292	69	1454	789	54
Future Volume (vph)	740	292	69	1454	789	54
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	48.3	48.3	15.7	64.0	56.0	56.0
Total Split (%)	40.3%	40.3%	13.1%	53.3%	46.7%	46.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	46.5	46.5	8.6	60.4	50.2	50.2
Actuated g/C Ratio	0.39	0.39	0.07	0.50	0.42	0.42
v/c Ratio	1.17	0.48	0.62	1.77	1.21	0.09
Control Delay	125.3	20.3	74.4	374.5	141.0	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.3	20.3	74.4	374.5	141.0	10.5
LOS	F	C	E	F	F	B
Approach Delay	95.6			361.0	132.6	
Approach LOS	F			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.77	
Intersection Signal Delay: 223.7	Intersection LOS: F
Intersection Capacity Utilization 128.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	740	292	69	1454	789	54
Future Volume (veh/h)	740	292	69	1454	789	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	860	323	80	1691	917	63
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	745	631	102	942	746	664
Arrive On Green	0.39	0.39	0.06	0.50	0.41	0.41
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	860	323	80	1691	917	63
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	47.8	18.6	5.3	60.4	50.2	2.9
Cycle Q Clear(g_c), s	47.8	18.6	5.3	60.4	50.2	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	745	631	102	942	746	664
V/C Ratio(X)	1.15	0.51	0.79	1.79	1.23	0.09
Avail Cap(c_a), veh/h	745	631	147	942	746	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	28.2	56.8	30.7	35.8	21.9
Incr Delay (d2), s/veh	84.4	0.7	9.6	361.9	114.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	38.6	7.1	2.7	120.3	44.5	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	121.4	28.9	66.3	392.6	150.7	22.0
LnGrp LOS	F	C	E	F	F	C
Approach Vol, veh/h	1183			1771	980	
Approach Delay, s/veh	96.1			377.9	142.4	
Approach LOS	F			F	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		56.0	12.6	53.2		65.8
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		50.2	9.9	42.9		* 60
Max Q Clear Time (g_c+I1), s		52.2	7.3	49.8		62.4
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	234.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	383	12	0	308	5	0
Future Vol, veh/h	383	12	0	308	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	416	13	0	335	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	429	0	758	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	335	-
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	-	-	1141	-	378	635
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1141	-	378	635
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	378	-	-	1141	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	14.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	81	3	231	54	2
Future Vol, veh/h	324	81	3	231	54	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	86	3	246	57	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	431	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	-	-	1139	-	469	702
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1139	-	468	702
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	1139	-
HCM Lane V/C Ratio	0.126	-	-	0.003	-
HCM Control Delay (s)	13.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	13	41	20
Future Vol, veh/h	7	0	0	13	41	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	14	45	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	56	67	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	939	1016	1547	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1016	1547	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	939	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	12	32	9
Future Vol, veh/h	1	0	0	12	32	9
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	1	0	0	13	35	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	53	40	45	0	-	0
Stage 1	40	-	-	-	-	-
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	960	1037	1576	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	960	1037	1576	-	-	-
Mov Cap-2 Maneuver	960	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	960	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	5	12	20
Future Vol, veh/h	7	0	0	5	12	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	5	13	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	29	24	35	0	-	0
Stage 1	24	-	-	-	-	-
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	991	1058	1589	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1058	1589	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	991	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	12
Future Vol, veh/h	5	0	0	0	0	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	5	0	0	0	0	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	7	7	13	0	-	0
Stage 1	7	-	-	-	-	-
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	1019	1081	1619	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1619	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

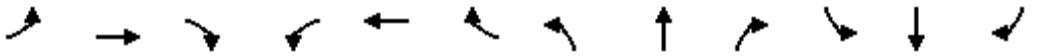
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1019	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	77.1	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	0.15	0.76	0.51
Control Delay	27.0	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	27.0	1.6	56.3	7.0	54.0	4.8
LOS	C	A	E	A	D	A
Approach Delay	25.8			32.4	22.9	
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: 26.9	Intersection LOS: C
Intersection Capacity Utilization 64.8%	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	263	9	470
Future Volume (veh/h)	0	610	31	346	327	0	0	0	0	263	9	470
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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				289	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	2251	690	413	2543	0				343	12	555
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				299	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				17.3	0.0	7.9
Cycle Q Clear(g_c), s	0.0	9.2	0.9	22.4	3.6	0.0				17.3	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	2251	690	413	2543	0				355	0	555
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	2251	690	719	2543	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	20.1	17.7	41.2	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				7.6	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	46.9	5.4	0.0				49.0	0.0	39.0
LnGrp LOS	A	C	B	D	A	A				D	A	D
Approach Vol, veh/h		693			739						533	
Approach Delay, s/veh		20.3			26.7						44.6	
Approach LOS		C			C						D	

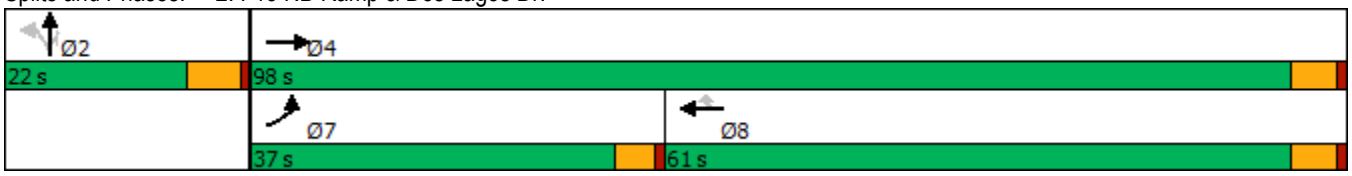
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		29.5	52.5		27.2		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		24.4	11.2		19.3		5.6					
Green Ext Time (p_c), s		0.5	4.3		2.1		2.5					

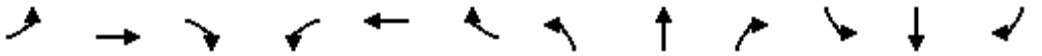
Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	447	426	638	496	4	221
Future Volume (vph)	447	426	638	496	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	0.54	0.25	0.51
Control Delay	54.3	3.1	12.0	16.8	52.6	10.5
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0
Total Delay	54.3	4.1	12.0	16.8	52.6	10.5
LOS	D	A	B	B	D	B
Approach Delay		29.8	14.1		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: 20.5	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

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



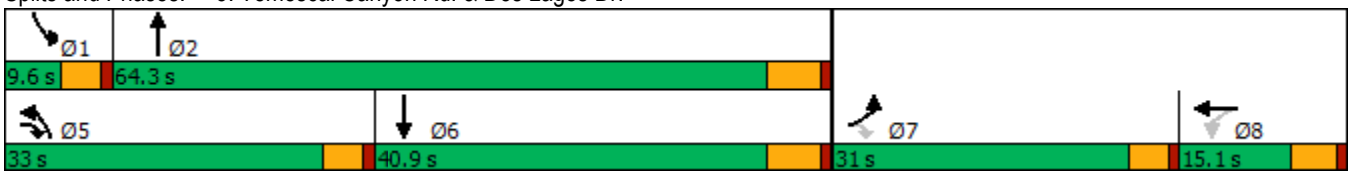


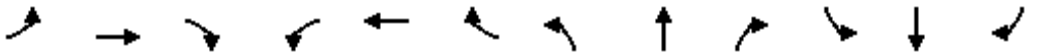
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	426	0	0	638	496	34	4	221	0	0	0
Future Volume (veh/h)	447	426	0	0	638	496	34	4	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
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	448	0	0	672	508	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	448	0	0	672	508	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	20.3	2.3	0.0	7.1			
Cycle Q Clear(g_c), s	14.9	6.4	0.0	0.0	9.9	20.3	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	0.52	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	12.0	47.6	0.0	50.6			
Incr Delay (d2), s/veh	1.6	0.5	0.0	0.0	0.3	1.9	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	7.2	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	14.0	48.5	0.0	54.9			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h		919			1180			218				
Approach Delay, s/veh		26.3			11.9			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	22.3				
Green Ext Time (p_c), s		0.5		3.0			0.8	7.5				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	487	163	359	276	685	644		
Future Volume (vph)	487	163	359	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)	18.2	46.9	24.1	64.5	35.8	93.2		
Actuated g/C Ratio	0.20	0.50	0.26	0.69	0.38	1.00		
v/c Ratio	0.74	0.19	0.80	0.12	0.52	0.42		
Control Delay	42.8	2.3	46.8	5.3	25.1	0.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	42.8	2.3	46.8	5.3	25.1	0.8		
LOS	D	A	D	A	C	A		
Approach Delay				28.7	13.3			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 64.7%	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	163	0	0	0	359	276	0	0	685	644
Future Volume (veh/h)	487	0	163	0	0	0	359	276	0	0	685	644
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	507	0	137	0	0	0	374	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	609	0	0	0	2	0	415	2536	0	2	1510	
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.23	0.70	0.00	0.00	0.42	0.00
Sat Flow, veh/h	3510	507		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	507	34.7		0	0	0	374	288	0	0	714	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	11.7			0.0	0.0	0.0	16.8	2.2	0.0	0.0	12.0	0.0
Cycle Q Clear(g_c), s	11.7			0.0	0.0	0.0	16.8	2.2	0.0	0.0	12.0	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	609			0	2	0	415	2536	0	2	1510	
V/C Ratio(X)	0.83			0.00	0.00	0.00	0.90	0.11	0.00	0.00	0.47	
Avail Cap(c_a), veh/h	1105			0	226	0	613	2536	0	108	1510	
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	33.5			0.0	0.0	0.0	31.4	4.0	0.0	0.0	17.7	0.0
Incr Delay (d2), s/veh	1.2			0.0	0.0	0.0	9.3	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	4.9			0.0	0.0	0.0	7.9	0.6	0.0	0.0	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7			0.0	0.0	0.0	40.7	4.1	0.0	0.0	18.7	0.0
LnGrp LOS	C			A	A	A	D	A	A	A	B	
Approach Vol, veh/h					0			662			714	
Approach Delay, s/veh					0.0			24.8			18.7	
Approach LOS								C			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	64.7			23.8	40.9	19.1	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	4.2			18.8	14.0	13.7	0.0				
Green Ext Time (p_c), s	0.0	1.8			0.4	4.4	0.8	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.2
HCM 6th LOS		C

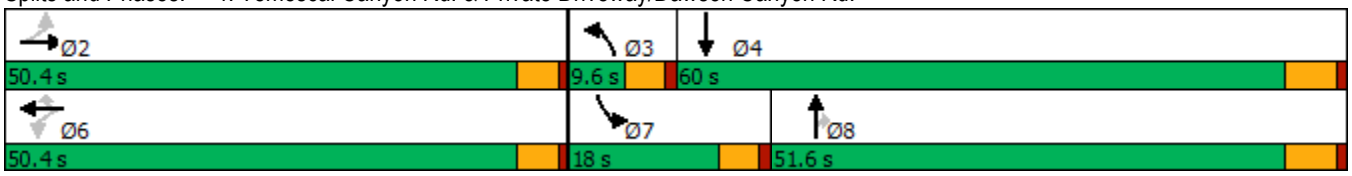
Notes

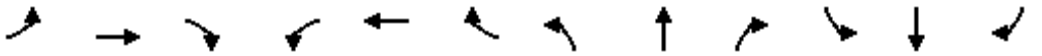
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	29	0	343	0	81	66	575	205	64	1258
Future Volume (vph)	29	0	343	0	81	66	575	205	64	1258
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)		31.8		31.7	31.7	5.3	42.9	42.9	8.3	43.1
Actuated g/C Ratio		0.33		0.33	0.33	0.06	0.45	0.45	0.09	0.45
v/c Ratio		0.18		0.80	0.14	0.69	0.37	0.25	0.42	0.82
Control Delay		4.9		44.5	2.9	85.2	21.0	4.0	55.6	28.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		4.9		44.5	2.9	85.2	21.0	4.0	55.6	28.8
LOS		A		D	A	F	C	A	E	C
Approach Delay		4.9		36.6			21.9			30.0
Approach LOS		A		D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
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	343	0	81	66	575	205	64	1258	29
Future Volume (veh/h)	29	0	68	343	0	81	66	575	205	64	1258	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	354	0	0	68	593	0	66	1297	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	188	30	351	504	0		91	1667		90	1662	38
Arrive On Green	0.30	0.00	0.29	0.30	0.00	0.00	0.05	0.46	0.00	0.05	0.46	0.46
Sat Flow, veh/h	436	104	1224	1421	0	1610	1810	3610	1610	1810	3605	83
Grp Volume(v), veh/h	98	0	0	354	0	0	68	593	0	66	649	678
Grp Sat Flow(s),veh/h/ln	1764	0	0	1421	0	1610	1810	1805	1610	1810	1805	1883
Q Serve(g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	2.8	7.9	0.0	2.7	22.7	22.7
Cycle Q Clear(g_c), s	3.3	0.0	0.0	17.2	0.0	0.0	2.8	7.9	0.0	2.7	22.7	22.7
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	583	0	0	517	0		91	1667		90	832	868
V/C Ratio(X)	0.17	0.00	0.00	0.68	0.00		0.74	0.36		0.73	0.78	0.78
Avail Cap(c_a), veh/h	1086	0	0	953	0		121	2204		323	1304	1360
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	20.2	0.0	0.0	24.5	0.0	0.0	35.1	13.0	0.0	35.2	17.0	17.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	10.4	0.1	0.0	4.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	5.6	0.0	0.0	1.4	2.7	0.0	1.2	8.1	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	0.0	0.0	26.1	0.0	0.0	45.5	13.1	0.0	39.4	18.6	18.6
LnGrp LOS	C	A	A	C	A		D	B		D	B	B
Approach Vol, veh/h		98			354			661			1393	
Approach Delay, s/veh		20.2			26.1			16.5			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.2	8.4	40.4		26.2	8.3	40.4				
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		* 46	13.4	45.8				
Max Q Clear Time (g_c+I1), s		5.3	4.8	24.7		19.2	4.7	9.9				
Green Ext Time (p_c), s		0.4	0.0	9.8		2.4	0.0	4.0				

Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B

Notes

* HCM 6th 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.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	113	828	5	1665
Future Volume (vph)	113	828	5	1665
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	28.0	82.0	10.0	92.0
Total Split (%)	23.3%	68.3%	8.3%	76.7%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	13.0	51.0	5.2	52.4
Actuated g/C Ratio	0.17	0.67	0.07	0.69
v/c Ratio	0.46	0.39	0.04	0.73
Control Delay	34.3	7.0	41.8	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	34.3	7.0	41.8	9.8
LOS	C	A	D	A
Approach Delay	34.3	7.0		9.9
Approach LOS	C	A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	18	828	36	5	1665
Future Volume (veh/h)	113	18	828	36	5	1665
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	20	900	39	5	1810
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	216	35	2187	95	12	2519
Arrive On Green	0.14	0.14	0.62	0.62	0.01	0.70
Sat Flow, veh/h	1520	247	3620	153	1810	3705
Grp Volume(v), veh/h	144	0	461	478	5	1810
Grp Sat Flow(s),veh/h/ln	1780	0	1805	1873	1810	1805
Q Serve(g_s), s	4.9	0.0	8.5	8.5	0.2	19.8
Cycle Q Clear(g_c), s	4.9	0.0	8.5	8.5	0.2	19.8
Prop In Lane	0.85	0.14		0.08	1.00	
Lane Grp Cap(c), veh/h	253	0	1120	1162	12	2519
V/C Ratio(X)	0.57	0.00	0.41	0.41	0.42	0.72
Avail Cap(c_a), veh/h	640	0	2114	2193	150	4783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	6.3	6.3	32.2	6.0
Incr Delay (d2), s/veh	2.0	0.0	0.2	0.2	8.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.1	2.2	0.1	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	0.0	6.5	6.5	40.5	6.3
LnGrp LOS	C	A	A	A	D	A
Approach Vol, veh/h	144		939			1815
Approach Delay, s/veh	28.0		6.5			6.4
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.0	46.2			51.2	13.9
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.4	76.2			86.2	23.4
Max Q Clear Time (g_c+I1), s	2.2	10.5			21.8	6.9
Green Ext Time (p_c), s	0.0	6.4			23.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

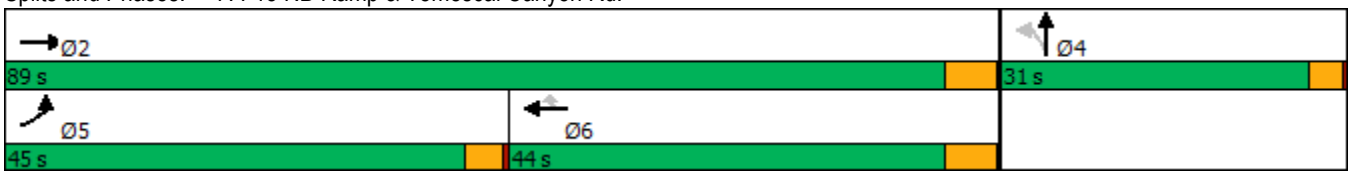
Notes

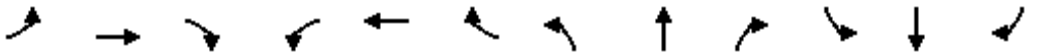
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	1107	666	1311	490	9
Future Volume (vph)	1107	666	1311	490	9
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	41.0	84.0	39.0	39.0	27.5
Actuated g/C Ratio	0.34	0.70	0.32	0.32	0.23
v/c Ratio	1.89	0.28	1.18	0.78	1.24
Control Delay	433.1	7.0	125.5	29.8	164.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	433.1	7.0	125.5	29.8	164.7
LOS	F	A	F	C	F
Approach Delay		273.1	99.4		164.7
Approach LOS		F	F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.89	
Intersection Signal Delay: 183.0	Intersection LOS: F
Intersection Capacity Utilization 137.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1107	666	0	0	1311	490	270	9	219	0	0	0
Future Volume (veh/h)	1107	666	0	0	1311	490	270	9	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1165	701	0	0	1380	0	284	9	183			
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	618	2527	0	0	1173		236	7	152			
Arrive On Green	0.34	0.70	0.00	0.00	0.32	0.00	0.22	0.23	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1031	33	665			
Grp Volume(v), veh/h	1165	701	0	0	1380	0	476	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1729	0	0			
Q Serve(g_s), s	41.0	8.7	0.0	0.0	39.0	0.0	27.5	0.0	0.0			
Cycle Q Clear(g_c), s	41.0	8.7	0.0	0.0	39.0	0.0	27.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.60		0.38			
Lane Grp Cap(c), veh/h	618	2527	0	0	1173		396	0	0			
V/C Ratio(X)	1.88	0.28	0.00	0.00	1.18		1.20	0.00	0.00			
Avail Cap(c_a), veh/h	618	2527	0	0	1173		396	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	39.5	6.7	0.0	0.0	40.5	0.0	46.4	0.0	0.0			
Incr Delay (d2), s/veh	404.1	0.0	0.0	0.0	88.5	0.0	112.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	86.7	2.8	0.0	0.0	30.9	0.0	23.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	443.6	6.7	0.0	0.0	129.0	0.0	158.9	0.0	0.0			
LnGrp LOS	F	A	A	A	F		F	A	A			
Approach Vol, veh/h		1866			1380			476				
Approach Delay, s/veh		279.5			129.0			158.9				
Approach LOS		F			F			F				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		89.0		31.0	45.0	44.0						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0						
Max Q Clear Time (g_c+I1), s		10.7		29.5	43.0	41.0						
Green Ext Time (p_c), s		3.0		0.0	0.0	0.0						

Intersection Summary												
HCM 6th Ctrl Delay			208.2									
HCM 6th LOS			F									

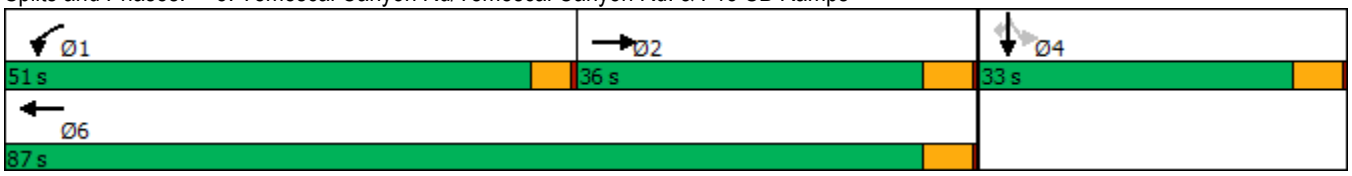
Notes

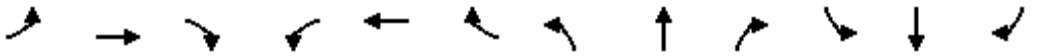
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1476	348	602	979	7	1137
Future Volume (vph)	1476	348	602	979	7	1137
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	36.0		51.0	87.0	33.0	33.0
Total Split (%)	30.0%		42.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	31.1	117.0	43.9	78.9	28.1	28.1
Actuated g/C Ratio	0.27	1.00	0.38	0.67	0.24	0.24
v/c Ratio	1.64	0.23	0.95	0.81	0.75	2.43
Control Delay	322.6	0.3	59.7	20.1	53.9	668.4
Queue Delay	0.0	0.0	0.6	6.9	0.0	0.0
Total Delay	322.6	0.3	60.3	27.0	53.9	668.4
LOS	F	A	E	C	D	F
Approach Delay	261.1			39.7	538.6	
Approach LOS	F			D	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.43	
Intersection Signal Delay: 271.5	Intersection LOS: F
Intersection Capacity Utilization 137.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1476	348	602	979	0	0	0	0	298	7	1137
Future Volume (veh/h)	0	1476	348	602	979	0	0	0	0	298	7	1137
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1570	0	640	1041	0				317	7	1042
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	964		671	1278	0				428	9	388
Arrive On Green	0.00	0.27	0.00	0.37	0.67	0.00				0.25	0.24	0.24
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1772	39	1610
Grp Volume(v), veh/h	0	1570	0	640	1041	0				324	0	1042
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1811	0	1610
Q Serve(g_s), s	0.0	31.0	0.0	39.9	46.1	0.0				19.1	0.0	28.0
Cycle Q Clear(g_c), s	0.0	31.0	0.0	39.9	46.1	0.0				19.1	0.0	28.0
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	964		671	1278	0				437	0	388
V/C Ratio(X)	0.00	1.63		0.95	0.81	0.00				0.74	0.00	2.68
Avail Cap(c_a), veh/h	0	964		733	1342	0				437	0	388
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	42.5	0.0	35.5	13.8	0.0				40.2	0.0	44.0
Incr Delay (d2), s/veh	0.0	287.5	0.0	21.6	3.5	0.0				6.3	0.0	764.4
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	51.8	0.0	20.8	17.9	0.0				8.9	0.0	93.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	330.0	0.0	57.1	17.2	0.0				46.5	0.0	808.5
LnGrp LOS	A	F		E	B	A				D	A	F
Approach Vol, veh/h		1570			1681						1366	
Approach Delay, s/veh		330.0			32.4						627.7	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	47.1	36.0		33.0		83.1						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	47.0	31.0		28.0		82.0						
Max Q Clear Time (g_c+I1), s	41.9	33.0		30.0		48.1						
Green Ext Time (p_c), s	1.1	0.0		0.0		5.9						

Intersection Summary			
HCM 6th Ctrl Delay		309.8	
HCM 6th LOS		F	

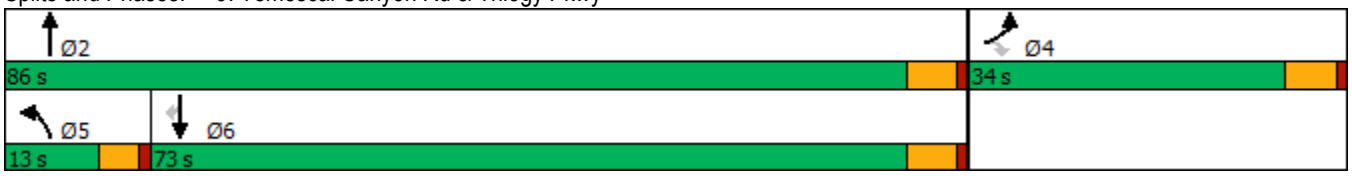
Notes

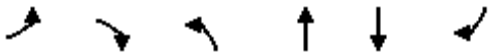
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	205	96	74	1085	1495	87
Future Volume (vph)	205	96	74	1085	1495	87
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	18.3	18.3	7.7	78.1	68.2	68.2
Actuated g/C Ratio	0.17	0.17	0.07	0.73	0.63	0.63
v/c Ratio	0.72	0.29	0.62	0.85	1.34	0.09
Control Delay	56.5	9.6	72.2	19.3	179.6	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	9.6	72.2	19.3	179.6	8.0
LOS	E	A	E	B	F	A
Approach Delay	41.5			22.7	170.1	
Approach LOS	D			C	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 101.2	Intersection LOS: F
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	96	74	1085	1495	87
Future Volume (veh/h)	205	96	74	1085	1495	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	69	80	1167	1608	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	261	232	103	1422	1231	1043
Arrive On Green	0.14	0.14	0.06	0.75	0.65	0.65
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	220	69	80	1167	1608	85
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	12.4	4.0	4.6	41.8	67.6	2.0
Cycle Q Clear(g_c), s	12.4	4.0	4.6	41.8	67.6	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	261	232	103	1422	1231	1043
V/C Ratio(X)	0.84	0.30	0.78	0.82	1.31	0.08
Avail Cap(c_a), veh/h	489	435	146	1467	1231	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	39.9	48.6	8.5	18.4	6.8
Incr Delay (d2), s/veh	7.3	0.7	9.6	3.8	143.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	3.8	2.3	13.4	73.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.8	40.6	58.2	12.3	162.3	6.9
LnGrp LOS	D	D	E	B	F	A
Approach Vol, veh/h	289			1247	1693	
Approach Delay, s/veh	48.4			15.2	154.5	
Approach LOS	D			B	F	

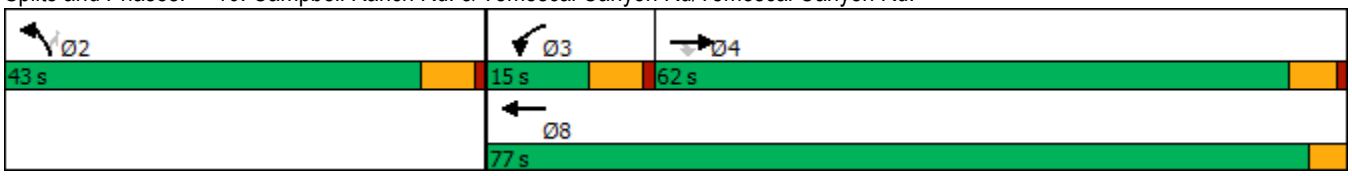
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		83.5		20.8	10.5	73.0
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		43.8		14.4	6.6	69.6
Green Ext Time (p_c), s		13.3		0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	91.2
HCM 6th LOS	F

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	927	538	34	749	289	33
Future Volume (vph)	927	538	34	749	289	33
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	57.7	57.7	6.7	67.5	22.0	22.0
Actuated g/C Ratio	0.59	0.59	0.07	0.69	0.22	0.22
v/c Ratio	0.90	0.56	0.30	0.62	0.77	0.09
Control Delay	33.6	11.5	54.4	12.1	49.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	11.5	54.4	12.1	49.8	10.7
LOS	C	B	D	B	D	B
Approach Delay	25.5			14.0	45.9	
Approach LOS	C			B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	927	538	34	749	289	33
Future Volume (veh/h)	927	538	34	749	289	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	997	481	37	805	311	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1093	926	61	1294	361	321
Arrive On Green	0.58	0.58	0.03	0.68	0.20	0.20
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	997	481	37	805	311	32
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	41.6	16.0	1.8	20.8	14.7	1.4
Cycle Q Clear(g_c), s	41.6	16.0	1.8	20.8	14.7	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1093	926	61	1294	361	321
V/C Ratio(X)	0.91	0.52	0.61	0.62	0.86	0.10
Avail Cap(c_a), veh/h	1214	1029	188	1587	760	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	11.4	42.2	7.8	34.3	29.0
Incr Delay (d2), s/veh	9.9	0.5	3.6	0.5	6.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	5.0	0.8	6.5	6.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	11.9	45.8	8.3	40.5	29.1
LnGrp LOS	C	B	D	A	D	C
Approach Vol, veh/h	1478			842	343	
Approach Delay, s/veh	21.9			10.0	39.4	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.5	8.8	56.4		65.1
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		37.2	9.2	56.6		* 73
Max Q Clear Time (g_c+I1), s		16.7	3.8	43.6		22.8
Green Ext Time (p_c), s		0.9	0.0	7.4		6.7

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	5	0	411	12	0
Future Vol, veh/h	265	5	0	411	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	288	5	0	447	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	738	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	447	-
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	-	-	1280	-	388	753
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	388	753
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	-	-	1280	-
HCM Lane V/C Ratio	0.034	-	-	-	-
HCM Control Delay (s)	14.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	31	0	318	73	0
Future Vol, veh/h	260	31	0	318	73	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	33	0	338	78	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	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	-	-	1262	-	458	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	458	767
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1262	-
HCM Lane V/C Ratio	0.17	-	-	-	-
HCM Control Delay (s)	14.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	41	13	7
Future Vol, veh/h	21	0	0	41	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	45	14	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	18	22	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	948	1066	1607	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1066	1607	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	948	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	33	11	2
Future Vol, veh/h	8	0	0	33	11	2
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	9	0	0	36	12	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	13	14	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	965	1073	1617	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	965	1073	1617	-	-	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1617	-	965	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	12	5	7
Future Vol, veh/h	21	0	0	12	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	13	5	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	9	13	0	-	0
Stage 1	9	-	-	-	-	-
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	1000	1079	1619	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1079	1619	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1000	-	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	5
Future Vol, veh/h	12	0	0	0	0	5
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	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3	3	5	0	-	0
Stage 1	3	-	-	-	-	-
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	1025	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1025	1087	1630	-	-	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1025	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

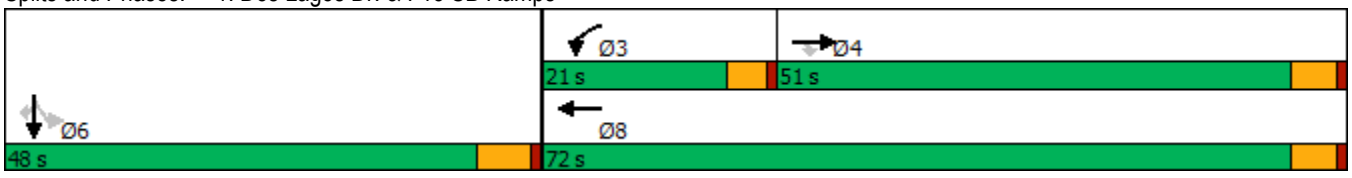
APPENDIX 6.2: EAPC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH TEMESCAL CANYON ROAD EXTENSION WORKSHEETS

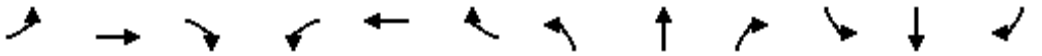
This Page Intentionally Left Blank

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1113	30	138	271	1	574
Future Volume (vph)	1113	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	34.8	34.8
Actuated g/C Ratio	0.44	0.44	0.11	0.60	0.31	0.31
v/c Ratio	0.52	0.04	0.72	0.13	0.83	0.47
Control Delay	25.6	0.8	68.3	11.3	49.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	0.8	68.3	11.3	49.6	3.4
LOS	C	A	E	B	D	A
Approach Delay	25.0			30.5	23.3	
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: 25.2	Intersection LOS: C
Intersection Capacity Utilization 91.4%	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	1113	30	138	271	0	0	0	0	433	1	574
Future Volume (veh/h)	0	1113	30	138	271	0	0	0	0	433	1	574
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1184	20	147	288	0				461	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	2433	755	177	2197	0				528	1	828
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	1184	20	147	288	0				462	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	17.3	0.7	8.8	3.7	0.0				26.6	0.0	11.5
Cycle Q Clear(g_c), s	0.0	17.3	0.7	8.8	3.7	0.0				26.6	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	2433	755	177	2197	0				529	0	828
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	2433	755	270	2197	0				695	0	1088
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	20.1	15.7	48.7	9.2	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				9.6	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	6.9	0.3	4.3	1.4	0.0				12.4	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.8	15.8	56.2	9.3	0.0				45.6	0.0	32.0
LnGrp LOS	A	C	B	E	A	A				D	A	C
Approach Vol, veh/h		1204			435						826	
Approach Delay, s/veh		20.7			25.1						39.6	
Approach LOS		C			C						D	

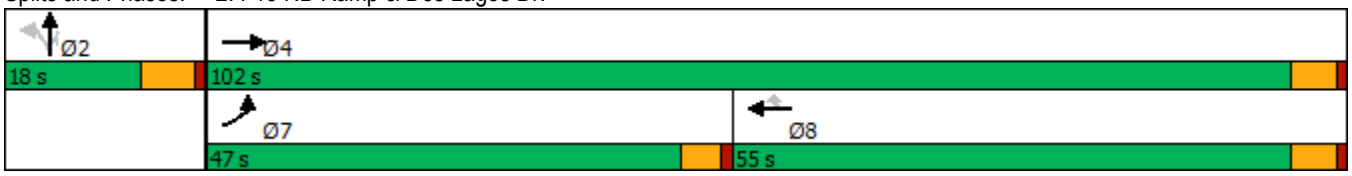
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		15.3	56.7		37.9		72.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		16.4	45.9		42.2		66.9					
Max Q Clear Time (g_c+I1), s		10.8	19.3		28.6		5.7					
Green Ext Time (p_c), s		0.1	9.5		3.6		2.0					

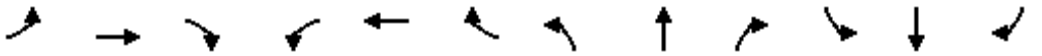
Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	853	692	387	523	1	79
Future Volume (vph)	853	692	387	523	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	0.70	0.15	0.26
Control Delay	47.6	3.7	18.2	30.3	52.5	12.9
Queue Delay	1.3	1.4	0.0	0.0	0.0	0.0
Total Delay	48.9	5.1	18.2	30.3	52.5	12.9
LOS	D	A	B	C	D	B
Approach Delay		29.3	25.2		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: 27.5	Intersection LOS: C
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

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



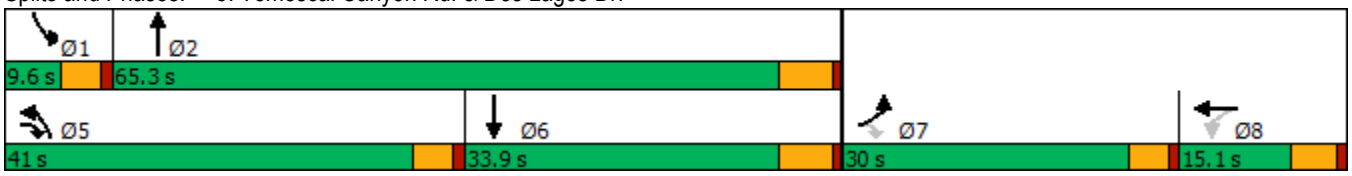


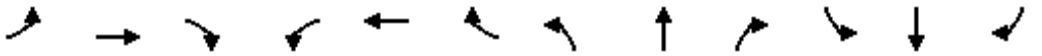
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	853	692	0	0	387	523	21	1	79	0	0	0
Future Volume (veh/h)	853	692	0	0	387	523	21	1	79	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking 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	744	0	0	416	561	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	744	0	0	416	561	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	13.0	0.0	0.0	7.6	31.1	1.4	0.0	2.2			
Cycle Q Clear(g_c), s	29.6	13.0	0.0	0.0	7.6	31.1	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	0.69	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	22.1	49.5	0.0	50.6			
Incr Delay (d2), s/veh	8.2	1.0	0.0	0.0	0.3	4.8	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	12.3	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	26.9	50.0	0.0	51.2			
LnGrp LOS	D	A	A	A	B	C	D	A	D			
Approach Vol, veh/h		1661			977			81				
Approach Delay, s/veh		28.7			22.5			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		15.0			31.6	33.1				
Green Ext Time (p_c), s		0.1		6.2			1.6	4.6				
Intersection Summary												
HCM 6th Ctrl Delay			27.1									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	444	327	394	861	161	381		
Future Volume (vph)	444	327	394	861	161	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	46.3	24.8	62.0	32.5	89.3		
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	40.3	1.9	44.7	6.5	22.5	0.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	40.3	1.9	44.7	6.5	22.5	0.4		
LOS	D	A	D	A	C	A		
Approach Delay				18.5	6.9			
Approach LOS				B	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 54.8%	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)	444	0	327	0	0	0	394	861	0	0	161	381
Future Volume (veh/h)	444	0	327	0	0	0	394	861	0	0	161	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	467	0	296	0	0	0	415	906	0	0	169	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	457	2576	0	2	1464	
Arrive On Green	0.16	0.00	0.00	0.00	0.00	0.00	0.25	0.71	0.00	0.00	0.41	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	415	906	0	0	169	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	18.5	8.0	0.0	0.0	2.4	0.0
Cycle Q Clear(g_c), s	10.7			0.0	0.0	0.0	18.5	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	457	2576	0	2	1464	
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	1464	
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	30.2	4.6	0.0	0.0	15.5	0.0
Incr Delay (d2), s/veh	1.2			0.0	0.0	0.0	4.4	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	8.0	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	34.7	4.9	0.0	0.0	15.6	0.0
LnGrp LOS	C			A	A	A	C	A	A	A	B	
Approach Vol, veh/h					0			1321			169	
Approach Delay, s/veh					0.0			14.3			15.6	
Approach LOS								B			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			25.7	39.6	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			20.5	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 6th Ctrl Delay		19.3
HCM 6th LOS		B

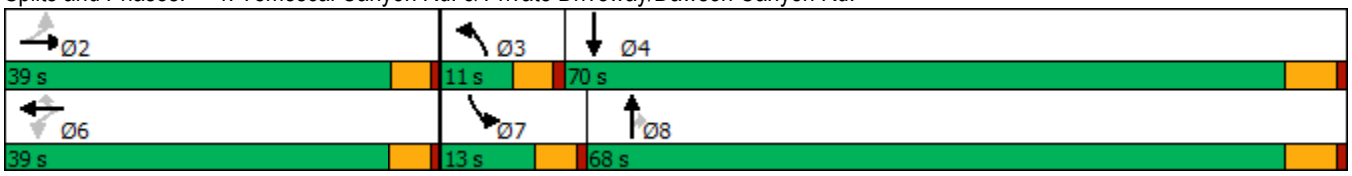
Notes

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	254	0	60	38	1639	313	82	434
Future Volume (vph)	12	0	254	0	60	38	1639	313	82	434
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)		25.2		25.1	25.1	6.1	57.5	57.5	8.0	61.2
Actuated g/C Ratio		0.24		0.24	0.24	0.06	0.56	0.56	0.08	0.59
v/c Ratio		0.09		0.78	0.14	0.36	0.84	0.32	0.61	0.22
Control Delay		3.0		54.7	7.8	62.8	25.8	5.2	71.2	11.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		3.0		54.7	7.8	62.8	25.8	5.2	71.2	11.5
LOS		A		D	A	E	C	A	E	B
Approach Delay		3.0		45.8			23.2			20.8
Approach LOS		A		D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 83.2%	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	254	0	60	38	1639	313	82	434	15
Future Volume (veh/h)	12	0	27	254	0	60	38	1639	313	82	434	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	262	0	0	39	1690	0	85	447	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	138	25	259	381	0		62	2032		109	2097	70
Arrive On Green	0.22	0.00	0.21	0.22	0.00	0.00	0.03	0.56	0.00	0.06	0.59	0.59
Sat Flow, veh/h	413	117	1236	1440	0	1610	1810	3610	1610	1810	3561	119
Grp Volume(v), veh/h	40	0	0	262	0	0	39	1690	0	85	226	236
Grp Sat Flow(s),veh/h/ln	1765	0	0	1440	0	1610	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	1.9	34.8	0.0	4.2	5.3	5.3
Cycle Q Clear(g_c), s	1.7	0.0	0.0	15.6	0.0	0.0	1.9	34.8	0.0	4.2	5.3	5.3
Prop In Lane	0.30		0.70	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	434	0	0	393	0		62	2032		109	1063	1104
V/C Ratio(X)	0.09	0.00	0.00	0.67	0.00		0.62	0.83		0.78	0.21	0.21
Avail Cap(c_a), veh/h	699	0	0	631	0		128	2482		168	1281	1331
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	28.9	0.0	0.0	33.9	0.0	0.0	43.1	16.2	0.0	41.9	8.7	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	3.8	2.1	0.0	5.0	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	5.5	0.0	0.0	0.9	12.4	0.0	1.9	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	0.0	35.8	0.0	0.0	46.8	18.4	0.0	46.9	8.8	8.8
LnGrp LOS	C	A	A	D	A		D	B		D	A	A
Approach Vol, veh/h		40			262			1729			547	
Approach Delay, s/veh		28.9			35.8			19.0			14.7	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.7	7.7	59.1		23.7	10.1	56.7				
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	8.4	62.2				
Max Q Clear Time (g_c+I1), s		3.7	3.9	7.3		17.6	6.2	36.8				
Green Ext Time (p_c), s		0.1	0.0	2.6		1.4	0.0	14.1				

Intersection Summary		
HCM 6th Ctrl Delay		20.0
HCM 6th LOS		B

Notes

* HCM 6th 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.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	37	1986	19	696
Future Volume (vph)	37	1986	19	696
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	26.7	83.4	9.9	93.3
Total Split (%)	22.3%	69.5%	8.3%	77.8%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.9	82.4	5.4	85.9
Actuated g/C Ratio	0.10	0.81	0.05	0.84
v/c Ratio	0.25	0.79	0.22	0.25
Control Delay	44.8	12.2	58.5	2.9
Queue Delay	0.0	3.9	0.0	0.0
Total Delay	44.8	16.1	58.5	2.9
LOS	D	B	E	A
Approach Delay	44.8	16.1		4.4
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	5	1986	113	19	696
Future Volume (veh/h)	37	5	1986	113	19	696
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	5	2159	123	21	757
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	60	8	2649	149	42	3030
Arrive On Green	0.04	0.04	0.76	0.76	0.02	0.84
Sat Flow, veh/h	1554	194	3569	196	1810	3705
Grp Volume(v), veh/h	46	0	1112	1170	21	757
Grp Sat Flow(s),veh/h/ln	1787	0	1805	1865	1810	1805
Q Serve(g_s), s	2.2	0.0	32.5	34.2	1.0	3.6
Cycle Q Clear(g_c), s	2.2	0.0	32.5	34.2	1.0	3.6
Prop In Lane	0.87	0.11		0.11	1.00	
Lane Grp Cap(c), veh/h	69	0	1377	1422	42	3030
V/C Ratio(X)	0.66	0.00	0.81	0.82	0.51	0.25
Avail Cap(c_a), veh/h	462	0	1639	1693	112	3696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	6.3	6.5	41.3	1.4
Incr Delay (d2), s/veh	10.3	0.0	2.6	2.9	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.0	7.7	0.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.8	0.0	8.9	9.4	44.8	1.4
LnGrp LOS	D	A	A	A	D	A
Approach Vol, veh/h	46		2282			778
Approach Delay, s/veh	50.8		9.2			2.6
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.6	71.0			77.5	7.9
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.3	77.6			87.5	22.1
Max Q Clear Time (g_c+I1), s	3.0	36.2			5.6	4.2
Green Ext Time (p_c), s	0.0	29.0			5.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

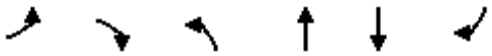
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	1819	394	188	94
Future Volume (vph)	1819	394	188	94
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	27.8	9.6	15.8	27.8
Total Split (s)	46.0	40.0	74.0	34.0
Total Split (%)	38.3%	33.3%	61.7%	28.3%
Yellow Time (s)	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Min	Min
Act Effct Green (s)	40.6	26.8	44.2	12.8
Actuated g/C Ratio	0.42	0.28	0.46	0.13
v/c Ratio	1.56	0.86	0.12	0.73
Control Delay	282.4	50.7	14.5	12.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	282.4	50.7	14.5	12.6
LOS	F	D	B	B
Approach Delay	282.4		39.0	12.6
Approach LOS	F		D	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 189.5	Intersection LOS: F
Intersection Capacity Utilization 115.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1819	290	394	188	94	520
Future Volume (veh/h)	1819	290	394	188	94	520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2271	0	428	204	102	497
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1285	572	457	1958	450	401
Arrive On Green	0.36	0.00	0.25	0.54	0.25	0.25
Sat Flow, veh/h	3619	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	2271	0	428	204	102	497
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	40.2	0.0	26.2	3.1	5.1	28.2
Cycle Q Clear(g_c), s	40.2	0.0	26.2	3.1	5.1	28.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1285	572	457	1958	450	401
V/C Ratio(X)	1.77	0.00	0.94	0.10	0.23	1.24
Avail Cap(c_a), veh/h	1285	572	566	2174	450	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	41.4	12.6	33.8	42.5
Incr Delay (d2), s/veh	348.5	0.0	19.0	0.0	0.3	127.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	78.9	0.0	13.6	1.2	2.2	24.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	385.0	0.0	60.4	12.6	34.1	169.9
LnGrp LOS	F	A	E	B	C	F
Approach Vol, veh/h	2271			632	599	
Approach Delay, s/veh	385.0			45.0	146.7	
Approach LOS	F			D	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.2		46.0	33.2	34.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		68.2		40.2	35.4	28.2
Max Q Clear Time (g_c+I1), s		5.1		42.2	28.2	30.2
Green Ext Time (p_c), s		1.3		0.0	0.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay	282.9	
HCM 6th LOS	F	

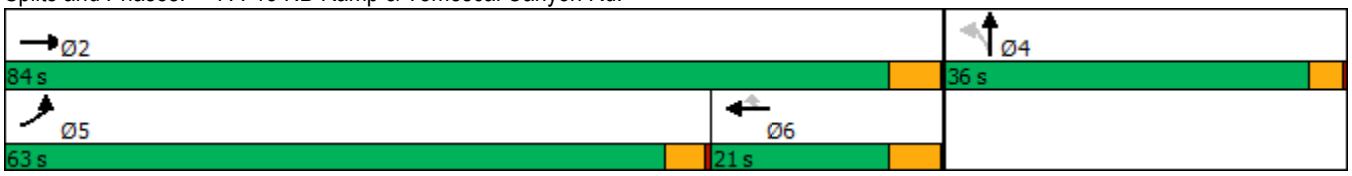
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	752	1700	338	707	4
Future Volume (vph)	752	1700	338	707	4
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	51.4	71.5	16.1	16.1	32.7
Actuated g/C Ratio	0.46	0.63	0.14	0.14	0.29
v/c Ratio	0.95	0.77	0.68	1.18	1.38
Control Delay	51.4	17.4	54.8	113.6	213.4
Queue Delay	2.8	0.9	0.0	0.0	0.0
Total Delay	54.3	18.4	54.8	113.6	213.4
LOS	D	B	D	F	F
Approach Delay		29.4	94.6		213.4
Approach LOS		C	F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 75.3	Intersection LOS: E
Intersection Capacity Utilization 136.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	752	1700	0	0	338	707	141	4	526	0	0	0
Future Volume (veh/h)	752	1700	0	0	338	707	141	4	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	783	1771	0	0	352	0	147	4	384			
Peak Hour Factor	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			
Cap, veh/h	814	2193	0	0	431		142	4	371			
Arrive On Green	0.45	0.61	0.00	0.00	0.12	0.00	0.31	0.31	0.31			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	457	12	1193			
Grp Volume(v), veh/h	783	1771	0	0	352	0	535	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1662	0	0			
Q Serve(g_s), s	43.8	39.5	0.0	0.0	9.9	0.0	32.5	0.0	0.0			
Cycle Q Clear(g_c), s	43.8	39.5	0.0	0.0	9.9	0.0	32.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.27		0.72			
Lane Grp Cap(c), veh/h	814	2193	0	0	431		517	0	0			
V/C Ratio(X)	0.96	0.81	0.00	0.00	0.82		1.03	0.00	0.00			
Avail Cap(c_a), veh/h	1022	2731	0	0	553		517	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	27.9	15.8	0.0	0.0	44.9	0.0	36.0	0.0	0.0			
Incr Delay (d2), s/veh	16.3	1.2	0.0	0.0	5.8	0.0	48.6	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			
%ile BackOfQ(50%),veh/ln	20.8	13.9	0.0	0.0	4.6	0.0	19.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	17.0	0.0	0.0	50.7	0.0	84.6	0.0	0.0			
LnGrp LOS	D	B	A	A	D		F	A	A			
Approach Vol, veh/h		2554			352			535				
Approach Delay, s/veh		25.3			50.7			84.6				
Approach LOS		C			D			F				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		68.4		36.0	51.0	17.5						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0						
Max Q Clear Time (g_c+I1), s		41.5		34.5	45.8	11.9						
Green Ext Time (p_c), s		11.4		0.0	1.1	0.5						

Intersection Summary												
HCM 6th Ctrl Delay			37.1									
HCM 6th LOS			D									

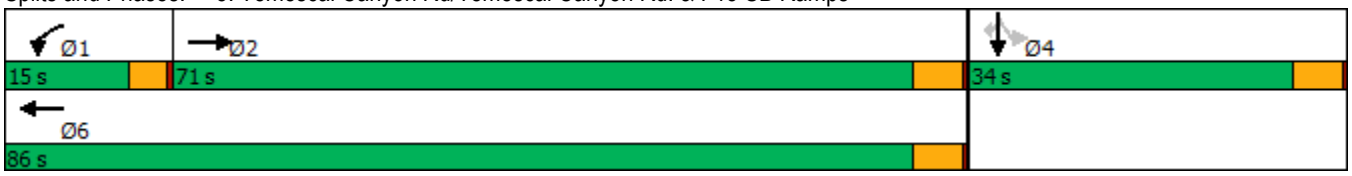
Notes

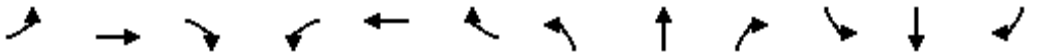
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1682	145	179	299	3	606
Future Volume (vph)	1682	145	179	299	3	606
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	71.0		15.0	86.0	34.0	34.0
Total Split (%)	59.2%		12.5%	71.7%	28.3%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	61.0	115.2	11.0	76.0	29.1	29.1
Actuated g/C Ratio	0.53	1.00	0.10	0.66	0.25	0.25
v/c Ratio	0.93	0.09	1.09	0.25	1.78	0.96
Control Delay	34.5	0.1	143.9	8.4	388.5	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	0.1	143.9	8.4	388.5	48.0
LOS	C	A	F	A	F	D
Approach Delay	31.8			59.0	238.9	
Approach LOS	C			E	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.78	
Intersection Signal Delay: 112.8	Intersection LOS: F
Intersection Capacity Utilization 136.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1682	145	179	299	0	0	0	0	770	3	606
Future Volume (veh/h)	0	1682	145	179	299	0	0	0	0	770	3	606
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1771	0	188	315	0				811	3	426
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	0	1915		173	1256	0				455	2	406
Arrive On Green	0.00	0.53	0.00	0.10	0.66	0.00				0.26	0.25	0.25
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1803	7	1610
Grp Volume(v), veh/h	0	1771	0	188	315	0				814	0	426
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	52.0	0.0	11.0	7.8	0.0				29.0	0.0	29.0
Cycle Q Clear(g_c), s	0.0	52.0	0.0	11.0	7.8	0.0				29.0	0.0	29.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1915		173	1256	0				456	0	406
V/C Ratio(X)	0.00	0.92		1.09	0.25	0.00				1.78	0.00	1.05
Avail Cap(c_a), veh/h	0	2071		173	1338	0				456	0	406
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.9	0.0	52.0	7.9	0.0				42.5	0.0	43.0
Incr Delay (d2), s/veh	0.0	7.0	0.0	93.4	0.0	0.0				361.6	0.0	58.2
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	0.0	22.1	0.0	9.4	2.8	0.0				58.1	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.9	0.0	145.4	8.0	0.0				404.1	0.0	101.2
LnGrp LOS	A	C		F	A	A				F	A	F
Approach Vol, veh/h		1771			503						1240	
Approach Delay, s/veh		31.9			59.3						300.0	
Approach LOS		C			E						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	66.0		34.0		81.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	66.0		29.0		81.0
Max Q Clear Time (g_c+I1), s	13.0	54.0		31.0		9.8
Green Ext Time (p_c), s	0.0	7.0		0.0		1.1

Intersection Summary		
HCM 6th Ctrl Delay		130.4
HCM 6th LOS		F

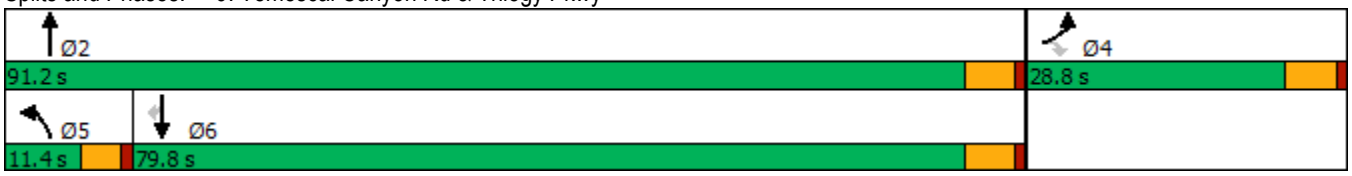
Notes

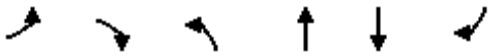
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	60	77	1554	625	93
Future Volume (vph)	84	60	77	1554	625	93
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	28.8	28.8	11.4	91.2	79.8	79.8
Total Split (%)	24.0%	24.0%	9.5%	76.0%	66.5%	66.5%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	13.0	13.0	6.8	88.4	77.0	77.0
Actuated g/C Ratio	0.12	0.12	0.06	0.78	0.68	0.68
v/c Ratio	0.42	0.26	0.75	1.10	0.51	0.09
Control Delay	51.3	13.2	89.8	70.2	11.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	13.2	89.8	70.2	11.1	3.3
LOS	D	B	F	E	B	A
Approach Delay	35.4			71.1	10.1	
Approach LOS	D			E	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 51.5	Intersection LOS: D
Intersection Capacity Utilization 99.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	60	77	1554	625	93
Future Volume (veh/h)	84	60	77	1554	625	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	58	81	1636	658	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	167	149	104	1525	1335	1131
Arrive On Green	0.09	0.09	0.06	0.80	0.70	0.70
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	88	58	81	1636	658	95
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	5.0	3.6	4.7	85.8	16.8	2.0
Cycle Q Clear(g_c), s	5.0	3.6	4.7	85.8	16.8	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	167	149	104	1525	1335	1131
V/C Ratio(X)	0.53	0.39	0.78	1.07	0.49	0.08
Avail Cap(c_a), veh/h	389	347	115	1525	1335	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	45.7	49.7	10.5	7.2	5.0
Incr Delay (d2), s/veh	2.6	1.7	23.0	45.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.4	2.8	38.7	5.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.8	47.3	72.7	55.8	7.5	5.1
LnGrp LOS	D	D	E	F	A	A
Approach Vol, veh/h	146			1717	753	
Approach Delay, s/veh	48.2			56.6	7.2	
Approach LOS	D			E	A	

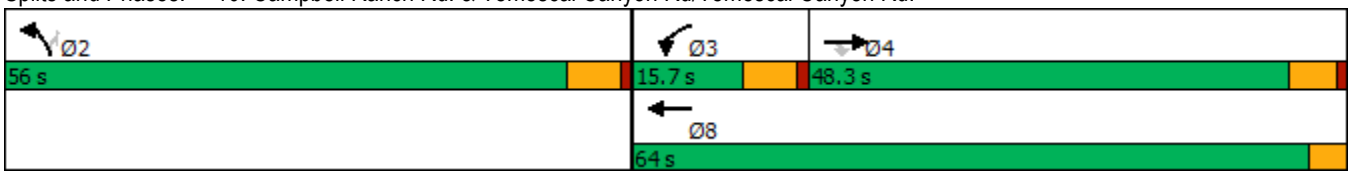
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.2		15.7	10.7	80.5
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.8		23.0	6.8	74.4
Max Q Clear Time (g_c+I1), s		87.8		7.0	6.7	18.8
Green Ext Time (p_c), s		0.0		0.3	0.0	5.2

Intersection Summary		
HCM 6th Ctrl Delay		41.9
HCM 6th LOS		D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	412	264	96	959	702	140
Future Volume (vph)	412	264	96	959	702	140
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	48.3	48.3	15.7	64.0	56.0	56.0
Total Split (%)	40.3%	40.3%	13.1%	53.3%	46.7%	46.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	43.4	43.4	9.4	60.4	50.2	50.2
Actuated g/C Ratio	0.36	0.36	0.08	0.50	0.42	0.42
v/c Ratio	0.70	0.43	0.79	1.17	1.08	0.23
Control Delay	39.4	11.3	90.1	115.6	91.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	11.3	90.1	115.6	91.0	8.5
LOS	D	B	F	F	F	A
Approach Delay	28.4			113.2	77.3	
Approach LOS	C			F	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 79.2	Intersection LOS: E
Intersection Capacity Utilization 97.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	412	264	96	959	702	140
Future Volume (veh/h)	412	264	96	959	702	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	479	290	112	1115	816	163
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	708	600	137	942	746	664
Arrive On Green	0.37	0.37	0.08	0.50	0.41	0.41
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	479	290	112	1115	816	163
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	25.8	16.8	7.4	60.4	50.2	8.1
Cycle Q Clear(g_c), s	25.8	16.8	7.4	60.4	50.2	8.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	708	600	137	942	746	664
V/C Ratio(X)	0.68	0.48	0.82	1.18	1.09	0.25
Avail Cap(c_a), veh/h	708	600	147	942	746	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	29.2	55.5	30.7	35.8	23.4
Incr Delay (d2), s/veh	2.6	0.6	25.3	93.4	61.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	6.4	4.3	50.1	33.5	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	29.8	80.7	124.1	97.4	23.6
LnGrp LOS	C	C	F	F	F	C
Approach Vol, veh/h	769			1227	979	
Approach Delay, s/veh	32.8			120.2	85.1	
Approach LOS	C			F	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		56.0	15.0	50.8		65.8
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		50.2	9.9	42.9		* 60
Max Q Clear Time (g_c+I1), s		52.2	9.4	27.8		62.4
Green Ext Time (p_c), s		0.0	0.0	3.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	383	12	0	308	5	0
Future Vol, veh/h	383	12	0	308	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	416	13	0	335	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	429	0	758	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	335	-
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	-	-	1141	-	378	635
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1141	-	378	635
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	378	-	-	1141	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	14.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	81	3	231	54	2
Future Vol, veh/h	324	81	3	231	54	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	86	3	246	57	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	431	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	-	-	1139	-	469	702
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1139	-	468	702
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	1139	-
HCM Lane V/C Ratio	0.126	-	-	0.003	-
HCM Control Delay (s)	13.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	13	41	20
Future Vol, veh/h	7	0	0	13	41	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	14	45	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	56	67	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	939	1016	1547	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1016	1547	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	939	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	12	32	9
Future Vol, veh/h	1	0	0	12	32	9
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	1	0	0	13	35	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	53	40	45	0	-	0
Stage 1	40	-	-	-	-	-
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	960	1037	1576	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	960	1037	1576	-	-	-
Mov Cap-2 Maneuver	960	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	960	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	5	12	20
Future Vol, veh/h	7	0	0	5	12	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	5	13	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	29	24	35	0	-	0
Stage 1	24	-	-	-	-	-
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	991	1058	1589	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	991	1058	1589	-	-	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	991	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	12
Future Vol, veh/h	5	0	0	0	0	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	5	0	0	0	0	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	7	7	13	0	-	0
Stage 1	7	-	-	-	-	-
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	1019	1081	1619	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1619	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

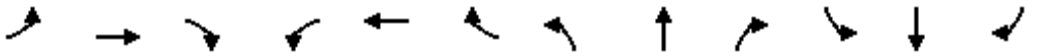
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1019	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	77.1	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	0.15	0.76	0.51
Control Delay	27.0	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	27.0	1.6	56.3	7.0	54.0	4.8
LOS	C	A	E	A	D	A
Approach Delay	25.8			32.4	22.9	
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: 26.9	Intersection LOS: C
Intersection Capacity Utilization 64.8%	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	263	9	470
Future Volume (veh/h)	0	610	31	346	327	0	0	0	0	263	9	470
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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				289	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	2251	690	413	2543	0				343	12	555
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				299	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				17.3	0.0	7.9
Cycle Q Clear(g_c), s	0.0	9.2	0.9	22.4	3.6	0.0				17.3	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	2251	690	413	2543	0				355	0	555
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	2251	690	719	2543	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	20.1	17.7	41.2	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				7.6	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	46.9	5.4	0.0				49.0	0.0	39.0
LnGrp LOS	A	C	B	D	A	A				D	A	D
Approach Vol, veh/h		693			739						533	
Approach Delay, s/veh		20.3			26.7						44.6	
Approach LOS		C			C						D	

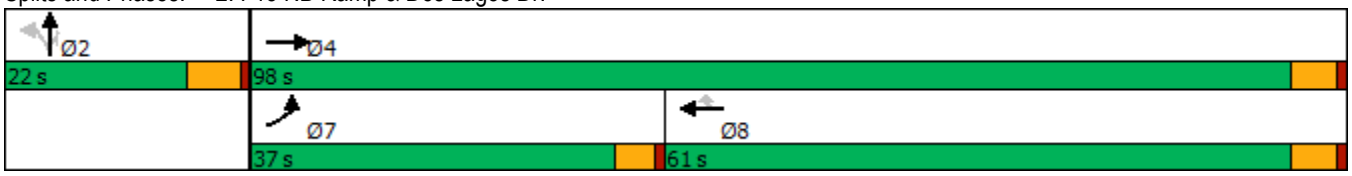
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		29.5	52.5		27.2		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		24.4	11.2		19.3		5.6					
Green Ext Time (p_c), s		0.5	4.3		2.1		2.5					

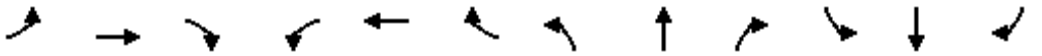
Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	447	426	638	496	4	221
Future Volume (vph)	447	426	638	496	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	0.54	0.25	0.51
Control Delay	54.3	3.1	12.0	16.8	52.6	10.5
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0
Total Delay	54.3	4.1	12.0	16.8	52.6	10.5
LOS	D	A	B	B	D	B
Approach Delay		29.8	14.1		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: 20.5	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

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



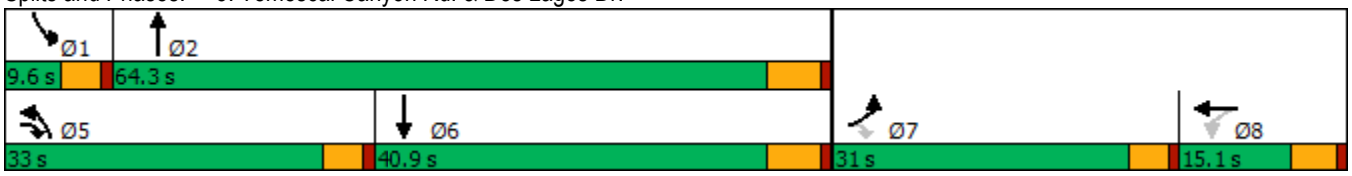


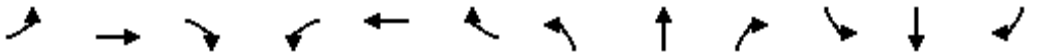
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	426	0	0	638	496	34	4	221	0	0	0
Future Volume (veh/h)	447	426	0	0	638	496	34	4	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98			
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	448	0	0	672	508	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	448	0	0	672	508	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	20.3	2.3	0.0	7.1			
Cycle Q Clear(g_c), s	14.9	6.4	0.0	0.0	9.9	20.3	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	0.52	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	12.0	47.6	0.0	50.6			
Incr Delay (d2), s/veh	1.6	0.5	0.0	0.0	0.3	1.9	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	7.2	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	14.0	48.5	0.0	54.9			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h		919			1180			218				
Approach Delay, s/veh		26.3			11.9			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	22.3				
Green Ext Time (p_c), s		0.5		3.0			0.8	7.5				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	487	163	359	276	685	644		
Future Volume (vph)	487	163	359	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)	18.2	46.9	24.1	64.5	35.8	93.2		
Actuated g/C Ratio	0.20	0.50	0.26	0.69	0.38	1.00		
v/c Ratio	0.74	0.19	0.80	0.12	0.52	0.42		
Control Delay	42.8	2.3	46.8	5.3	25.1	0.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	42.8	2.3	46.8	5.3	25.1	0.8		
LOS	D	A	D	A	C	A		
Approach Delay				28.7	13.3			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 64.7%	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	163	0	0	0	359	276	0	0	685	644
Future Volume (veh/h)	487	0	163	0	0	0	359	276	0	0	685	644
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	507	0	137	0	0	0	374	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	609	0	0	0	2	0	415	2536	0	2	1510	
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.00	0.23	0.70	0.00	0.00	0.42	0.00
Sat Flow, veh/h	3510	507		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	507	34.7		0	0	0	374	288	0	0	714	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	11.7			0.0	0.0	0.0	16.8	2.2	0.0	0.0	12.0	0.0
Cycle Q Clear(g_c), s	11.7			0.0	0.0	0.0	16.8	2.2	0.0	0.0	12.0	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	609			0	2	0	415	2536	0	2	1510	
V/C Ratio(X)	0.83			0.00	0.00	0.00	0.90	0.11	0.00	0.00	0.47	
Avail Cap(c_a), veh/h	1105			0	226	0	613	2536	0	108	1510	
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	33.5			0.0	0.0	0.0	31.4	4.0	0.0	0.0	17.7	0.0
Incr Delay (d2), s/veh	1.2			0.0	0.0	0.0	9.3	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	4.9			0.0	0.0	0.0	7.9	0.6	0.0	0.0	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7			0.0	0.0	0.0	40.7	4.1	0.0	0.0	18.7	0.0
LnGrp LOS	C			A	A	A	D	A	A	A	B	
Approach Vol, veh/h					0			662			714	
Approach Delay, s/veh					0.0			24.8			18.7	
Approach LOS								C			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	64.7			23.8	40.9	19.1	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	4.2			18.8	14.0	13.7	0.0				
Green Ext Time (p_c), s	0.0	1.8			0.4	4.4	0.8	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.2
HCM 6th LOS		C

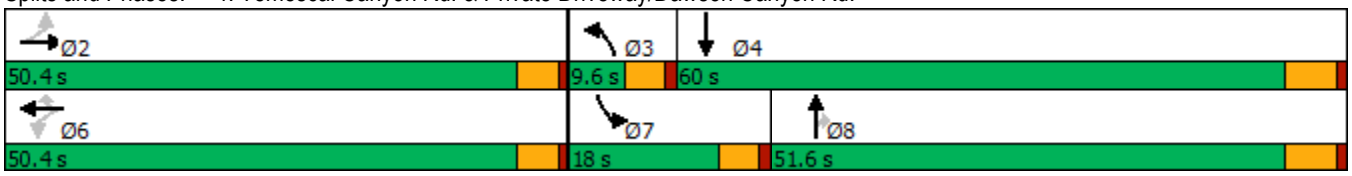
Notes

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	343	0	81	66	575	205	64	1274
Future Volume (vph)	29	0	343	0	81	66	575	205	64	1274
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)		31.9		31.8	31.8	5.2	43.2	43.2	8.3	43.4
Actuated g/C Ratio		0.33		0.33	0.33	0.05	0.45	0.45	0.09	0.45
v/c Ratio		0.18		0.80	0.14	0.69	0.37	0.25	0.43	0.83
Control Delay		4.9		44.8	2.9	86.0	21.0	4.0	55.8	29.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		4.9		44.8	2.9	86.0	21.0	4.0	55.8	29.2
LOS		A		D	A	F	C	A	E	C
Approach Delay		4.9		36.8			21.9			30.4
Approach LOS		A		D			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
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	343	0	81	66	575	205	64	1274	29
Future Volume (veh/h)	29	0	68	343	0	81	66	575	205	64	1274	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	354	0	0	68	593	0	66	1313	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	187	30	351	502	0		91	1679		90	1675	38
Arrive On Green	0.29	0.00	0.29	0.30	0.00	0.00	0.05	0.47	0.00	0.05	0.46	0.46
Sat Flow, veh/h	437	103	1225	1421	0	1610	1810	3610	1610	1810	3606	82
Grp Volume(v), veh/h	98	0	0	354	0	0	68	593	0	66	657	686
Grp Sat Flow(s),veh/h/ln	1765	0	0	1421	0	1610	1810	1805	1610	1810	1805	1883
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	2.8	8.0	0.0	2.7	23.3	23.3
Cycle Q Clear(g_c), s	3.3	0.0	0.0	17.4	0.0	0.0	2.8	8.0	0.0	2.7	23.3	23.3
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	582	0	0	515	0		91	1679		90	838	875
V/C Ratio(X)	0.17	0.00	0.00	0.69	0.00		0.75	0.35		0.74	0.78	0.78
Avail Cap(c_a), veh/h	1073	0	0	942	0		119	2176		319	1288	1344
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	20.4	0.0	0.0	24.8	0.0	0.0	35.6	13.0	0.0	35.6	17.1	17.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.6	0.0	0.0	11.4	0.1	0.0	4.4	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	5.7	0.0	0.0	1.5	2.8	0.0	1.2	8.4	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	26.5	0.0	0.0	47.0	13.1	0.0	40.0	18.9	18.9
LnGrp LOS	C	A	A	C	A		D	B		D	B	B
Approach Vol, veh/h		98			354			661			1409	
Approach Delay, s/veh		20.5			26.5			16.6			19.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.5	8.4	41.1		26.5	8.4	41.1				
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		* 46	13.4	45.8				
Max Q Clear Time (g_c+I1), s		5.3	4.8	25.3		19.4	4.7	10.0				
Green Ext Time (p_c), s		0.4	0.0	10.0		2.4	0.0	4.0				

Intersection Summary		
HCM 6th Ctrl Delay		20.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

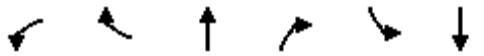
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	113	828	5	1681
Future Volume (vph)	113	828	5	1681
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	28.0	82.0	10.0	92.0
Total Split (%)	23.3%	68.3%	8.3%	76.7%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	13.1	52.0	5.2	53.5
Actuated g/C Ratio	0.17	0.67	0.07	0.69
v/c Ratio	0.47	0.39	0.04	0.73
Control Delay	34.9	6.9	42.4	9.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	34.9	6.9	42.4	9.9
LOS	C	A	D	A
Approach Delay	34.9	6.9		9.9
Approach LOS	C	A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	18	828	36	5	1681
Future Volume (veh/h)	113	18	828	36	5	1681
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	20	900	39	5	1827
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	214	35	2203	95	12	2532
Arrive On Green	0.14	0.14	0.62	0.62	0.01	0.70
Sat Flow, veh/h	1520	247	3620	153	1810	3705
Grp Volume(v), veh/h	144	0	461	478	5	1827
Grp Sat Flow(s),veh/h/ln	1780	0	1805	1873	1810	1805
Q Serve(g_s), s	5.0	0.0	8.5	8.5	0.2	20.2
Cycle Q Clear(g_c), s	5.0	0.0	8.5	8.5	0.2	20.2
Prop In Lane	0.85	0.14		0.08	1.00	
Lane Grp Cap(c), veh/h	251	0	1128	1170	12	2532
V/C Ratio(X)	0.57	0.00	0.41	0.41	0.42	0.72
Avail Cap(c_a), veh/h	632	0	2087	2165	148	4721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	6.2	6.2	32.6	6.0
Incr Delay (d2), s/veh	2.1	0.0	0.2	0.2	8.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.1	2.2	0.1	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.5	0.0	6.5	6.5	40.9	6.3
LnGrp LOS	C	A	A	A	D	A
Approach Vol, veh/h	144		939			1832
Approach Delay, s/veh	28.5		6.5			6.4
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.0	47.0			52.0	13.9
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.4	76.2			86.2	23.4
Max Q Clear Time (g_c+I1), s	2.2	10.5			22.2	7.0
Green Ext Time (p_c), s	0.0	6.4			24.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

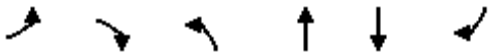
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	481	414	382	1052
Future Volume (vph)	481	414	382	1052
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	27.8	9.6	22.8	27.8
Total Split (s)	31.0	15.0	89.0	74.0
Total Split (%)	25.8%	12.5%	74.2%	61.7%
Yellow Time (s)	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Min	Min
Act Effct Green (s)	25.2	10.4	82.7	67.7
Actuated g/C Ratio	0.21	0.09	0.69	0.57
v/c Ratio	1.26	2.87	0.17	0.96
Control Delay	159.5	880.6	6.6	35.1
Queue Delay	0.0	0.0	0.0	43.5
Total Delay	159.5	880.6	6.6	78.6
LOS	F	F	A	E
Approach Delay	159.5		461.3	78.6
Approach LOS	F		F	E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.87	
Intersection Signal Delay: 185.9	Intersection LOS: F
Intersection Capacity Utilization 119.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	481	521	414	382	1052	742
Future Volume (veh/h)	481	521	414	382	1052	742
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	523	566	450	415	1143	739
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	380	338	157	2503	1242	732
Arrive On Green	0.21	0.21	0.09	0.69	0.57	0.57
Sat Flow, veh/h	1810	1610	1810	3705	2280	1288
Grp Volume(v), veh/h	523	566	450	415	925	957
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1668
Q Serve(g_s), s	25.2	25.2	10.4	4.8	54.5	68.2
Cycle Q Clear(g_c), s	25.2	25.2	10.4	4.8	54.5	68.2
Prop In Lane	1.00	1.00	1.00			0.77
Lane Grp Cap(c), veh/h	380	338	157	2503	1026	948
V/C Ratio(X)	1.38	1.67	2.87	0.17	0.90	1.01
Avail Cap(c_a), veh/h	380	338	157	2503	1026	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	47.4	54.8	6.4	22.9	25.9
Incr Delay (d2), s/veh	185.2	315.9	858.5	0.0	10.9	31.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	49.8	42.0	1.6	23.7	32.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	232.6	363.3	913.3	6.4	33.9	57.4
LnGrp LOS	F	F	F	A	C	F
Approach Vol, veh/h	1089			865	1882	
Approach Delay, s/veh	300.5			478.2	45.9	
Approach LOS	F			F	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		89.0		31.0	15.0	74.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		83.2		25.2	10.4	68.2
Max Q Clear Time (g_c+I1), s		6.8		27.2	12.4	70.2
Green Ext Time (p_c), s		2.7		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	215.6	
HCM 6th LOS	F	

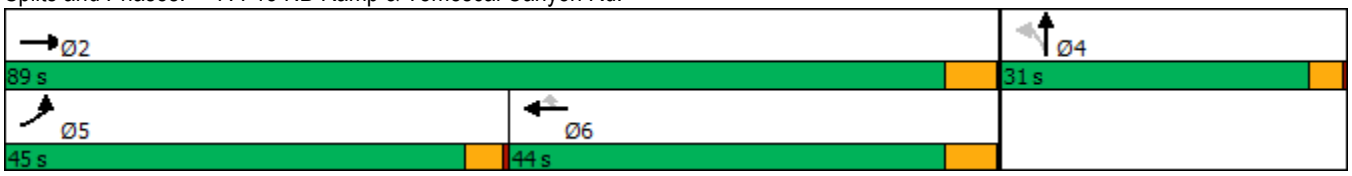
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	726	999	1121	871	9
Future Volume (vph)	726	999	1121	871	9
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	41.0	84.0	39.0	39.0	27.5
Actuated g/C Ratio	0.34	0.70	0.32	0.32	0.23
v/c Ratio	1.24	0.42	1.01	1.12	1.24
Control Delay	156.6	8.2	68.3	91.8	164.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	156.6	8.2	68.3	91.8	164.7
LOS	F	A	E	F	F
Approach Delay		70.6	78.6		164.7
Approach LOS		E	E		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 85.5	Intersection LOS: F
Intersection Capacity Utilization 133.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	726	999	0	0	1121	871	270	9	219	0	0	0
Future Volume (veh/h)	726	999	0	0	1121	871	270	9	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	764	1052	0	0	1180	0	284	9	183			
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	618	2527	0	0	1173		236	7	152			
Arrive On Green	0.34	0.70	0.00	0.00	0.32	0.00	0.22	0.23	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1031	33	665			
Grp Volume(v), veh/h	764	1052	0	0	1180	0	476	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1729	0	0			
Q Serve(g_s), s	41.0	14.8	0.0	0.0	39.0	0.0	27.5	0.0	0.0			
Cycle Q Clear(g_c), s	41.0	14.8	0.0	0.0	39.0	0.0	27.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.60		0.38			
Lane Grp Cap(c), veh/h	618	2527	0	0	1173		396	0	0			
V/C Ratio(X)	1.24	0.42	0.00	0.00	1.01		1.20	0.00	0.00			
Avail Cap(c_a), veh/h	618	2527	0	0	1173		396	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	39.5	7.6	0.0	0.0	40.5	0.0	46.4	0.0	0.0			
Incr Delay (d2), s/veh	119.6	0.0	0.0	0.0	27.7	0.0	112.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	37.8	4.8	0.0	0.0	21.0	0.0	23.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	159.1	7.7	0.0	0.0	68.2	0.0	158.9	0.0	0.0			
LnGrp LOS	F	A	A	A	F		F	A	A			
Approach Vol, veh/h		1816			1180			476				
Approach Delay, s/veh		71.4			68.2			158.9				
Approach LOS		E			E			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		89.0		31.0	45.0	44.0			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0			
Max Q Clear Time (g_c+I1), s		16.8		29.5	43.0	41.0			
Green Ext Time (p_c), s		5.1		0.0	0.0	0.0			

Intersection Summary		
HCM 6th Ctrl Delay	82.3	
HCM 6th LOS	F	

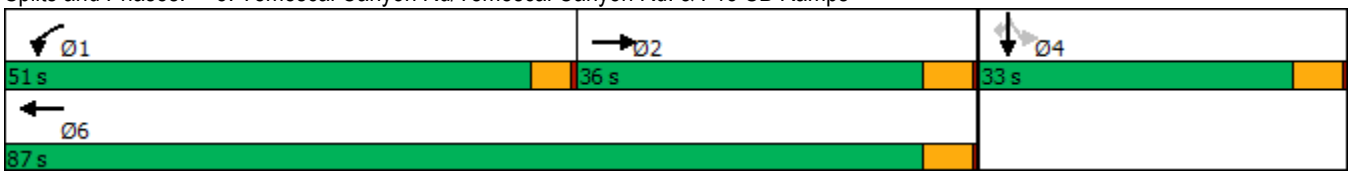
Notes

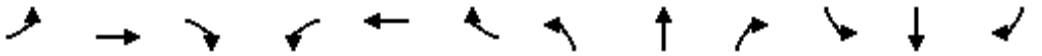
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	960	348	602	790	7	671
Future Volume (vph)	960	348	602	790	7	671
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	36.0		51.0	87.0	33.0	33.0
Total Split (%)	30.0%		42.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	31.1	117.0	43.9	78.9	28.1	28.1
Actuated g/C Ratio	0.27	1.00	0.38	0.67	0.24	0.24
v/c Ratio	1.07	0.23	0.95	0.66	1.89	1.29
Control Delay	90.0	0.3	59.7	14.0	437.0	170.7
Queue Delay	0.0	0.0	0.6	1.8	0.0	0.0
Total Delay	90.0	0.3	60.3	15.8	437.0	170.7
LOS	F	A	E	B	F	F
Approach Delay	66.2			35.0	313.1	
Approach LOS	E			D	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.89	
Intersection Signal Delay: 141.7	Intersection LOS: F
Intersection Capacity Utilization 133.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	960	348	602	790	0	0	0	0	764	7	671
Future Volume (veh/h)	0	960	348	602	790	0	0	0	0	764	7	671
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1021	0	640	840	0				813	7	546
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	964		671	1278	0				433	4	388
Arrive On Green	0.00	0.27	0.00	0.37	0.67	0.00				0.25	0.24	0.24
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1795	15	1610
Grp Volume(v), veh/h	0	1021	0	640	840	0				820	0	546
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	31.0	0.0	39.9	30.1	0.0				28.0	0.0	28.0
Cycle Q Clear(g_c), s	0.0	31.0	0.0	39.9	30.1	0.0				28.0	0.0	28.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	964		671	1278	0				437	0	388
V/C Ratio(X)	0.00	1.06		0.95	0.66	0.00				1.88	0.00	1.41
Avail Cap(c_a), veh/h	0	964		733	1342	0				437	0	388
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	42.5	0.0	35.5	11.2	0.0				43.5	0.0	44.0
Incr Delay (d2), s/veh	0.0	45.9	0.0	21.6	0.8	0.0				403.6	0.0	197.4
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	19.5	0.0	20.8	11.2	0.0				60.9	0.0	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	88.4	0.0	57.1	12.0	0.0				447.1	0.0	241.4
LnGrp LOS	A	F		E	B	A				F	A	F
Approach Vol, veh/h		1021			1480						1366	
Approach Delay, s/veh		88.4			31.5						364.9	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	47.1	36.0		33.0		83.1
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	47.0	31.0		28.0		82.0
Max Q Clear Time (g_c+I1), s	41.9	33.0		30.0		32.1
Green Ext Time (p_c), s	1.1	0.0		0.0		4.0

Intersection Summary		
HCM 6th Ctrl Delay		164.3
HCM 6th LOS		F

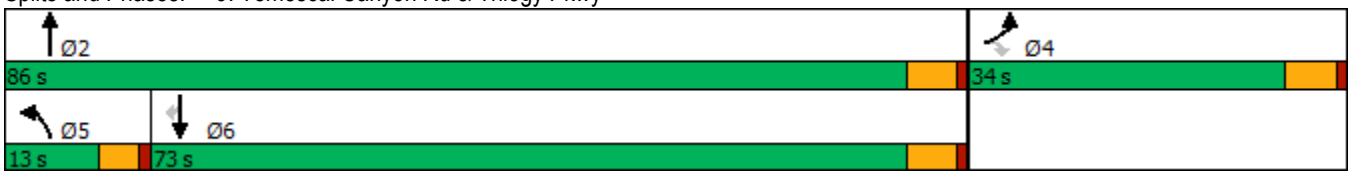
Notes

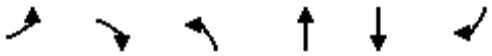
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	205	96	74	570	840	87
Future Volume (vph)	205	96	74	570	840	87
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	17.9	17.9	8.0	57.6	48.4	48.4
Actuated g/C Ratio	0.20	0.20	0.09	0.65	0.55	0.55
v/c Ratio	0.60	0.25	0.49	0.49	0.87	0.10
Control Delay	44.4	9.4	57.5	8.9	28.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.4	57.5	8.9	28.3	7.1
LOS	D	A	E	A	C	A
Approach Delay	33.3			14.6	26.3	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	96	74	570	840	87
Future Volume (veh/h)	205	96	74	570	840	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	69	80	613	903	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	283	252	104	1291	1053	893
Arrive On Green	0.16	0.16	0.06	0.68	0.55	0.55
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	220	69	80	613	903	85
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	8.0	2.6	3.0	10.4	27.5	1.7
Cycle Q Clear(g_c), s	8.0	2.6	3.0	10.4	27.5	1.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283	252	104	1291	1053	893
V/C Ratio(X)	0.78	0.27	0.77	0.48	0.86	0.10
Avail Cap(c_a), veh/h	749	666	223	2248	1885	1598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	25.3	31.7	5.2	12.9	7.1
Incr Delay (d2), s/veh	4.6	0.6	4.5	0.3	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	1.3	2.6	9.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.2	25.9	36.2	5.4	15.0	7.2
LnGrp LOS	C	C	D	A	B	A
Approach Vol, veh/h	289			693	988	
Approach Delay, s/veh	30.7			9.0	14.4	
Approach LOS	C			A	B	

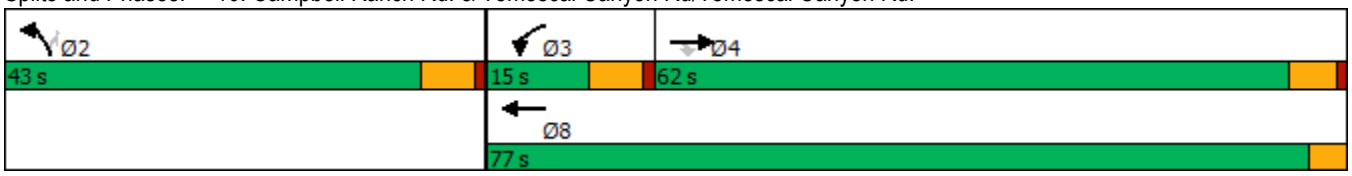
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.7		16.5	8.5	43.2
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		12.4		10.0	5.0	29.5
Green Ext Time (p_c), s		4.4		0.7	0.0	8.3

Intersection Summary		
HCM 6th Ctrl Delay		14.9
HCM 6th LOS		B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	366	445	127	283	238	83
Future Volume (vph)	366	445	127	283	238	83
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	20.9	20.9	9.5	38.8	14.8	14.8
Actuated g/C Ratio	0.33	0.33	0.15	0.62	0.24	0.24
v/c Ratio	0.62	0.56	0.50	0.26	0.60	0.20
Control Delay	22.5	4.5	36.3	6.5	28.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	4.5	36.3	6.5	28.9	6.9
LOS	C	A	D	A	C	A
Approach Delay	12.7			15.8	23.2	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	366	445	127	283	238	83
Future Volume (veh/h)	366	445	127	283	238	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	381	137	304	256	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	631	535	177	1075	379	337
Arrive On Green	0.33	0.33	0.10	0.57	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	394	381	137	304	256	86
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	8.2	9.8	3.5	3.9	6.1	2.1
Cycle Q Clear(g_c), s	8.2	9.8	3.5	3.9	6.1	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	631	535	177	1075	379	337
V/C Ratio(X)	0.62	0.71	0.77	0.28	0.68	0.25
Avail Cap(c_a), veh/h	2279	1931	353	2979	1426	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	13.8	20.8	5.3	17.2	15.6
Incr Delay (d2), s/veh	1.0	1.8	2.7	0.1	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.0	1.4	0.9	2.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	15.6	23.5	5.4	19.3	16.0
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	775			441	342	
Approach Delay, s/veh	14.9			11.0	18.4	
Approach LOS	B			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.7	10.4	21.1		31.5
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		37.2	9.2	56.6		* 73
Max Q Clear Time (g_c+I1), s		8.1	5.5	11.8		5.9
Green Ext Time (p_c), s		1.0	0.1	3.9		1.8

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	5	0	411	12	0
Future Vol, veh/h	265	5	0	411	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	288	5	0	447	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	738	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	447	-
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	-	-	1280	-	388	753
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	388	753
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	-	-	1280	-
HCM Lane V/C Ratio	0.034	-	-	-	-
HCM Control Delay (s)	14.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	31	0	318	73	0
Future Vol, veh/h	260	31	0	318	73	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	33	0	338	78	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	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	-	-	1262	-	458	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	458	767
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1262	-
HCM Lane V/C Ratio	0.17	-	-	-	-
HCM Control Delay (s)	14.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	41	13	7
Future Vol, veh/h	21	0	0	41	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	45	14	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	18	22	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	948	1066	1607	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1066	1607	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	948	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	33	11	2
Future Vol, veh/h	8	0	0	33	11	2
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	9	0	0	36	12	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	13	14	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	965	1073	1617	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	965	1073	1617	-	-	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1617	-	965	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	12	5	7
Future Vol, veh/h	21	0	0	12	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	13	5	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	9	13	0	-	0
Stage 1	9	-	-	-	-	-
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	1000	1079	1619	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1079	1619	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1000	-	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	5
Future Vol, veh/h	12	0	0	0	0	5
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	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3	3	5	0	-	0
Stage 1	3	-	-	-	-	-
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	1025	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1025	1087	1630	-	-	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1025	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX 6.3: EAPC (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WITHOUT TEMESCAL CANYON ROAD EXTENSION WORKSHEETS

This Page Intentionally Left Blank

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

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC w/o ext.	
				CALC	JB	DATE	09/27/22
Jurisdiction:	**County of Riverside**			CHK	JB	DATE	09/27/22
Major Street:	**Temescal Canyon Road**			Critical Approach Speed (Major)		45	mph
Minor Street:	**Driveway 1**			Critical Approach Speed (Minor)		25	mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **25,143** vpd Minor Street Future ADT = **732** 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 .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **25,143** / *1* **732**	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	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **25,143** / *1* **732**	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: 44% B: 86%	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 w/o ext.
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **4,968** vpd — Minor Street Future ADT = **67** 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 **4,968**	*1* **67**	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 **4,968**	*1* **67**	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** **3%** **B** **6%**

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.

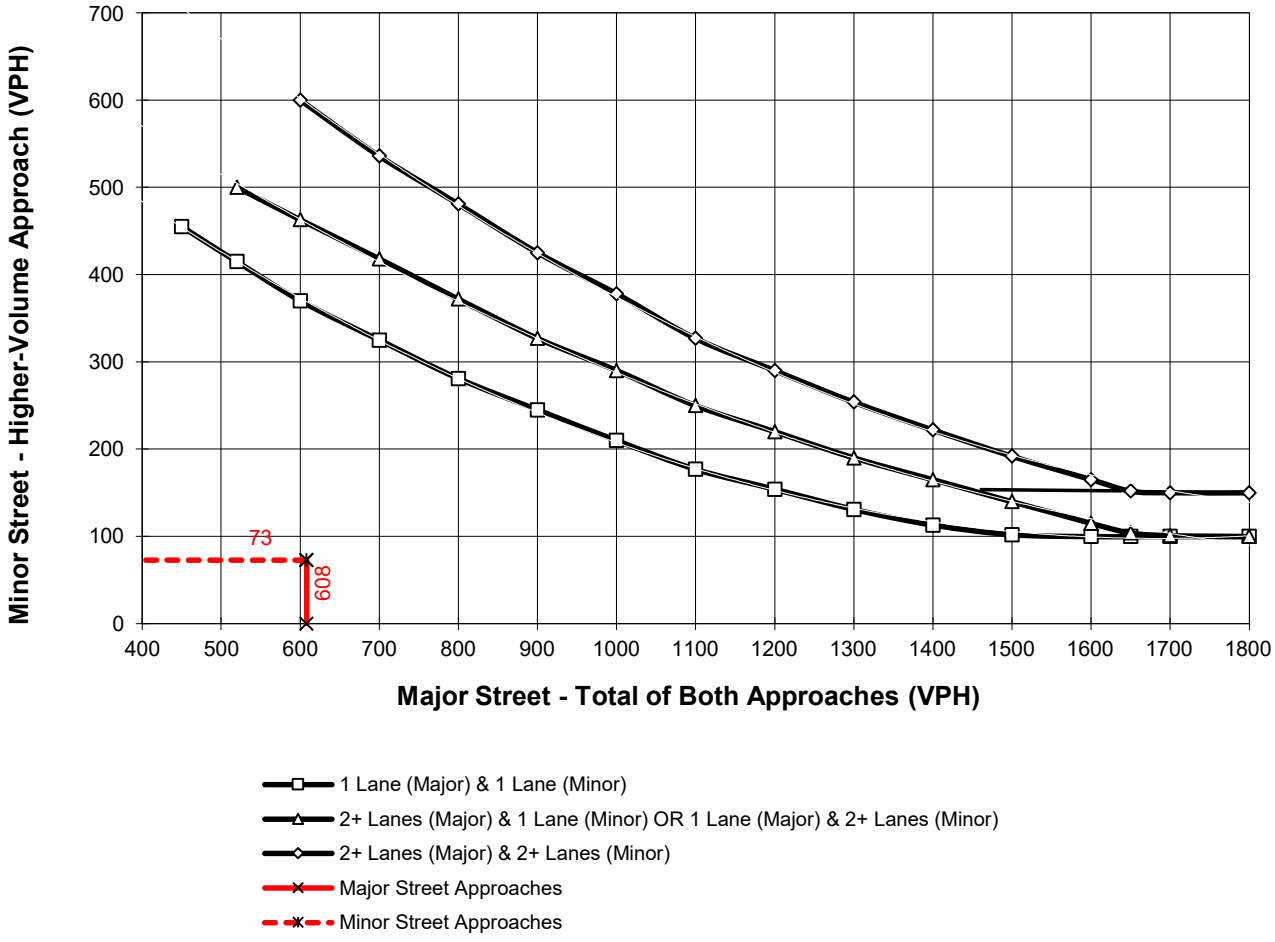
Figure 4C-3. Warrant 3, Peak Hour

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

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **608**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **73**
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 w/o ext.
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **570** vpd Minor Street Future ADT = **114** 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**	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **570** / *1* **114**	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 **570** / *1* **114**	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** **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-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC w/o ext.
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **409** vpd Minor Street Future ADT = **47** 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			
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: *1* **409** / Minor Street: *1* **47**	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: *1* **409** / Minor Street: *1* **47**	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: 2% 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		EAPC w/o ext.
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **248** vpd Minor Street Future ADT = **114** 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 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 **248**	*1* **114**	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 **248**	*1* **114**	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** **3%** **B** **2%**

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 w/o ext.
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **67** vpd — Minor Street Future ADT = **67** 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			
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 **67**	*1* **67**	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 **67**	*1* **67**	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%	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.

This Page Intentionally Left Blank

APPENDIX 6.4: EAPC (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WITH TEMESCAL CANYON ROAD EXTENSION WORKSHEETS

This Page Intentionally Left Blank

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

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC with ext.
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
Major Street: **Temescal Canyon Road**
Minor Street: **Driveway 1**
Critical Approach Speed (Major) 45 mph
Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **2** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **25,365** vpd
Minor Street Future ADT = **732** 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 .....

RURAL (R)

(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*	8,000	5,600	2,400	1,680
2 + **25,365**	*1* **732**	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*	12,000	8,400	1,200	850
2 + **25,365**	*1* **732**	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** 44% **B** 86%	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 with ext.
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **4,968** vpd Minor Street Future ADT = **67** 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	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,968** / *1* **67**	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 **4,968** / *1* **67**	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: 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.

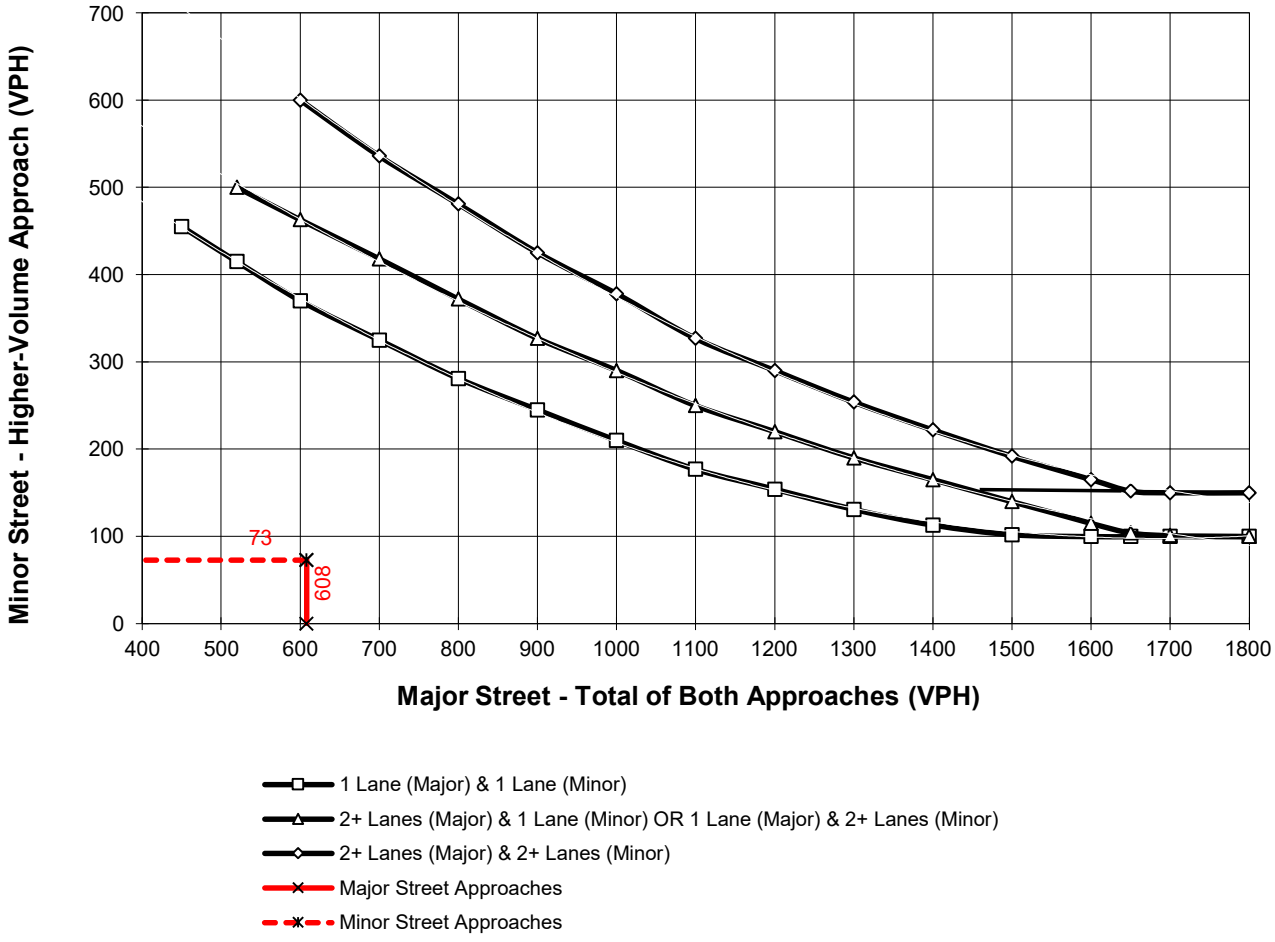
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC with Extension (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **608**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **73**
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 with ext.
				CALC JB	DATE	09/27/22
Jurisdiction: **County of Riverside**				CHK JB	DATE	09/27/22
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 = **570** vpd Minor Street Future ADT = **114** 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	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **570** / *1* **114**	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 **570** / *1* **114**	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: 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-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC with ext.
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **409** vpd — Minor Street Future ADT = **47** 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: 1 **409** / Minor Street: 1 **47**	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: 1 **409** / Minor Street: 1 **47**	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: 2% 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 with ext.**
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
Major Street: **Park Canyon Road**
Minor Street: **Driveway 5**
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 = **248** vpd
Minor Street Future ADT = **114** 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			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **248** / *1* **114**	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 **248** / *1* **114**	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** 2%				

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 with ext.
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **67** vpd — Minor Street Future ADT = **67** 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			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **67** / 1 **67**	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 **67** / 1 **67**	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%				

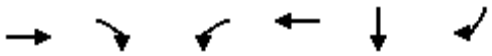
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

This Page Intentionally Left Blank

APPENDIX 6.5: EAPC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WITHOUT TEMESCAL CANYON ROAD EXTENSION WORKSHEETS

This Page Intentionally Left Blank



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1184	32	147	288	462	611
v/c Ratio	0.52	0.04	0.72	0.13	0.83	0.47
Control Delay	25.6	0.8	68.3	11.3	49.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	0.8	68.3	11.3	49.6	3.4
Queue Length 50th (ft)	234	0	106	47	309	0
Queue Length 95th (ft)	314	4	179	76	437	41
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2281	748	263	2147	678	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.04	0.56	0.13	0.68	0.42

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	917	744	416	562	24	85
v/c Ratio	0.87	0.46	0.23	0.70	0.15	0.26
Control Delay	47.6	3.7	18.2	30.3	52.5	12.9
Queue Delay	1.3	1.4	0.0	0.0	0.0	0.0
Total Delay	48.9	5.1	18.2	30.3	52.5	12.9
Queue Length 50th (ft)	339	127	94	332	17	0
Queue Length 95th (ft)	384	175	144	#574	45	27
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	1299	1630	1830	807	193	379
Starvation Cap Reductn	189	652	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.76	0.23	0.70	0.12	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

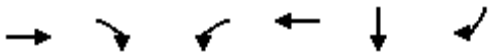


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	1194	1665	422	325	699
v/c Ratio	1.34	0.70	0.89	0.67	1.45
Control Delay	189.9	15.1	73.3	12.4	245.7
Queue Delay	0.4	1.7	0.0	0.0	0.0
Total Delay	190.3	16.8	73.3	12.4	245.7
Queue Length 50th (ft)	~1209	395	171	0	~722
Queue Length 95th (ft)	#1469	475	#258	88	#959
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	889	2382	482	491	482
Starvation Cap Reductn	58	509	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.44	0.89	0.88	0.66	1.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

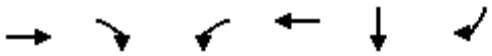


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	2382	153	188	385	509	943
v/c Ratio	1.20	0.09	1.14	0.30	1.16	1.20
Control Delay	122.2	0.1	161.0	8.7	137.4	120.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.2	0.1	161.0	8.7	137.4	120.3
Queue Length 50th (ft)	~1178	0	~170	111	~468	~558
Queue Length 95th (ft)	#1312	0	#320	158	#680	#812
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1985	1615	165	1282	437	787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.09	1.14	0.30	1.16	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	670	34	380	359	299	516
v/c Ratio	0.33	0.05	0.84	0.15	0.76	0.51
Control Delay	27.0	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	27.0	1.6	56.3	7.0	54.0	4.8
Queue Length 50th (ft)	123	0	263	44	203	0
Queue Length 95th (ft)	198	6	360	74	301	44
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2036	666	698	2474	520	1183
Starvation Cap Reductn	0	0	44	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.05	0.58	0.15	0.57	0.44

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	471	448	672	522	40	233
v/c Ratio	0.78	0.29	0.31	0.54	0.25	0.51
Control Delay	54.3	3.1	12.0	16.8	52.6	10.5
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0
Total Delay	54.3	4.1	12.0	16.8	52.6	10.5
Queue Length 50th (ft)	172	61	117	211	28	0
Queue Length 95th (ft)	219	90	173	350	63	41
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	996	1549	2175	959	258	595
Starvation Cap Reductn	0	816	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.61	0.31	0.54	0.16	0.39

Intersection Summary

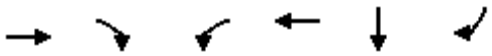


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	1165	701	1380	516	524
v/c Ratio	1.89	0.28	1.18	0.78	1.24
Control Delay	433.1	7.0	125.5	29.8	164.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	433.1	7.0	125.5	29.8	164.7
Queue Length 50th (ft)	~1381	95	~673	215	~487
Queue Length 95th (ft)	#1640	121	#812	363	#705
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	616	2527	1173	662	422
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.89	0.28	1.18	0.78	1.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1570	370	640	1041	324	1210
v/c Ratio	1.64	0.23	0.95	0.81	0.75	2.43
Control Delay	322.6	0.3	59.7	20.1	53.9	668.4
Queue Delay	0.0	0.0	0.6	6.9	0.0	0.0
Total Delay	322.6	0.3	60.3	27.0	53.9	668.4
Queue Length 50th (ft)	~936	0	462	512	236	~1482
Queue Length 95th (ft)	#1075	0	#689	723	#364	#1746
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	958	1615	726	1334	434	498
Starvation Cap Reductn	0	0	10	251	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.64	0.23	0.89	0.96	0.75	2.43

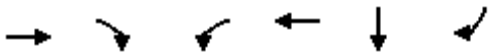
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 6.6: EAPC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WITH TEMESCAL CANYON ROAD EXTENSION WORKSHEETS

This Page Intentionally Left Blank



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1184	32	147	288	462	611
v/c Ratio	0.52	0.04	0.72	0.13	0.83	0.47
Control Delay	25.6	0.8	68.3	11.3	49.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	0.8	68.3	11.3	49.6	3.4
Queue Length 50th (ft)	234	0	106	47	309	0
Queue Length 95th (ft)	314	4	179	76	437	41
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2281	748	263	2147	678	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.04	0.56	0.13	0.68	0.42

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	917	744	416	562	24	85
v/c Ratio	0.87	0.46	0.23	0.70	0.15	0.26
Control Delay	47.6	3.7	18.2	30.3	52.5	12.9
Queue Delay	1.3	1.4	0.0	0.0	0.0	0.0
Total Delay	48.9	5.1	18.2	30.3	52.5	12.9
Queue Length 50th (ft)	339	127	94	332	17	0
Queue Length 95th (ft)	384	175	144	#574	45	27
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	1299	1630	1830	807	193	379
Starvation Cap Reductn	189	652	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.76	0.23	0.70	0.12	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

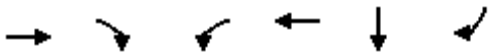


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	783	1771	352	736	699
v/c Ratio	0.95	0.77	0.68	1.18	1.38
Control Delay	51.4	17.4	54.8	113.6	213.4
Queue Delay	2.8	0.9	0.0	0.0	0.0
Total Delay	54.3	18.4	54.8	113.6	213.4
Queue Length 50th (ft)	529	444	135	~347	~701
Queue Length 95th (ft)	#787	533	193	#598	#967
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	950	2544	515	624	508
Starvation Cap Reductn	87	455	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.91	0.85	0.68	1.18	1.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

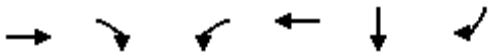


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1771	153	188	315	814	638
v/c Ratio	0.93	0.09	1.09	0.25	1.78	0.96
Control Delay	34.5	0.1	143.9	8.4	388.5	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	0.1	143.9	8.4	388.5	48.0
Queue Length 50th (ft)	610	0	~170	87	~959	266
Queue Length 95th (ft)	731	0	#320	127	#1201	#521
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	2076	1615	173	1341	457	662
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.09	1.09	0.23	1.78	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	670	34	380	359	299	516
v/c Ratio	0.33	0.05	0.84	0.15	0.76	0.51
Control Delay	27.0	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	27.0	1.6	56.3	7.0	54.0	4.8
Queue Length 50th (ft)	123	0	263	44	203	0
Queue Length 95th (ft)	198	6	360	74	301	44
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2036	666	698	2474	520	1183
Starvation Cap Reductn	0	0	44	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.05	0.58	0.15	0.57	0.44

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	471	448	672	522	40	233
v/c Ratio	0.78	0.29	0.31	0.54	0.25	0.51
Control Delay	54.3	3.1	12.0	16.8	52.6	10.5
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0
Total Delay	54.3	4.1	12.0	16.8	52.6	10.5
Queue Length 50th (ft)	172	61	117	211	28	0
Queue Length 95th (ft)	219	90	173	350	63	41
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	996	1549	2175	959	258	595
Starvation Cap Reductn	0	816	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.61	0.31	0.54	0.16	0.39

Intersection Summary

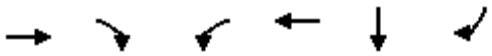


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	764	1052	1180	917	524
v/c Ratio	1.24	0.42	1.01	1.12	1.24
Control Delay	156.6	8.2	68.3	91.8	164.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	156.6	8.2	68.3	91.8	164.7
Queue Length 50th (ft)	~734	163	~485	~570	~487
Queue Length 95th (ft)	#973	199	#640	#823	#705
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	616	2527	1173	816	422
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.24	0.42	1.01	1.12	1.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1021	370	640	840	820	714
v/c Ratio	1.07	0.23	0.95	0.66	1.89	1.29
Control Delay	90.0	0.3	59.7	14.0	437.0	170.7
Queue Delay	0.0	0.0	0.6	1.8	0.0	0.0
Total Delay	90.0	0.3	60.3	15.8	437.0	170.7
Queue Length 50th (ft)	~470	0	462	335	~981	~577
Queue Length 95th (ft)	#603	0	#689	461	#1223	#816
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	958	1615	726	1334	434	553
Starvation Cap Reductn	0	0	10	318	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.23	0.89	0.83	1.89	1.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

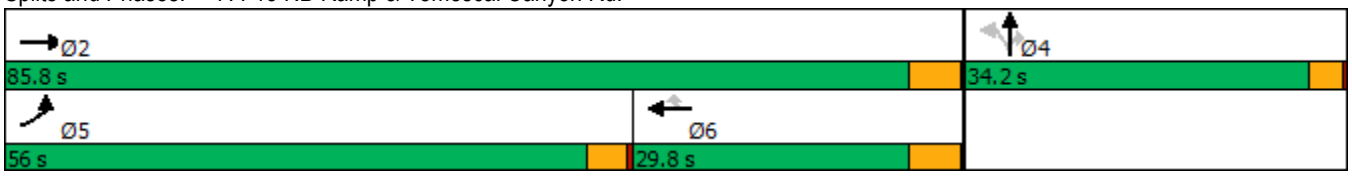
APPENDIX 6.7: EAPC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITHOUT TEMESCAL CANYON ROAD EXTENSION WORKSHEETS WITH IMPROVEMENTS

This Page Intentionally Left Blank

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	1146	1598	405	312	4	526
Future Volume (vph)	1146	1598	405	312	4	526
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	56.0	85.8	29.8	29.8	34.2	34.2
Total Split (%)	46.7%	71.5%	24.8%	24.8%	28.5%	28.5%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	35.4	55.8	16.2	16.2	20.6	20.6
Actuated g/C Ratio	0.41	0.65	0.19	0.19	0.24	0.24
v/c Ratio	0.83	0.71	0.62	0.58	0.35	0.74
Control Delay	29.0	11.8	38.6	8.9	32.7	34.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	29.0	11.9	38.6	8.9	32.7	34.9
LOS	C	B	D	A	C	C
Approach Delay		19.0	25.7		34.4	
Approach LOS		B	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1146	1598	0	0	405	312	141	4	526	0	0	0
Future Volume (veh/h)	1146	1598	0	0	405	312	141	4	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1194	1665	0	0	422	0	147	4	384			
Peak Hour Factor	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			
Cap, veh/h	1394	2341	0	0	633		334	9	537			
Arrive On Green	0.40	0.65	0.00	0.00	0.18	0.00	0.18	0.19	0.19			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1764	48	2834			
Grp Volume(v), veh/h	1194	1665	0	0	422	0	151	0	384			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1812	0	1417			
Q Serve(g_s), s	16.3	15.8	0.0	0.0	5.7	0.0	3.9	0.0	6.7			
Cycle Q Clear(g_c), s	16.3	15.8	0.0	0.0	5.7	0.0	3.9	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	1394	2341	0	0	633		343	0	537			
V/C Ratio(X)	0.86	0.71	0.00	0.00	0.67		0.44	0.00	0.72			
Avail Cap(c_a), veh/h	3480	5561	0	0	1707		1061	0	1659			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.5	6.0	0.0	0.0	20.2	0.0	19.0	0.0	19.9			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.5	0.0	0.3	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.8	2.5	0.0	0.0	2.1	0.0	1.4	0.0	0.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	6.2	0.0	0.0	20.7	0.0	19.4	0.0	20.6			
LnGrp LOS	B	A	A	A	C		B	A	C			
Approach Vol, veh/h		2859			422			535				
Approach Delay, s/veh		9.9			20.7			20.3				
Approach LOS		A			C			C				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		39.0		13.4	24.8	14.2			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		80.8		30.7	52.0	24.8			
Max Q Clear Time (g_c+I1), s		17.8		8.7	18.3	7.7			
Green Ext Time (p_c), s		10.9		1.3	2.5	1.5			

Intersection Summary		
HCM 6th Ctrl Delay	12.5	
HCM 6th LOS	B	

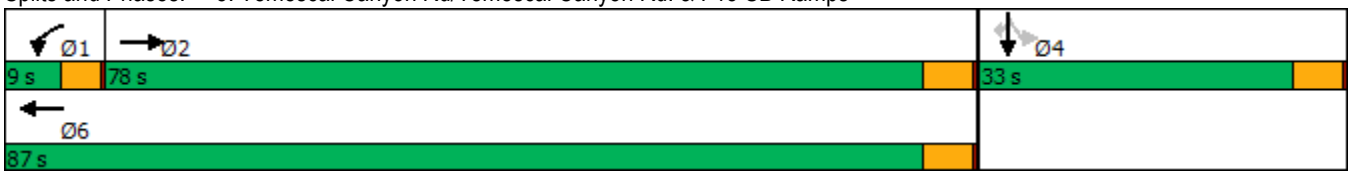
Notes

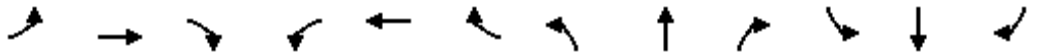
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2263	145	179	366	3	896
Future Volume (vph)	2263	145	179	366	3	896
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	78.0		9.0	87.0	33.0	33.0
Total Split (%)	65.0%		7.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	73.0	120.0	5.0	82.0	28.0	28.0
Actuated g/C Ratio	0.61	1.00	0.04	0.68	0.23	0.23
v/c Ratio	1.03	0.09	1.30	0.30	1.27	0.74
Control Delay	51.2	0.1	219.7	8.3	178.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	0.1	219.7	8.3	178.2	10.8
LOS	D	A	F	A	F	B
Approach Delay	48.1			77.6	69.5	
Approach LOS	D			E	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 58.6	Intersection LOS: E
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2263	145	179	366	0	0	0	0	481	3	896
Future Volume (veh/h)	0	2263	145	179	366	0	0	0	0	481	3	896
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	2382	0	188	385	0				508	0	548
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	0	2413		153	1355	0				754	0	643
Arrive On Green	0.00	0.64	0.00	0.04	0.71	0.00				0.21	0.00	0.20
Sat Flow, veh/h	0	3800	1610	3510	1900	0				3619	0	3220
Grp Volume(v), veh/h	0	2382	0	188	385	0				508	0	548
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	70.4	0.0	5.0	8.4	0.0				14.9	0.0	18.9
Cycle Q Clear(g_c), s	0.0	70.4	0.0	5.0	8.4	0.0				14.9	0.0	18.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2413		153	1355	0				754	0	643
V/C Ratio(X)	0.00	0.99		1.23	0.28	0.00				0.67	0.00	0.85
Avail Cap(c_a), veh/h	0	2414		153	1356	0				913	0	785
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.5	0.0	54.9	5.9	0.0				41.9	0.0	44.3
Incr Delay (d2), s/veh	0.0	15.3	0.0	147.9	0.0	0.0				1.2	0.0	7.2
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	0.0	31.7	0.0	5.3	2.8	0.0				6.5	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.8	0.0	202.8	6.0	0.0				43.1	0.0	51.6
LnGrp LOS	A	D		F	A	A				D	A	D
Approach Vol, veh/h		2382			573						1056	
Approach Delay, s/veh		35.8			70.6						47.5	
Approach LOS		D			E						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.0	78.0		27.9		87.0						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	5.0	73.0		28.0		82.0						
Max Q Clear Time (g_c+I1), s	7.0	72.4		20.9		10.4						
Green Ext Time (p_c), s	0.0	0.5		2.1		1.4						

Intersection Summary												
HCM 6th Ctrl Delay			43.9									
HCM 6th LOS			D									

Notes

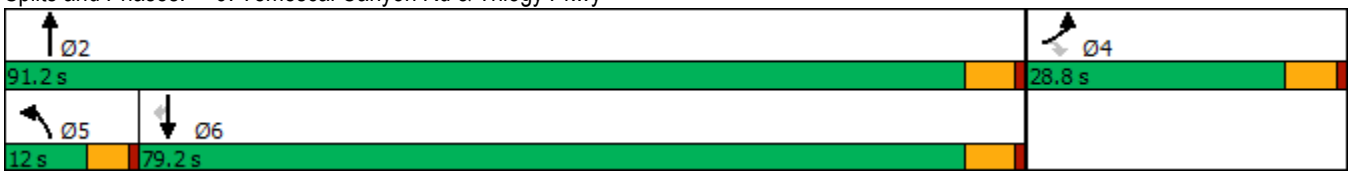
User approved volume balancing among the lanes for turning movement.

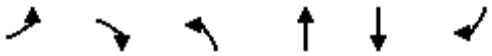
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	60	77	2134	982	93
Future Volume (vph)	84	60	77	2134	982	93
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	28.8	28.8	12.0	91.2	79.2	79.2
Total Split (%)	24.0%	24.0%	10.0%	76.0%	66.0%	66.0%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	12.8	12.8	7.3	73.4	61.5	61.5
Actuated g/C Ratio	0.13	0.13	0.07	0.75	0.63	0.63
v/c Ratio	0.37	0.24	0.60	0.83	0.46	0.09
Control Delay	45.7	13.0	67.5	12.1	10.4	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	13.0	67.5	12.1	10.4	3.0
LOS	D	B	E	B	B	A
Approach Delay	32.1			14.0	9.7	
Approach LOS	C			B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	60	77	2134	982	93
Future Volume (veh/h)	84	60	77	2134	982	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	58	81	2246	1034	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	196	175	104	2769	2375	1059
Arrive On Green	0.11	0.11	0.06	0.77	0.66	0.66
Sat Flow, veh/h	1810	1610	1810	3705	3705	1610
Grp Volume(v), veh/h	88	58	81	2246	1034	95
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	4.1	3.0	4.0	34.5	12.3	1.9
Cycle Q Clear(g_c), s	4.1	3.0	4.0	34.5	12.3	1.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	196	175	104	2769	2375	1059
V/C Ratio(X)	0.45	0.33	0.78	0.81	0.44	0.09
Avail Cap(c_a), veh/h	463	412	149	3448	2966	1323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	37.0	41.7	6.5	7.4	5.6
Incr Delay (d2), s/veh	1.6	1.1	8.8	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	2.0	7.9	3.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	38.1	50.5	7.7	7.5	5.6
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	146			2327	1129	
Approach Delay, s/veh	38.7			9.2	7.3	
Approach LOS	D			A	A	

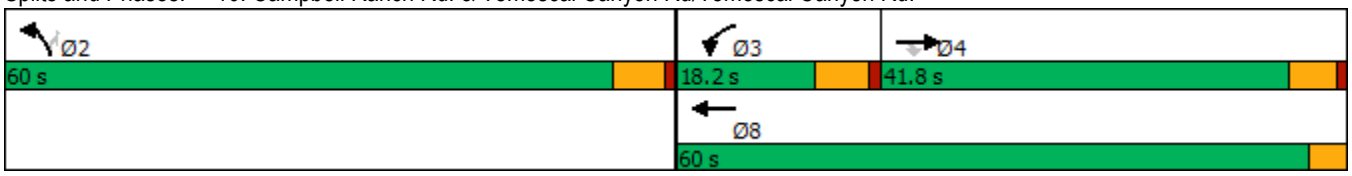
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.3		15.5	9.8	64.5
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.8		23.0	7.4	73.8
Max Q Clear Time (g_c+I1), s		36.5		6.1	6.0	14.3
Green Ext Time (p_c), s		32.4		0.3	0.0	9.4

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	292	69	1454	789	54
Future Volume (vph)	740	292	69	1454	789	54
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	41.8	41.8	18.2	60.0	60.0	60.0
Total Split (%)	34.8%	34.8%	15.2%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	-0.4	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.4	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	41.2	41.2	9.4	56.5	54.6	54.2
Actuated g/C Ratio	0.34	0.34	0.08	0.47	0.46	0.45
v/c Ratio	0.66	0.48	0.57	0.94	1.11	0.08
Control Delay	37.2	12.5	68.2	41.6	98.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	12.5	68.2	41.6	98.9	8.9
LOS	D	B	E	D	F	A
Approach Delay	30.2			42.8	93.1	
Approach LOS	C			D	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 51.4	Intersection LOS: D
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	740	292	69	1454	789	54
Future Volume (veh/h)	740	292	69	1454	789	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	860	323	80	1691	917	63
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1358	575	102	1772	814	719
Arrive On Green	0.36	0.36	0.06	0.47	0.45	0.45
Sat Flow, veh/h	3800	1610	1810	3800	1810	1610
Grp Volume(v), veh/h	860	323	80	1691	917	63
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	22.8	19.6	5.3	52.0	54.6	2.7
Cycle Q Clear(g_c), s	22.8	19.6	5.3	52.0	54.6	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1358	575	102	1772	814	719
V/C Ratio(X)	0.63	0.56	0.79	0.95	1.13	0.09
Avail Cap(c_a), veh/h	1358	575	185	1784	814	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	31.4	56.6	31.2	33.4	19.4
Incr Delay (d2), s/veh	1.0	1.2	4.9	12.2	72.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	7.6	2.5	25.3	38.6	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.4	32.6	61.5	43.4	106.0	19.4
LnGrp LOS	C	C	E	D	F	B
Approach Vol, veh/h	1183			1771	980	
Approach Delay, s/veh	33.2			44.2	100.5	
Approach LOS	C			D	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		60.0	12.6	48.8		61.4
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		54.2	12.4	36.4		* 56
Max Q Clear Time (g_c+I1), s		56.6	7.3	24.8		54.0
Green Ext Time (p_c), s		0.0	0.0	5.2		2.1

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

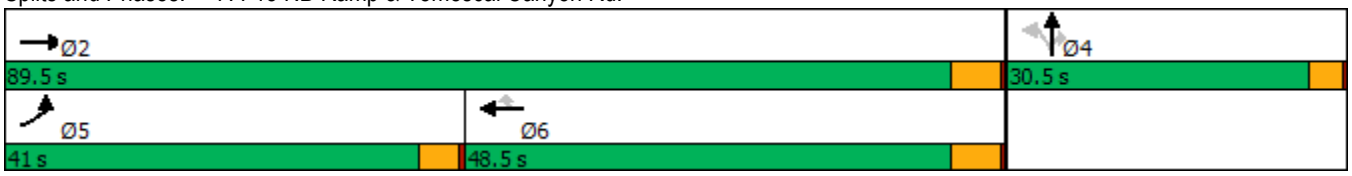
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	1107	666	1311	490	9	219
Future Volume (vph)	1107	666	1311	490	9	219
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	41.0	89.5	48.5	48.5	30.5	30.5
Total Split (%)	34.2%	74.6%	40.4%	40.4%	25.4%	25.4%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	37.1	84.7	43.6	43.6	22.0	22.0
Actuated g/C Ratio	0.32	0.74	0.38	0.38	0.19	0.19
v/c Ratio	1.03	0.26	1.01	0.69	0.85	0.32
Control Delay	75.0	5.7	63.4	21.9	66.9	6.0
Queue Delay	0.0	0.0	6.9	0.0	0.0	0.0
Total Delay	75.0	5.7	70.2	21.9	66.9	6.0
LOS	E	A	E	C	E	A
Approach Delay		48.9	57.1		40.1	
Approach LOS		D	E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 51.5	Intersection LOS: D
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1107	666	0	0	1311	490	270	9	219	0	0	0
Future Volume (veh/h)	1107	666	0	0	1311	490	270	9	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1165	701	0	0	1380	0	284	9	183			
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	1141	2680	0	0	1380		321	10	518			
Arrive On Green	0.33	0.74	0.00	0.00	0.38	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1757	56	2834			
Grp Volume(v), veh/h	1165	701	0	0	1380	0	293	0	183			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1812	0	1417			
Q Serve(g_s), s	37.0	7.1	0.0	0.0	43.5	0.0	17.9	0.0	6.4			
Cycle Q Clear(g_c), s	37.0	7.1	0.0	0.0	43.5	0.0	17.9	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	1141	2680	0	0	1380		332	0	518			
V/C Ratio(X)	1.02	0.26	0.00	0.00	1.00		0.88	0.00	0.35			
Avail Cap(c_a), veh/h	1141	2680	0	0	1380		430	0	672			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.4	4.7	0.0	0.0	35.2	0.0	45.6	0.0	40.6			
Incr Delay (d2), s/veh	32.0	0.0	0.0	0.0	24.3	0.0	13.6	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	20.1	2.0	0.0	0.0	22.5	0.0	9.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	4.7	0.0	0.0	59.5	0.0	59.1	0.0	40.8			
LnGrp LOS	F	A	A	A	F		E	A	D			
Approach Vol, veh/h		1866			1380			476				
Approach Delay, s/veh		45.7			59.5			52.1				
Approach LOS		D			E			D				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		89.5		24.3	41.0	48.5						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		84.5		27.0	37.0	43.5						
Max Q Clear Time (g_c+I1), s		9.1		19.9	39.0	45.5						
Green Ext Time (p_c), s		3.0		0.9	0.0	0.0						

Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									

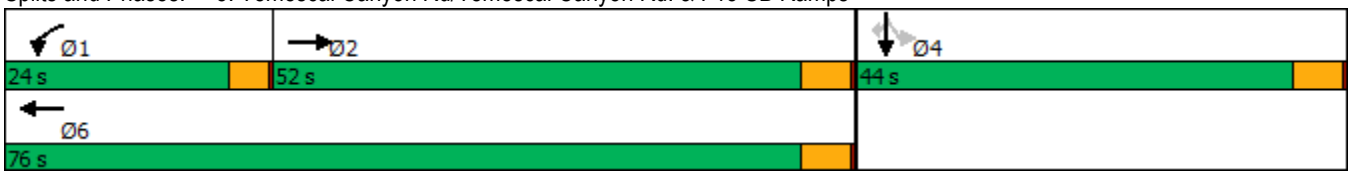
Notes

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

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1476	348	602	979	7	1137
Future Volume (vph)	1476	348	602	979	7	1137
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	52.0		24.0	76.0	44.0	44.0
Total Split (%)	43.3%		20.0%	63.3%	36.7%	36.7%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	47.0	120.0	20.0	71.0	39.0	39.0
Actuated g/C Ratio	0.39	1.00	0.17	0.59	0.32	0.32
v/c Ratio	1.06	0.23	1.10	0.93	0.58	1.15
Control Delay	75.2	0.3	113.2	37.2	38.7	112.1
Queue Delay	0.0	0.0	0.0	45.4	0.0	0.0
Total Delay	75.2	0.3	113.2	82.6	38.7	112.1
LOS	E	A	F	F	D	F
Approach Delay	60.9			94.3	96.6	
Approach LOS	E			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 82.4	Intersection LOS: F
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1476	348	602	979	0	0	0	0	298	7	1137
Future Volume (veh/h)	0	1476	348	602	979	0	0	0	0	298	7	1137
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1570	0	640	1041	0				322	0	598
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	1686		689	1290	0				841	0	717
Arrive On Green	0.00	0.44	0.00	0.20	0.68	0.00				0.23	0.00	0.22
Sat Flow, veh/h	0	3800	1610	3510	1900	0				3619	0	3220
Grp Volume(v), veh/h	0	1570	0	640	1041	0				322	0	598
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	39.9	0.0	18.3	39.6	0.0				7.6	0.0	18.1
Cycle Q Clear(g_c), s	0.0	39.9	0.0	18.3	39.6	0.0				7.6	0.0	18.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1686		689	1290	0				841	0	717
V/C Ratio(X)	0.00	0.93		0.93	0.81	0.00				0.38	0.00	0.83
Avail Cap(c_a), veh/h	0	1753		689	1324	0				1421	0	1233
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.9	0.0	40.2	11.6	0.0				32.9	0.0	37.8
Incr Delay (d2), s/veh	0.0	9.1	0.0	19.0	3.4	0.0				0.2	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.7	0.0	9.4	14.4	0.0				3.2	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	0.0	59.2	15.0	0.0				33.2	0.0	39.8
LnGrp LOS	A	D		E	B	A				C	A	D
Approach Vol, veh/h		1570			1681						920	
Approach Delay, s/veh		35.9			31.8						37.5	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	50.2		27.7		74.2						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	20.0	47.0		39.0		71.0						
Max Q Clear Time (g_c+I1), s	20.3	41.9		20.1		41.6						
Green Ext Time (p_c), s	0.0	3.3		2.6		5.7						

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

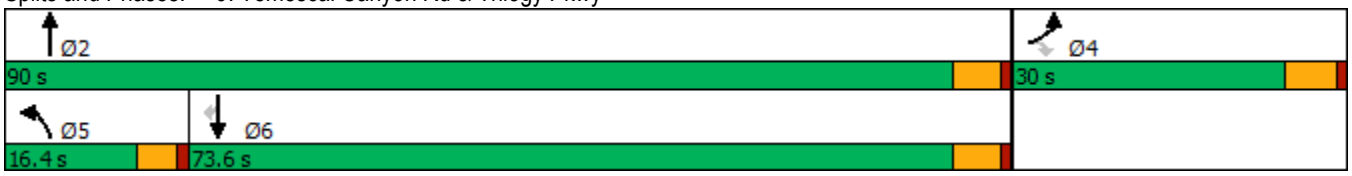
User approved volume balancing among the lanes for turning movement.

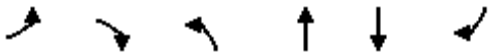
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	205	96	74	1085	1495	87
Future Volume (vph)	205	96	74	1085	1495	87
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	30.0	30.0	16.4	90.0	73.6	73.6
Total Split (%)	25.0%	25.0%	13.7%	75.0%	61.3%	61.3%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	17.7	17.7	8.9	63.0	52.7	52.7
Actuated g/C Ratio	0.19	0.19	0.10	0.68	0.57	0.57
v/c Ratio	0.64	0.26	0.47	0.48	0.79	0.10
Control Delay	48.9	10.1	56.5	7.6	20.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	10.1	56.5	7.6	20.2	7.0
LOS	D	B	E	A	C	A
Approach Delay	36.6			10.7	19.5	
Approach LOS	D			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	96	74	1085	1495	87
Future Volume (veh/h)	205	96	74	1085	1495	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	69	80	1167	1608	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	274	244	104	2539	2117	944
Arrive On Green	0.15	0.15	0.06	0.70	0.59	0.59
Sat Flow, veh/h	1810	1610	1810	3705	3705	1610
Grp Volume(v), veh/h	220	69	80	1167	1608	85
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	9.1	2.9	3.4	10.9	25.7	1.8
Cycle Q Clear(g_c), s	9.1	2.9	3.4	10.9	25.7	1.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	274	244	104	2539	2117	944
V/C Ratio(X)	0.80	0.28	0.77	0.46	0.76	0.09
Avail Cap(c_a), veh/h	567	505	277	3955	3188	1422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	29.0	35.9	5.0	11.9	7.0
Incr Delay (d2), s/veh	5.4	0.6	4.5	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.5	2.7	8.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.0	29.7	40.4	5.2	12.5	7.0
LnGrp LOS	D	C	D	A	B	A
Approach Vol, veh/h	289			1247	1693	
Approach Delay, s/veh	35.3			7.4	12.2	
Approach LOS	D			A	B	

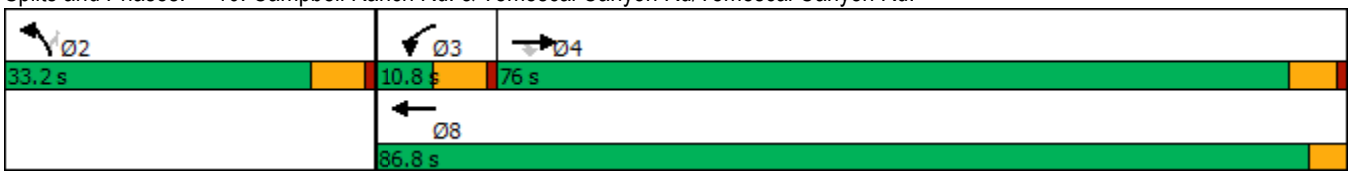
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.7		17.5	9.0	50.7
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.2	11.8	68.2
Max Q Clear Time (g_c+I1), s		12.9		11.1	5.4	27.7
Green Ext Time (p_c), s		10.9		0.7	0.0	17.6

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	927	538	34	749	289	33
Future Volume (vph)	927	538	34	749	289	33
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	76.0	76.0	10.8	86.8	33.2	33.2
Total Split (%)	63.3%	63.3%	9.0%	72.3%	27.7%	27.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	32.4	32.4	5.6	40.4	18.0	18.0
Actuated g/C Ratio	0.47	0.47	0.08	0.59	0.26	0.26
v/c Ratio	0.55	0.54	0.25	0.36	0.65	0.08
Control Delay	15.1	3.4	43.6	7.6	32.8	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	3.4	43.6	7.6	32.8	9.5
LOS	B	A	D	A	C	A
Approach Delay	10.8			9.2	30.4	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	927	538	34	749	289	33
Future Volume (veh/h)	927	538	34	749	289	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	997	481	37	805	311	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1749	741	70	2310	383	341
Arrive On Green	0.46	0.46	0.04	0.61	0.21	0.21
Sat Flow, veh/h	3800	1610	1810	3800	1810	1610
Grp Volume(v), veh/h	997	481	37	805	311	32
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	11.3	13.5	1.2	6.2	9.6	0.9
Cycle Q Clear(g_c), s	11.3	13.5	1.2	6.2	9.6	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1749	741	70	2310	383	341
V/C Ratio(X)	0.57	0.65	0.53	0.35	0.81	0.09
Avail Cap(c_a), veh/h	4566	1935	154	5420	844	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	12.2	27.7	5.7	22.0	18.6
Incr Delay (d2), s/veh	0.3	1.0	2.3	0.1	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.0	0.5	1.6	3.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	13.2	30.0	5.8	26.2	18.7
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	1478			842	343	
Approach Delay, s/veh	12.3			6.9	25.5	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		18.2	8.1	32.4		40.5
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		27.4	5.0	70.6		* 83
Max Q Clear Time (g_c+I1), s		11.6	3.2	15.5		8.2
Green Ext Time (p_c), s		0.9	0.0	11.5		6.3

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 6.8: EAPC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH TEMESCAL CANYON ROAD EXTENSION WORKSHEETS WITH IMPROVEMENTS

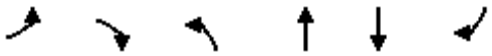
This Page Intentionally Left Blank

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	713	320	447	1386	341	392
Future Volume (vph)	713	320	447	1386	341	392
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	27.8	9.6	9.6	15.8	27.8	27.8
Total Split (s)	45.0	31.0	31.0	75.0	44.0	45.0
Total Split (%)	37.5%	25.8%	25.8%	62.5%	36.7%	37.5%
Yellow Time (s)	4.8	3.6	3.6	4.8	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)	5.8	4.6	4.6	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	26.9	50.5	17.4	47.0	24.7	57.8
Actuated g/C Ratio	0.31	0.59	0.20	0.54	0.29	0.67
v/c Ratio	0.71	0.33	0.69	0.77	0.36	0.39
Control Delay	31.6	4.2	39.5	18.7	26.7	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	31.6	4.2	39.5	18.7	26.7	6.8
LOS	C	A	D	B	C	A
Approach Delay	23.1			23.8	16.1	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	713	320	447	1386	341	392
Future Volume (veh/h)	713	320	447	1386	341	392
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	775	348	486	1507	371	358
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1008	738	602	2000	1153	977
Arrive On Green	0.29	0.29	0.17	0.55	0.32	0.32
Sat Flow, veh/h	3510	1610	3510	3705	3705	1610
Grp Volume(v), veh/h	775	348	486	1507	371	358
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1805	1805	1610
Q Serve(g_s), s	14.7	10.9	9.7	23.3	5.7	8.2
Cycle Q Clear(g_c), s	14.7	10.9	9.7	23.3	5.7	8.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1008	738	602	2000	1153	977
V/C Ratio(X)	0.77	0.47	0.81	0.75	0.32	0.37
Avail Cap(c_a), veh/h	1886	1141	1270	3425	1890	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	13.6	29.1	12.5	18.8	7.3
Incr Delay (d2), s/veh	1.3	0.5	1.0	0.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.1	3.8	7.2	2.1	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.1	14.1	30.1	13.1	19.0	7.5
LnGrp LOS	C	B	C	B	B	A
Approach Vol, veh/h	1123			1993	729	
Approach Delay, s/veh	21.7			17.2	13.3	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.2		26.7	17.1	29.1
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		69.2		39.2	26.4	38.2
Max Q Clear Time (g_c+I1), s		25.3		16.7	11.7	10.2
Green Ext Time (p_c), s		15.1		4.2	0.8	3.6

Intersection Summary		
HCM 6th Ctrl Delay		17.8
HCM 6th LOS		B

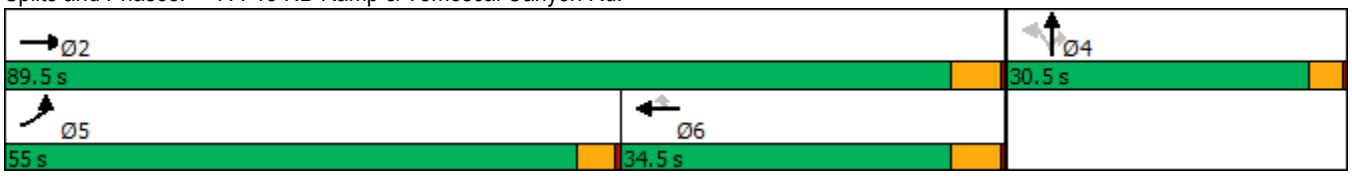
Notes

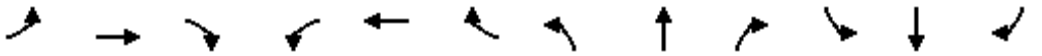
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	752	1700	338	707	4	526
Future Volume (vph)	752	1700	338	707	4	526
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	55.0	89.5	34.5	34.5	30.5	30.5
Total Split (%)	45.8%	74.6%	28.8%	28.8%	25.4%	25.4%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	51.0	84.6	29.5	29.5	23.4	23.4
Actuated g/C Ratio	0.44	0.73	0.25	0.25	0.20	0.20
v/c Ratio	0.99	0.68	0.38	1.02	0.41	0.88
Control Delay	63.4	10.7	38.0	57.7	44.0	56.1
Queue Delay	15.5	1.2	0.0	0.0	0.0	0.0
Total Delay	78.9	11.9	38.0	57.7	44.0	56.1
LOS	E	B	D	E	D	E
Approach Delay		32.4	51.3		53.5	
Approach LOS		C	D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	752	1700	0	0	338	707	141	4	526	0	0	0
Future Volume (veh/h)	752	1700	0	0	338	707	141	4	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	783	1771	0	0	352	0	147	4	384			
Peak Hour Factor	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			
Cap, veh/h	838	2442	0	0	529		321	9	516			
Arrive On Green	0.46	0.68	0.00	0.00	0.15	0.00	0.17	0.18	0.18			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1764	48	2834			
Grp Volume(v), veh/h	783	1771	0	0	352	0	151	0	384			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1812	0	1417			
Q Serve(g_s), s	24.6	18.7	0.0	0.0	5.5	0.0	4.5	0.0	7.7			
Cycle Q Clear(g_c), s	24.6	18.7	0.0	0.0	5.5	0.0	4.5	0.0	7.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	838	2442	0	0	529		330	0	516			
V/C Ratio(X)	0.93	0.73	0.00	0.00	0.66		0.46	0.00	0.74			
Avail Cap(c_a), veh/h	1537	5080	0	0	1774		815	0	1274			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	15.3	6.2	0.0	0.0	24.2	0.0	22.1	0.0	23.2			
Incr Delay (d2), s/veh	2.7	0.2	0.0	0.0	0.5	0.0	0.4	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	8.1	3.3	0.0	0.0	2.1	0.0	1.7	0.0	0.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	6.3	0.0	0.0	24.8	0.0	22.5	0.0	24.1			
LnGrp LOS	B	A	A	A	C		C	A	C			
Approach Vol, veh/h		2554			352			535				
Approach Delay, s/veh		9.9			24.8			23.6				
Approach LOS		A			C			C				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		45.6		14.4	31.8	13.8						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		84.5		27.0	51.0	29.5						
Max Q Clear Time (g_c+I1), s		20.7		9.7	26.6	7.5						
Green Ext Time (p_c), s		12.3		1.2	1.2	1.3						

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

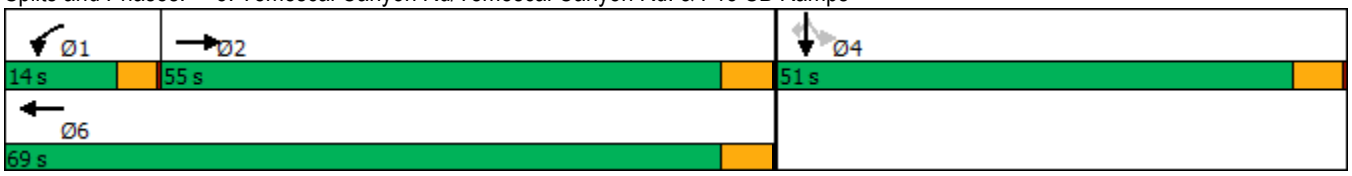
Notes

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

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1682	145	179	299	3	606
Future Volume (vph)	1682	145	179	299	3	606
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	55.0		14.0	69.0	51.0	51.0
Total Split (%)	45.8%		11.7%	57.5%	42.5%	42.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	50.0	120.0	10.0	64.0	46.0	46.0
Actuated g/C Ratio	0.42	1.00	0.08	0.53	0.38	0.38
v/c Ratio	1.12	0.09	1.25	0.31	1.24	0.73
Control Delay	96.3	0.1	201.8	16.7	152.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.3	0.1	201.8	16.7	152.1	15.7
LOS	F	A	F	B	F	B
Approach Delay	88.6			85.9	92.2	
Approach LOS	F			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 89.6	Intersection LOS: F
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1682	145	179	299	0	0	0	0	770	3	606
Future Volume (veh/h)	0	1682	145	179	299	0	0	0	0	770	3	606
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1771	0	188	315	0				813	0	426
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	0	1794		171	1148	0				1125	0	485
Arrive On Green	0.00	0.47	0.00	0.09	0.60	0.00				0.31	0.00	0.30
Sat Flow, veh/h	0	3800	1610	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	1771	0	188	315	0				813	0	426
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	48.8	0.0	10.0	8.3	0.0				21.2	0.0	26.6
Cycle Q Clear(g_c), s	0.0	48.8	0.0	10.0	8.3	0.0				21.2	0.0	26.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1794		171	1148	0				1125	0	485
V/C Ratio(X)	0.00	0.99		1.10	0.27	0.00				0.72	0.00	0.88
Avail Cap(c_a), veh/h	0	1794		171	1148	0				1606	0	699
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.7	0.0	48.0	9.9	0.0				32.4	0.0	35.1
Incr Delay (d2), s/veh	0.0	18.2	0.0	98.3	0.0	0.0				0.7	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.8	0.0	9.1	3.1	0.0				8.9	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.9	0.0	146.3	10.0	0.0				33.1	0.0	43.1
LnGrp LOS	A	D		F	A	A				C	A	D
Approach Vol, veh/h		1771			503						1239	
Approach Delay, s/veh		45.9			60.9						36.6	
Approach LOS		D			E						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.0	55.0		36.9		69.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	10.0	50.0		46.0		64.0
Max Q Clear Time (g_c+I1), s	12.0	50.8		28.6		10.3
Green Ext Time (p_c), s	0.0	0.0		3.3		1.1

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

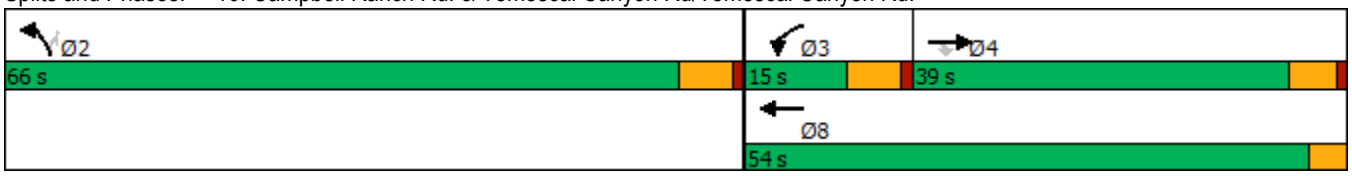
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	412	264	96	959	702	140
Future Volume (vph)	412	264	96	959	702	140
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	39.0	39.0	15.0	54.0	66.0	66.0
Total Split (%)	32.5%	32.5%	12.5%	45.0%	55.0%	55.0%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	31.1	31.1	8.9	47.7	53.8	53.8
Actuated g/C Ratio	0.28	0.28	0.08	0.43	0.48	0.48
v/c Ratio	0.90	0.52	0.77	0.72	0.93	0.20
Control Delay	61.4	17.4	86.3	30.3	46.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	17.4	86.3	30.3	46.0	4.9
LOS	E	B	F	C	D	A
Approach Delay	44.2			35.4	39.2	
Approach LOS	D			D	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	412	264	96	959	702	140
Future Volume (veh/h)	412	264	96	959	702	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	479	290	112	1115	816	163
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	535	454	139	1496	865	770
Arrive On Green	0.28	0.28	0.08	0.41	0.48	0.48
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	479	290	112	1115	816	163
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1805	1810	1610
Q Serve(g_s), s	25.2	16.4	6.3	27.2	44.6	6.1
Cycle Q Clear(g_c), s	25.2	16.4	6.3	27.2	44.6	6.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	535	454	139	1496	865	770
V/C Ratio(X)	0.89	0.64	0.80	0.75	0.94	0.21
Avail Cap(c_a), veh/h	613	520	160	1748	1046	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	32.8	47.3	25.8	25.8	15.8
Incr Delay (d2), s/veh	14.4	2.1	19.4	1.5	14.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	6.4	3.5	11.3	20.6	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.3	34.9	66.7	27.3	40.3	15.9
LnGrp LOS	D	C	E	C	D	B
Approach Vol, veh/h	769			1227	979	
Approach Delay, s/veh	44.5			30.9	36.3	
Approach LOS	D			C	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		55.6	13.8	34.7		48.6
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		60.2	9.2	33.6		* 50
Max Q Clear Time (g_c+I1), s		46.6	8.3	27.2		29.2
Green Ext Time (p_c), s		3.1	0.0	2.1		7.9

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

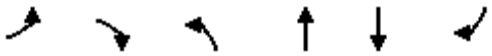
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	481	521	414	382	1052	742
Future Volume (vph)	481	521	414	382	1052	742
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	27.8	9.6	9.6	22.8	27.8	27.8
Total Split (s)	38.0	28.0	28.0	82.0	54.0	38.0
Total Split (%)	31.7%	23.3%	23.3%	68.3%	45.0%	31.7%
Yellow Time (s)	4.8	3.6	3.6	4.8	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)	5.8	4.6	4.6	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	22.5	45.8	17.2	59.4	37.3	65.9
Actuated g/C Ratio	0.24	0.49	0.18	0.63	0.40	0.70
v/c Ratio	0.62	0.71	0.70	0.18	0.80	0.70
Control Delay	37.0	24.7	44.4	7.7	30.8	11.9
Queue Delay	0.0	0.1	0.0	0.0	0.1	0.6
Total Delay	37.0	24.9	44.4	7.7	30.9	12.6
LOS	D	C	D	A	C	B
Approach Delay	30.7			26.8	23.3	
Approach LOS	C			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	481	521	414	382	1052	742
Future Volume (veh/h)	481	521	414	382	1052	742
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	523	566	450	415	1143	739
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1070	731	525	2114	1417	1123
Arrive On Green	0.30	0.30	0.15	0.59	0.39	0.39
Sat Flow, veh/h	3510	1610	3510	3705	3705	1610
Grp Volume(v), veh/h	523	566	450	415	1143	739
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1805	1805	1610
Q Serve(g_s), s	12.9	31.3	13.2	5.7	29.7	27.1
Cycle Q Clear(g_c), s	12.9	31.3	13.2	5.7	29.7	27.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1070	731	525	2114	1417	1123
V/C Ratio(X)	0.49	0.77	0.86	0.20	0.81	0.66
Avail Cap(c_a), veh/h	1070	731	777	2603	1646	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	24.3	43.8	10.3	28.5	9.0
Incr Delay (d2), s/veh	0.3	5.2	4.3	0.0	2.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	26.7	5.8	2.0	12.5	19.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.4	29.4	48.2	10.3	31.2	10.1
LnGrp LOS	C	C	D	B	C	B
Approach Vol, veh/h	1089			865	1882	
Approach Delay, s/veh	29.9			30.0	22.9	
Approach LOS	C			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.7		38.0	20.4	47.3
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		76.2		32.2	23.4	48.2
Max Q Clear Time (g_c+I1), s		7.7		33.3	15.2	31.7
Green Ext Time (p_c), s		2.7		0.0	0.6	9.7

Intersection Summary		
HCM 6th Ctrl Delay		26.5
HCM 6th LOS		C

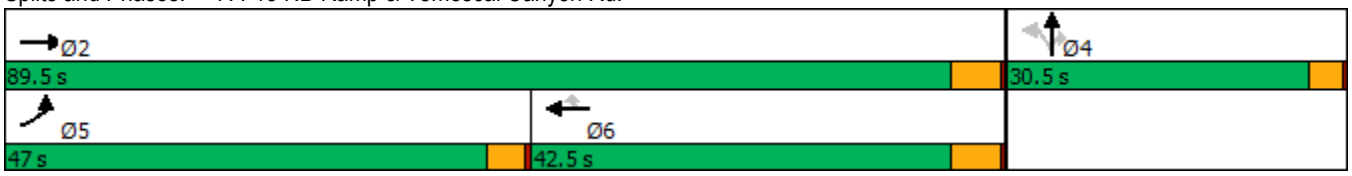
Notes

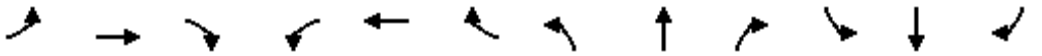
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	726	999	1121	871	9	219
Future Volume (vph)	726	999	1121	871	9	219
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	47.0	89.5	42.5	42.5	30.5	30.5
Total Split (%)	39.2%	74.6%	35.4%	35.4%	25.4%	25.4%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	43.1	84.7	37.6	37.6	22.0	22.0
Actuated g/C Ratio	0.37	0.74	0.33	0.33	0.19	0.19
v/c Ratio	1.13	0.40	1.00	1.13	0.85	0.32
Control Delay	111.9	6.7	66.2	94.6	66.9	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	6.7	66.2	94.6	66.9	6.0
LOS	F	A	E	F	E	A
Approach Delay		50.9	78.6		40.1	
Approach LOS		D	E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 62.7	Intersection LOS: E
Intersection Capacity Utilization 120.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	726	999	0	0	1121	871	270	9	219	0	0	0
Future Volume (veh/h)	726	999	0	0	1121	871	270	9	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	764	1052	0	0	1180	0	284	9	183			
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	684	2680	0	0	1189		321	10	518			
Arrive On Green	0.38	0.74	0.00	0.00	0.33	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1757	56	2834			
Grp Volume(v), veh/h	764	1052	0	0	1180	0	293	0	183			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1812	0	1417			
Q Serve(g_s), s	43.0	12.1	0.0	0.0	37.1	0.0	17.9	0.0	6.4			
Cycle Q Clear(g_c), s	43.0	12.1	0.0	0.0	37.1	0.0	17.9	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	684	2680	0	0	1189		332	0	518			
V/C Ratio(X)	1.12	0.39	0.00	0.00	0.99		0.88	0.00	0.35			
Avail Cap(c_a), veh/h	684	2680	0	0	1189		430	0	672			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.4	5.3	0.0	0.0	38.0	0.0	45.6	0.0	40.6			
Incr Delay (d2), s/veh	71.5	0.0	0.0	0.0	24.1	0.0	13.6	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	31.3	3.4	0.0	0.0	19.4	0.0	9.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	5.4	0.0	0.0	62.1	0.0	59.1	0.0	40.8			
LnGrp LOS	F	A	A	A	E		E	A	D			
Approach Vol, veh/h		1816			1180			476				
Approach Delay, s/veh		48.1			62.1			52.1				
Approach LOS		D			E			D				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		89.5		24.3	47.0	42.5			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		84.5		27.0	43.0	37.5			
Max Q Clear Time (g_c+I1), s		14.1		19.9	45.0	39.1			
Green Ext Time (p_c), s		5.1		0.9	0.0	0.0			

Intersection Summary		
HCM 6th Ctrl Delay		53.4
HCM 6th LOS		D

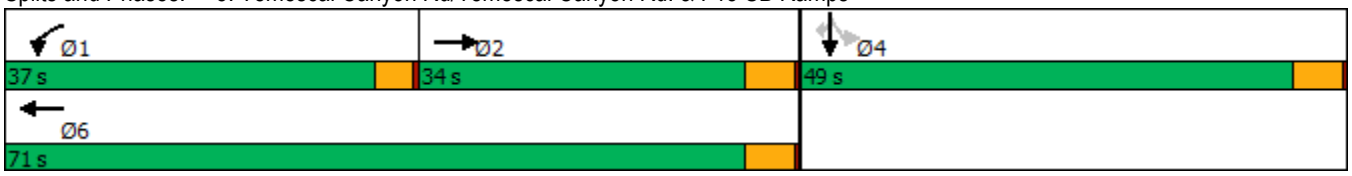
Notes

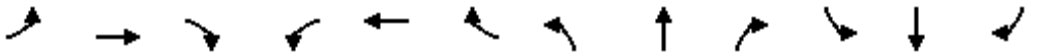
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	960	348	602	790	7	671
Future Volume (vph)	960	348	602	790	7	671
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	34.0		37.0	71.0	49.0	49.0
Total Split (%)	28.3%		30.8%	59.2%	40.8%	40.8%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	29.0	120.0	33.0	66.0	44.0	44.0
Actuated g/C Ratio	0.24	1.00	0.28	0.55	0.37	0.37
v/c Ratio	1.11	0.23	1.29	0.80	1.30	1.04
Control Delay	107.7	0.3	181.7	29.2	180.2	76.6
Queue Delay	0.0	0.0	0.0	10.1	0.0	0.0
Total Delay	107.7	0.3	181.7	39.3	180.2	76.6
LOS	F	A	F	D	F	E
Approach Delay	79.2			100.9	132.0	
Approach LOS	E			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 104.9	Intersection LOS: F
Intersection Capacity Utilization 120.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	960	348	602	790	0	0	0	0	764	7	671
Future Volume (veh/h)	0	960	348	602	790	0	0	0	0	764	7	671
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1021	0	640	840	0				818	0	209
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	1073		582	1222	0				975	0	418
Arrive On Green	0.00	0.28	0.00	0.32	0.64	0.00				0.27	0.00	0.26
Sat Flow, veh/h	0	3800	1610	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	1021	0	640	840	0				818	0	209
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	27.1	0.0	33.0	29.0	0.0				21.9	0.0	11.3
Cycle Q Clear(g_c), s	0.0	27.1	0.0	33.0	29.0	0.0				21.9	0.0	11.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1073		582	1222	0				975	0	418
V/C Ratio(X)	0.00	0.95		1.10	0.69	0.00				0.84	0.00	0.50
Avail Cap(c_a), veh/h	0	1073		582	1222	0				1586	0	690
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.1	0.0	34.8	11.7	0.0				35.4	0.0	32.3
Incr Delay (d2), s/veh	0.0	16.8	0.0	67.7	1.4	0.0				1.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.4	0.0	24.7	10.8	0.0				9.3	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.0	0.0	102.6	13.1	0.0				37.2	0.0	33.0
LnGrp LOS	A	D		F	B	A				D	A	C
Approach Vol, veh/h		1021			1480						1027	
Approach Delay, s/veh		53.0			51.8						36.3	
Approach LOS		D			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	37.0	34.0		31.7		71.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	33.0	29.0		44.0		66.0
Max Q Clear Time (g_c+I1), s	35.0	29.1		23.9		31.0
Green Ext Time (p_c), s	0.0	0.0		2.8		4.0

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

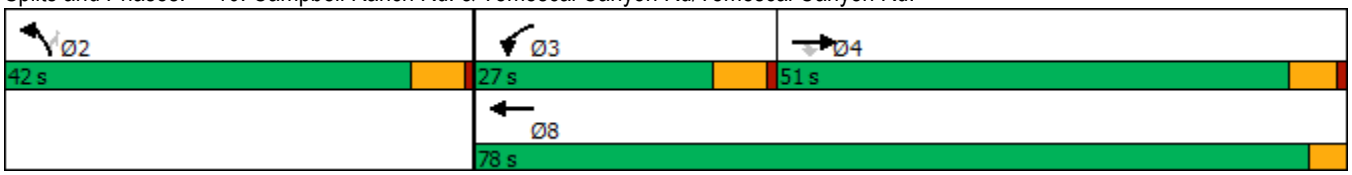
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	366	445	127	283	238	83
Future Volume (vph)	366	445	127	283	238	83
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	51.0	51.0	27.0	78.0	42.0	42.0
Total Split (%)	42.5%	42.5%	22.5%	65.0%	35.0%	35.0%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	22.2	22.2	10.3	41.3	16.2	16.2
Actuated g/C Ratio	0.33	0.33	0.15	0.62	0.24	0.24
v/c Ratio	0.62	0.59	0.49	0.14	0.59	0.20
Control Delay	24.6	7.1	35.8	5.8	30.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	7.1	35.8	5.8	30.5	7.4
LOS	C	A	D	A	C	A
Approach Delay	15.0			15.1	24.5	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	366	445	127	283	238	83
Future Volume (veh/h)	366	445	127	283	238	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	381	137	304	256	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	629	533	180	2044	379	337
Arrive On Green	0.33	0.33	0.10	0.57	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	394	381	137	304	256	86
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1805	1810	1610
Q Serve(g_s), s	8.3	9.8	3.5	1.9	6.2	2.1
Cycle Q Clear(g_c), s	8.3	9.8	3.5	1.9	6.2	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	629	533	180	2044	379	337
V/C Ratio(X)	0.63	0.71	0.76	0.15	0.68	0.26
Avail Cap(c_a), veh/h	1835	1555	812	5733	1387	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	13.8	20.7	4.9	17.2	15.6
Incr Delay (d2), s/veh	1.0	1.8	2.5	0.0	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.0	1.4	0.4	2.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	15.6	23.2	4.9	19.3	16.0
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	775			441	342	
Approach Delay, s/veh	15.0			10.6	18.5	
Approach LOS	B			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.7	10.5	21.0		31.5
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		36.2	21.2	45.6		* 74
Max Q Clear Time (g_c+I1), s		8.2	5.5	11.8		3.9
Green Ext Time (p_c), s		1.0	0.1	3.9		2.0

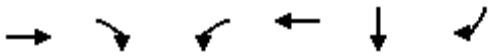
Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 6.9: EAPC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WITHOUT TEMESCAL CANYON ROAD EXTENSION WORKSHEETS WITH IMPROVEMENTS

This Page Intentionally Left Blank

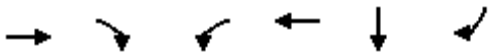


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	2382	153	188	385	509	943
v/c Ratio	1.03	0.09	1.30	0.30	1.27	0.74
Control Delay	51.2	0.1	219.7	8.3	178.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	0.1	219.7	8.3	178.2	10.8
Queue Length 50th (ft)	~988	0	~95	107	~523	52
Queue Length 95th (ft)	#1115	0	#172	153	#747	135
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	2311	1615	145	1298	401	1274
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.09	1.30	0.30	1.27	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1570	370	640	1041	324	1210
v/c Ratio	1.06	0.23	1.10	0.93	0.58	1.15
Control Delay	75.2	0.3	113.2	37.2	38.7	112.1
Queue Delay	0.0	0.0	0.0	45.4	0.0	0.0
Total Delay	75.2	0.3	113.2	82.6	38.7	112.1
Queue Length 50th (ft)	~665	0	~289	688	218	~569
Queue Length 95th (ft)	#797	0	#406	#1027	321	#719
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1488	1615	583	1124	559	1049
Starvation Cap Reductn	0	0	0	178	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.23	1.10	1.10	0.58	1.15

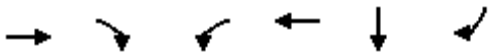
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 6.10: EAPC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WITH TEMESCAL CANYON ROAD EXTENSION WORKSHEETS WITH IMPROVEMENTS

This Page Intentionally Left Blank

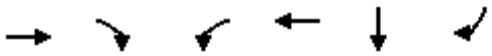


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1771	153	188	315	814	638
v/c Ratio	1.12	0.09	1.25	0.31	1.24	0.73
Control Delay	96.3	0.1	201.8	16.7	152.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.3	0.1	201.8	16.7	152.1	15.7
Queue Length 50th (ft)	~789	0	~182	131	~822	142
Queue Length 95th (ft)	#921	0	#332	192	#1075	295
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1583	1615	150	1013	659	877
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.09	1.25	0.31	1.24	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1021	370	640	840	820	714
v/c Ratio	1.11	0.23	1.29	0.80	1.30	1.04
Control Delay	107.7	0.3	181.7	29.2	180.2	76.6
Queue Delay	0.0	0.0	0.0	10.1	0.0	0.0
Total Delay	107.7	0.3	181.7	39.3	180.2	76.6
Queue Length 50th (ft)	~453	0	~632	502	~855	~523
Queue Length 95th (ft)	#579	0	#859	691	#1110	#762
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	918	1615	496	1045	630	684
Starvation Cap Reductn	0	0	0	185	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.23	1.29	0.98	1.30	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

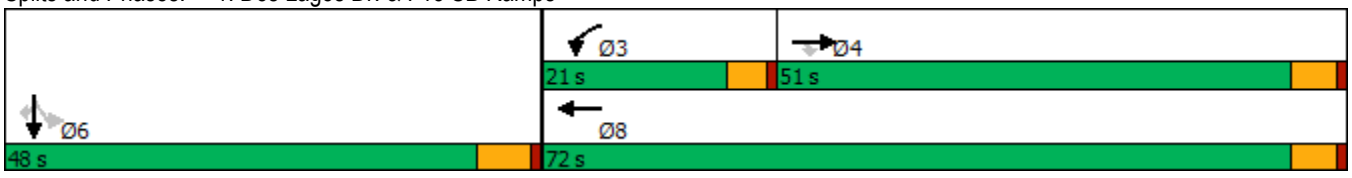
APPENDIX 7.1: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

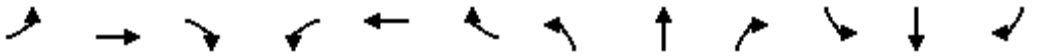
This Page Intentionally Left Blank

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1192	76	229	361	4	619
Future Volume (vph)	1192	76	229	361	4	619
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)	46.1	46.1	16.5	67.2	33.0	33.0
Actuated g/C Ratio	0.41	0.41	0.15	0.60	0.30	0.30
v/c Ratio	0.59	0.11	0.91	0.18	0.79	0.50
Control Delay	27.5	5.5	85.5	10.9	46.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	5.5	85.5	10.9	46.9	3.5
LOS	C	A	F	B	D	A
Approach Delay	26.2			39.9	20.5	
Approach LOS	C			D	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 93.1%	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	1192	76	229	361	0	0	0	0	395	4	619
Future Volume (veh/h)	0	1192	76	229	361	0	0	0	0	395	4	619
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1268	69	244	384	0				420	4	412
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	2229	692	273	2251	0				493	5	779
Arrive On Green	0.00	0.43	0.43	0.15	0.62	0.00				0.29	0.27	0.27
Sat Flow, veh/h	0	5358	1610	1810	3705	0				1793	17	2834
Grp Volume(v), veh/h	0	1268	69	244	384	0				424	0	412
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0				1810	0	1417
Q Serve(g_s), s	0.0	19.8	2.7	14.2	4.8	0.0				23.7	0.0	13.2
Cycle Q Clear(g_c), s	0.0	19.8	2.7	14.2	4.8	0.0				23.7	0.0	13.2
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	2229	692	273	2251	0				498	0	779
V/C Ratio(X)	0.00	0.57	0.10	0.89	0.17	0.00				0.85	0.00	0.53
Avail Cap(c_a), veh/h	0	2229	692	277	2251	0				712	0	1115
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	23.1	18.2	44.7	8.5	0.0				36.0	0.0	33.0
Incr Delay (d2), s/veh	0.0	1.1	0.3	27.5	0.2	0.0				6.9	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	8.0	1.1	8.3	1.8	0.0				10.7	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	18.5	72.2	8.7	0.0				42.9	0.0	33.6
LnGrp LOS	A	C	B	E	A	A				D	A	C
Approach Vol, veh/h		1337			628						836	
Approach Delay, s/veh		23.9			33.3						38.3	
Approach LOS		C			C						D	

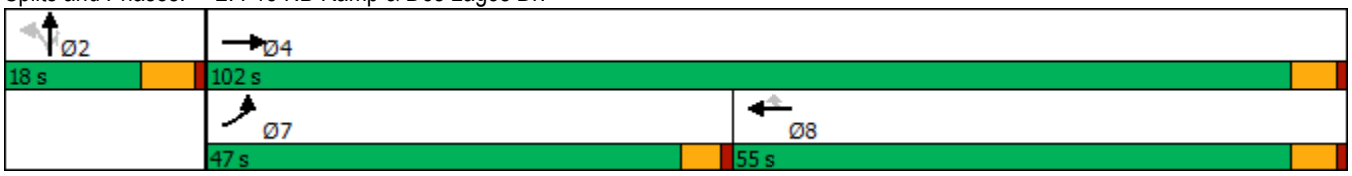
Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		20.8	51.2		35.3		72.0				
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1				
Max Green Setting (Gmax), s		16.4	45.9		42.2		66.9				
Max Q Clear Time (g_c+I1), s		16.2	21.8		25.7		6.8				
Green Ext Time (p_c), s		0.0	10.1		3.8		2.7				

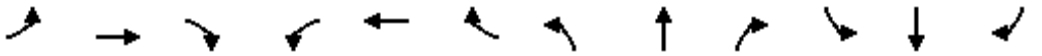
Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	916	875	483	558	3	205
Future Volume (vph)	916	875	483	558	3	205
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)	37.4	96.9	55.0	55.0	10.9	10.9
Actuated g/C Ratio	0.32	0.82	0.46	0.46	0.09	0.09
v/c Ratio	0.89	0.61	0.31	0.81	0.45	0.48
Control Delay	49.7	6.0	21.5	39.3	60.3	10.2
Queue Delay	5.7	4.6	0.0	0.0	0.0	0.0
Total Delay	55.4	10.7	21.5	39.3	60.3	10.2
LOS	E	B	C	D	E	B
Approach Delay		33.5	31.1		23.0	
Approach LOS		C	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

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



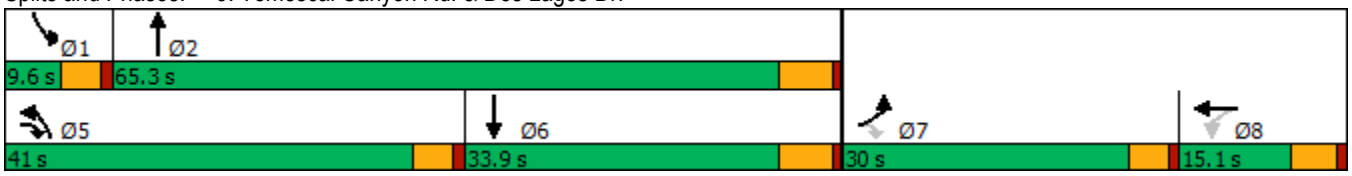


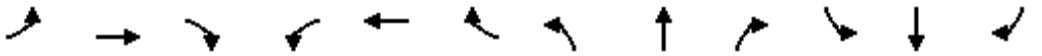
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	916	875	0	0	483	558	67	3	205	0	0	0
Future Volume (veh/h)	916	875	0	0	483	558	67	3	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	985	941	0	0	519	599	72	3	192			
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	1062	1562	0	0	1734	773	149	6	242			
Arrive On Green	0.30	0.82	0.00	0.00	0.48	0.48	0.10	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1609	1740	73	2834			
Grp Volume(v), veh/h	985	941	0	0	519	599	75	0	192			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1609	1813	0	1417			
Q Serve(g_s), s	32.1	20.6	0.0	0.0	10.3	36.3	4.6	0.0	7.8			
Cycle Q Clear(g_c), s	32.1	20.6	0.0	0.0	10.3	36.3	4.6	0.0	7.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	1062	1562	0	0	1734	773	155	0	242			
V/C Ratio(X)	0.93	0.60	0.00	0.00	0.30	0.77	0.48	0.00	0.79			
Avail Cap(c_a), veh/h	1263	1562	0	0	1734	773	188	0	293			
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	39.8	3.7	0.0	0.0	18.6	25.4	50.6	0.0	52.9			
Incr Delay (d2), s/veh	9.9	1.7	0.0	0.0	0.4	7.5	2.3	0.0	11.6			
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	15.0	5.8	0.0	0.0	4.3	14.9	2.1	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	5.4	0.0	0.0	19.0	32.8	52.9	0.0	64.4			
LnGrp LOS	D	A	A	A	B	C	D	A	E			
Approach Vol, veh/h		1926			1118			267				
Approach Delay, s/veh		28.1			26.4			61.2				
Approach LOS		C			C			E				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.9		102.0			40.3	61.7				
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		9.8		22.6			34.1	38.3				
Green Ext Time (p_c), s		0.2		9.7			1.6	4.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	819	321	414	930	155	462		
Future Volume (vph)	819	321	414	930	155	462		
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)	25.4	57.9	27.8	62.7	30.2	98.5		
Actuated g/C Ratio	0.26	0.59	0.28	0.64	0.31	1.00		
v/c Ratio	0.95	0.31	0.85	0.43	0.15	0.30		
Control Delay	57.9	1.7	49.7	9.6	26.9	0.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	57.9	1.7	49.7	9.6	26.9	0.5		
LOS	E	A	D	A	C	A		
Approach Delay				21.9	7.1			
Approach LOS				C	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 66.6%	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)	819	0	321	0	0	0	414	930	0	0	155	462
Future Volume (veh/h)	819	0	321	0	0	0	414	930	0	0	155	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	862	0	290	0	0	0	436	979	0	0	163	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	923	0	0	0	2	0	473	2265	0	2	1147	
Arrive On Green	0.26	0.00	0.00	0.00	0.00	0.00	0.26	0.63	0.00	0.00	0.32	0.00
Sat Flow, veh/h	3510	862		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	862	49.5		0	0	0	436	979	0	0	163	0
Grp Sat Flow(s),veh/h/ln	1755	D		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	22.8			0.0	0.0	0.0	22.2	13.2	0.0	0.0	3.1	0.0
Cycle Q Clear(g_c), s	22.8			0.0	0.0	0.0	22.2	13.2	0.0	0.0	3.1	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	923			0	2	0	473	2265	0	2	1147	
V/C Ratio(X)	0.93			0.00	0.00	0.00	0.92	0.43	0.00	0.00	0.14	
Avail Cap(c_a), veh/h	940			0	200	0	694	2265	0	95	1147	
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	34.1			0.0	0.0	0.0	34.1	9.0	0.0	0.0	23.1	0.0
Incr Delay (d2), s/veh	15.3			0.0	0.0	0.0	10.9	0.6	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3			0.0	0.0	0.0	10.6	4.4	0.0	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5			0.0	0.0	0.0	45.0	9.6	0.0	0.0	23.4	0.0
LnGrp LOS	D			A	A	A	D	A	A	A	C	
Approach Vol, veh/h					0			1415			163	
Approach Delay, s/veh					0.0			20.5			23.4	
Approach LOS								C			C	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			29.4	35.9	29.5	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	15.2			24.2	5.1	24.8	0.0				
Green Ext Time (p_c), s	0.0	7.7			0.5	0.8	0.2	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.0
HCM 6th LOS		C

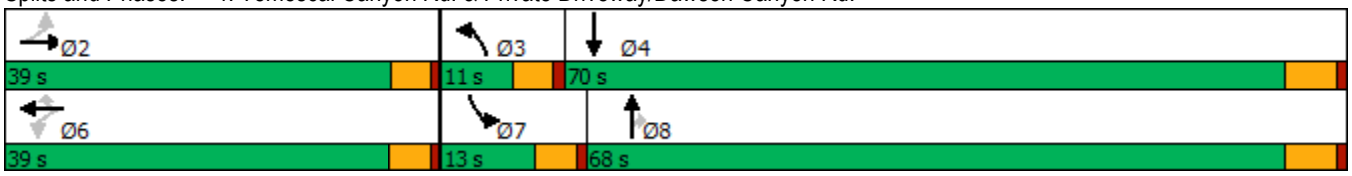
Notes

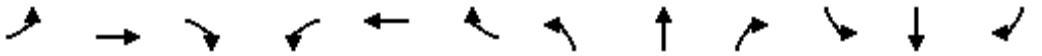
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	13	0	167	0	43	42	1774	244	41	441
Future Volume (vph)	13	0	167	0	43	42	1774	244	41	441
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)		17.0		16.9	16.9	6.0	61.7	61.7	6.7	62.4
Actuated g/C Ratio		0.18		0.18	0.18	0.06	0.64	0.64	0.07	0.65
v/c Ratio		0.13		0.62	0.13	0.38	0.79	0.23	0.33	0.20
Control Delay		4.8		48.2	4.7	57.6	18.1	4.1	53.7	8.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		4.8		48.2	4.7	57.6	18.1	4.1	53.7	8.3
LOS		A		D	A	E	B	A	D	A
Approach Delay		4.8		39.3			17.3			12.0
Approach LOS		A		D			B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 78.3%	ICU Level of Service D
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)	13	0	30	167	0	43	42	1774	244	41	441	17
Future Volume (veh/h)	13	0	30	167	0	43	42	1774	244	41	441	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	13	0	31	172	0	0	43	1829	0	42	455	18
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	108	25	177	304	0		70	2258		69	2210	87
Arrive On Green	0.15	0.00	0.15	0.16	0.00	0.00	0.04	0.63	0.00	0.04	0.62	0.62
Sat Flow, veh/h	336	172	1211	1460	0	1610	1810	3610	1610	1810	3537	140
Grp Volume(v), veh/h	44	0	0	172	0	0	43	1829	0	42	232	241
Grp Sat Flow(s),veh/h/ln	1719	0	0	1460	0	1610	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	1.9	30.5	0.0	1.8	4.4	4.4
Cycle Q Clear(g_c), s	1.8	0.0	0.0	8.8	0.0	0.0	1.9	30.5	0.0	1.8	4.4	4.4
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	323	0	0	317	0		70	2258		69	1128	1170
V/C Ratio(X)	0.14	0.00	0.00	0.54	0.00		0.62	0.81		0.61	0.21	0.21
Avail Cap(c_a), veh/h	770	0	0	717	0		146	2827		191	1459	1513
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	29.6	0.0	0.0	32.2	0.0	0.0	37.6	11.3	0.0	37.6	6.4	6.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.4	0.0	0.0	3.3	1.5	0.0	3.2	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	3.1	0.0	0.0	0.8	9.2	0.0	0.8	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	0.0	33.6	0.0	0.0	40.9	12.8	0.0	40.8	6.5	6.5
LnGrp LOS	C	A	A	C	A		D	B		D	A	A
Approach Vol, veh/h		44			172			1872			515	
Approach Delay, s/veh		29.7			33.6			13.4			9.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.3	7.7	55.4		16.3	7.6	55.5				
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	8.4	62.2				
Max Q Clear Time (g_c+I1), s		3.8	3.9	6.4		10.8	3.8	32.5				
Green Ext Time (p_c), s		0.1	0.0	2.7		0.9	0.0	17.1				

Intersection Summary		
HCM 6th Ctrl Delay		14.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

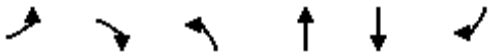
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	1902	433	158	96
Future Volume (vph)	1902	433	158	96
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	27.8	9.6	15.8	27.8
Total Split (s)	46.0	40.0	74.0	34.0
Total Split (%)	38.3%	33.3%	61.7%	28.3%
Yellow Time (s)	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Min	Min
Act Effct Green (s)	40.5	30.1	47.9	13.1
Actuated g/C Ratio	0.40	0.30	0.48	0.13
v/c Ratio	1.71	0.87	0.10	0.75
Control Delay	348.4	51.1	13.9	12.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	348.4	51.1	13.9	12.9
LOS	F	D	B	B
Approach Delay	348.4		41.2	12.9
Approach LOS	F		D	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.71	
Intersection Signal Delay: 233.6	Intersection LOS: F
Intersection Capacity Utilization 122.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1902	319	433	158	96	543
Future Volume (veh/h)	1902	319	433	158	96	543
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2391	0	471	172	104	522
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1247	555	498	2007	436	389
Arrive On Green	0.34	0.00	0.27	0.56	0.24	0.24
Sat Flow, veh/h	3619	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	2391	0	471	172	104	522
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	40.2	0.0	29.8	2.6	5.4	28.2
Cycle Q Clear(g_c), s	40.2	0.0	29.8	2.6	5.4	28.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1247	555	498	2007	436	389
V/C Ratio(X)	1.92	0.00	0.95	0.09	0.24	1.34
Avail Cap(c_a), veh/h	1247	555	549	2110	436	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	41.5	12.1	35.6	44.2
Incr Delay (d2), s/veh	415.9	0.0	23.8	0.0	0.3	170.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	88.8	0.0	16.0	1.0	2.4	29.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	454.2	0.0	65.3	12.1	35.9	214.3
LnGrp LOS	F	A	E	B	D	F
Approach Vol, veh/h	2391			643	626	
Approach Delay, s/veh	454.2			51.0	184.6	
Approach LOS	F			D	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.7		46.0	36.7	34.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		68.2		40.2	35.4	28.2
Max Q Clear Time (g_c+I1), s		4.6		42.2	31.8	30.2
Green Ext Time (p_c), s		1.1		0.0	0.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay	337.2	
HCM 6th LOS	F	

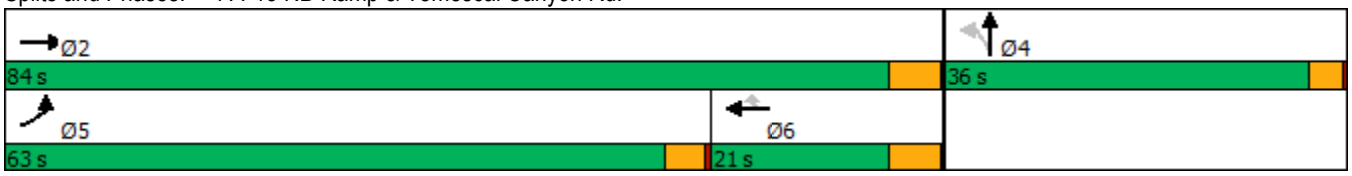
Notes

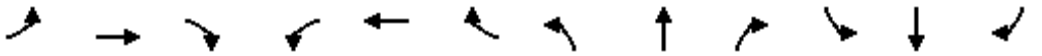
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	1211	1752	301	689	8
Future Volume (vph)	1211	1752	301	689	8
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	59.0	79.0	16.0	16.0	32.5
Actuated g/C Ratio	0.49	0.66	0.13	0.13	0.27
v/c Ratio	1.42	0.77	0.65	1.30	1.44
Control Delay	223.9	17.0	56.5	167.6	241.9
Queue Delay	0.3	4.1	0.0	0.0	0.0
Total Delay	224.3	21.0	56.5	167.6	241.9
LOS	F	C	E	F	F
Approach Delay		104.1	133.8		241.9
Approach LOS		F	F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 130.1	Intersection LOS: F
Intersection Capacity Utilization 159.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1211	1752	0	0	301	689	153	8	494	0	0	0
Future Volume (veh/h)	1211	1752	0	0	301	689	153	8	494	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1261	1825	0	0	314	0	159	8	351			
Peak Hour Factor	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			
Cap, veh/h	918	2338	0	0	383		143	7	316			
Arrive On Green	0.51	0.65	0.00	0.00	0.11	0.00	0.28	0.28	0.28			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	513	26	1132			
Grp Volume(v), veh/h	1261	1825	0	0	314	0	518	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1671	0	0			
Q Serve(g_s), s	59.0	41.9	0.0	0.0	9.9	0.0	32.5	0.0	0.0			
Cycle Q Clear(g_c), s	59.0	41.9	0.0	0.0	9.9	0.0	32.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.31		0.68			
Lane Grp Cap(c), veh/h	918	2338	0	0	383		467	0	0			
V/C Ratio(X)	1.37	0.78	0.00	0.00	0.82		1.11	0.00	0.00			
Avail Cap(c_a), veh/h	918	2451	0	0	496		467	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	28.7	14.6	0.0	0.0	50.9	0.0	42.0	0.0	0.0			
Incr Delay (d2), s/veh	175.4	1.4	0.0	0.0	6.4	0.0	75.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	67.7	14.9	0.0	0.0	4.7	0.0	22.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.0	16.0	0.0	0.0	57.3	0.0	117.2	0.0	0.0			
LnGrp LOS	F	B	A	A	E		F	A	A			
Approach Vol, veh/h		3086			314			518				
Approach Delay, s/veh		92.9			57.3			117.2				
Approach LOS		F			E			F				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		80.4		36.0	63.0	17.4						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0						
Max Q Clear Time (g_c+I1), s		43.9		34.5	61.0	11.9						
Green Ext Time (p_c), s		11.9		0.0	0.0	0.4						

Intersection Summary												
HCM 6th Ctrl Delay			93.2									
HCM 6th LOS			F									

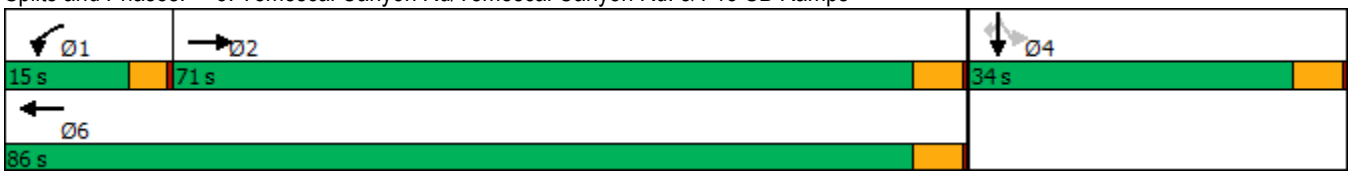
Notes

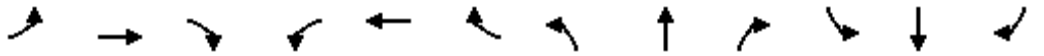
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1765	159	143	310	4	569
Future Volume (vph)	1765	159	143	310	4	569
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	71.0		15.0	86.0	34.0	34.0
Total Split (%)	59.2%		12.5%	71.7%	28.3%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	63.8	117.9	11.0	78.9	29.0	29.0
Actuated g/C Ratio	0.54	1.00	0.09	0.67	0.25	0.25
v/c Ratio	0.95	0.10	0.90	0.26	1.83	0.94
Control Delay	37.6	0.1	100.8	8.3	410.2	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	0.1	100.8	8.3	410.2	44.5
LOS	D	A	F	A	F	D
Approach Delay	34.5			37.6	255.3	
Approach LOS	C			D	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.83	
Intersection Signal Delay: 114.6	Intersection LOS: F
Intersection Capacity Utilization 159.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1765	159	143	310	0	0	0	0	770	4	569
Future Volume (veh/h)	0	1765	159	143	310	0	0	0	0	770	4	569
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1858	0	151	326	0				811	4	387
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	0	1958		169	1272	0				443	2	396
Arrive On Green	0.00	0.54	0.00	0.09	0.67	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1801	9	1610
Grp Volume(v), veh/h	0	1858	0	151	326	0				815	0	387
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	57.3	0.0	9.7	8.1	0.0				29.0	0.0	28.2
Cycle Q Clear(g_c), s	0.0	57.3	0.0	9.7	8.1	0.0				29.0	0.0	28.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1958		169	1272	0				445	0	396
V/C Ratio(X)	0.00	0.95		0.90	0.26	0.00				1.83	0.00	0.98
Avail Cap(c_a), veh/h	0	2019		169	1304	0				445	0	396
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.5	0.0	52.9	7.8	0.0				44.0	0.0	44.2
Incr Delay (d2), s/veh	0.0	10.1	0.0	40.9	0.0	0.0				383.3	0.0	39.3
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	25.0	0.0	6.3	2.9	0.0				59.7	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.6	0.0	93.8	7.8	0.0				427.3	0.0	83.5
LnGrp LOS	A	D		F	A	A				F	A	F
Approach Vol, veh/h		1858			477						1202	
Approach Delay, s/veh		35.6			35.0						316.6	
Approach LOS		D			D						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	69.0		34.0		84.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	66.0		29.0		81.0
Max Q Clear Time (g_c+I1), s	11.7	59.3		31.0		10.1
Green Ext Time (p_c), s	0.0	4.8		0.0		1.2

Intersection Summary		
HCM 6th Ctrl Delay		131.0
HCM 6th LOS		F

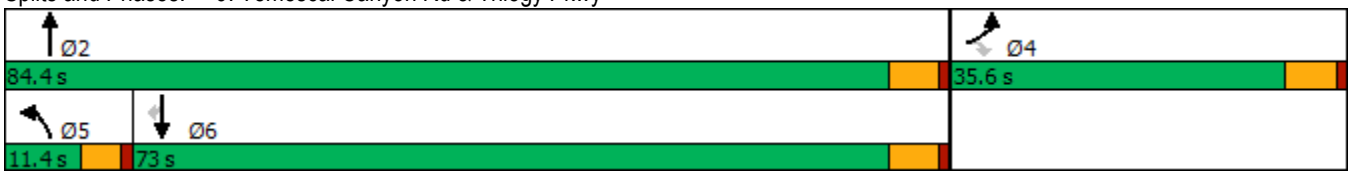
Notes

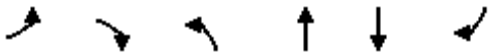
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	64	90	1628	569	240
Future Volume (vph)	82	64	90	1628	569	240
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	35.6	35.6	11.4	84.4	73.0	73.0
Total Split (%)	29.7%	29.7%	9.5%	70.3%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	12.8	12.8	6.8	82.0	70.6	70.6
Actuated g/C Ratio	0.12	0.12	0.06	0.77	0.67	0.67
v/c Ratio	0.39	0.26	0.82	1.17	0.47	0.22
Control Delay	46.9	12.2	95.7	99.3	11.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	12.2	95.7	99.3	11.0	3.6
LOS	D	B	F	F	B	A
Approach Delay	31.7			99.1	8.8	
Approach LOS	C			F	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 68.1	Intersection LOS: E
Intersection Capacity Utilization 103.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	64	90	1628	569	240
Future Volume (veh/h)	82	64	90	1628	569	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	62	95	1714	599	250
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	178	158	121	1500	1287	1090
Arrive On Green	0.10	0.10	0.07	0.79	0.68	0.68
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	86	62	95	1714	599	250
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	4.5	3.6	5.2	79.0	14.9	5.9
Cycle Q Clear(g_c), s	4.5	3.6	5.2	79.0	14.9	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	178	158	121	1500	1287	1090
V/C Ratio(X)	0.48	0.39	0.79	1.14	0.47	0.23
Avail Cap(c_a), veh/h	539	480	123	1500	1287	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	42.3	46.0	10.5	7.6	6.2
Incr Delay (d2), s/veh	2.0	1.6	25.5	72.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.1	3.1	48.2	5.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.7	43.9	71.5	83.1	7.9	6.3
LnGrp LOS	D	D	E	F	A	A
Approach Vol, veh/h	148			1809	849	
Approach Delay, s/veh	44.4			82.5	7.4	
Approach LOS	D			F	A	

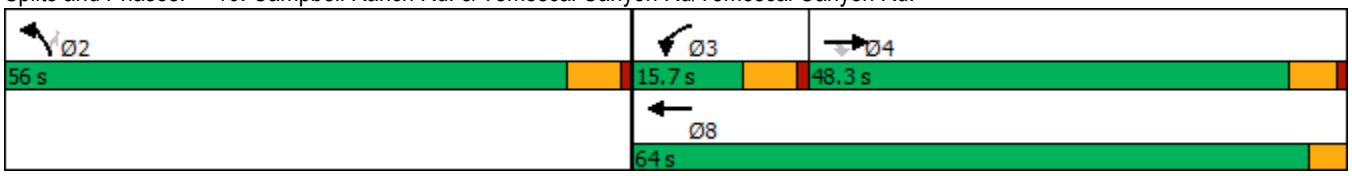
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		84.4		15.6	11.3	73.1
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		79.0		29.8	6.8	67.6
Max Q Clear Time (g_c+I1), s		81.0		6.5	7.2	16.9
Green Ext Time (p_c), s		0.0		0.4	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	344	285	100	945	765	125
Future Volume (vph)	344	285	100	945	765	125
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	48.3	48.3	15.7	64.0	56.0	56.0
Total Split (%)	40.3%	40.3%	13.1%	53.3%	46.7%	46.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	43.4	43.4	9.4	60.4	50.2	50.2
Actuated g/C Ratio	0.36	0.36	0.08	0.50	0.42	0.42
v/c Ratio	0.54	0.41	0.77	1.07	1.10	0.19
Control Delay	34.3	6.8	87.8	81.1	98.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	6.8	87.8	81.1	98.2	8.7
LOS	C	A	F	F	F	A
Approach Delay	21.8			81.7	85.6	
Approach LOS	C			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 68.4	Intersection LOS: E
Intersection Capacity Utilization 100.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	285	100	945	765	125
Future Volume (veh/h)	344	285	100	945	765	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	294	109	1027	832	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	711	603	134	942	746	664
Arrive On Green	0.37	0.37	0.07	0.50	0.41	0.41
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	374	294	109	1027	832	136
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	18.7	17.0	7.2	60.4	50.2	6.6
Cycle Q Clear(g_c), s	18.7	17.0	7.2	60.4	50.2	6.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	711	603	134	942	746	664
V/C Ratio(X)	0.53	0.49	0.81	1.09	1.12	0.20
Avail Cap(c_a), veh/h	711	603	147	942	746	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	29.2	55.6	30.7	35.8	23.0
Incr Delay (d2), s/veh	0.7	0.6	24.0	57.0	69.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	6.5	4.1	40.5	35.1	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.4	29.8	79.6	87.7	105.3	23.1
LnGrp LOS	C	C	E	F	F	C
Approach Vol, veh/h	668			1136	968	
Approach Delay, s/veh	30.1			86.9	93.7	
Approach LOS	C			F	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		56.0	14.8	51.0		65.8
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		50.2	9.9	42.9		* 60
Max Q Clear Time (g_c+I1), s		52.2	9.2	20.7		62.4
Green Ext Time (p_c), s		0.0	0.0	3.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	18	2	174	32	1
Future Vol, veh/h	279	18	2	174	32	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	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	297	19	2	185	34	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	316	0	486	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	189	-
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	-	-	1256	-	544	747
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	543	747
Mov Cap-2 Maneuver	-	-	-	-	543	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12
HCM LOS			B

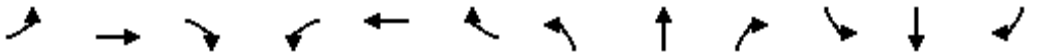
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	548	-	-	1256	-
HCM Lane V/C Ratio	0.064	-	-	0.002	-
HCM Control Delay (s)	12	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	734	34	410	349	13	514
Future Volume (vph)	734	34	410	349	13	514
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)	40.4	40.4	32.1	77.1	24.5	24.5
Actuated g/C Ratio	0.36	0.36	0.29	0.68	0.22	0.22
v/c Ratio	0.43	0.06	0.87	0.15	0.75	0.53
Control Delay	30.9	2.6	55.4	7.1	53.3	4.8
Queue Delay	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay	30.9	2.6	56.4	7.1	53.3	4.8
LOS	C	A	E	A	D	A
Approach Delay	29.7			33.7	21.6	
Approach LOS	C			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 67.5%	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	734	34	410	349	0	0	0	0	259	13	514
Future Volume (veh/h)	0	734	34	410	349	0	0	0	0	259	13	514
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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	798	26	446	379	0				282	14	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2065	633	479	2544	0				338	17	554
Arrive On Green	0.00	0.40	0.40	0.26	0.70	0.00				0.21	0.20	0.20
Sat Flow, veh/h	0	5358	1590	1810	3705	0				1728	86	2834
Grp Volume(v), veh/h	0	798	26	446	379	0				296	0	280
Grp Sat Flow(s),veh/h/ln	0	1729	1590	1810	1805	0				1814	0	1417
Q Serve(g_s), s	0.0	11.9	1.1	26.3	3.8	0.0				17.1	0.0	9.6
Cycle Q Clear(g_c), s	0.0	11.9	1.1	26.3	3.8	0.0				17.1	0.0	9.6
Prop In Lane	0.00		1.00	1.00		0.00				0.95		1.00
Lane Grp Cap(c), veh/h	0	2065	633	479	2544	0				354	0	554
V/C Ratio(X)	0.00	0.39	0.04	0.93	0.15	0.00				0.84	0.00	0.51
Avail Cap(c_a), veh/h	0	2065	633	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	23.4	20.1	39.2	5.3	0.0				41.4	0.0	39.2
Incr Delay (d2), s/veh	0.0	0.5	0.1	11.3	0.1	0.0				7.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.4	12.9	1.3	0.0				7.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.9	20.2	50.5	5.4	0.0				48.4	0.0	39.9
LnGrp LOS	A	C	C	D	A	A				D	A	D
Approach Vol, veh/h		824			825						576	
Approach Delay, s/veh		23.8			29.8						44.3	
Approach LOS		C			C						D	

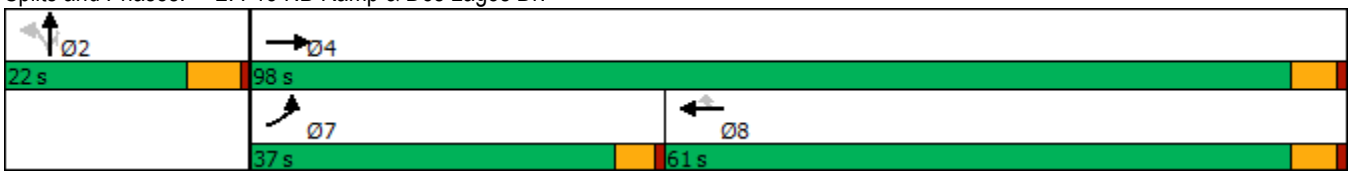
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		33.5	48.5		27.1		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		28.3	13.9		19.1		5.8					
Green Ext Time (p_c), s		0.6	4.8		2.3		2.7					

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	544	430	689	494	4	243
Future Volume (vph)	544	430	689	494	4	243
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)	22.9	92.9	65.5	65.5	10.2	10.2
Actuated g/C Ratio	0.20	0.81	0.57	0.57	0.09	0.09
v/c Ratio	0.82	0.29	0.35	0.57	0.27	0.53
Control Delay	53.4	3.1	14.1	19.3	52.9	10.4
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0
Total Delay	53.4	4.1	14.1	19.3	52.9	10.4
LOS	D	A	B	B	D	B
Approach Delay		31.6	16.3		16.5	
Approach LOS		C	B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 67.5%	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)	544	430	0	0	689	494	37	4	243	0	0	0
Future Volume (veh/h)	544	430	0	0	689	494	37	4	243	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		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	573	453	0	0	725	506	39	4	201			
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	649	1543	0	0	2119	933	153	16	256			
Arrive On Green	0.18	0.81	0.00	0.00	0.59	0.59	0.11	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1589	1648	169	2766			
Grp Volume(v), veh/h	573	453	0	0	725	506	43	0	201			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1589	1818	0	1383			
Q Serve(g_s), s	18.2	6.7	0.0	0.0	11.9	22.1	2.5	0.0	8.1			
Cycle Q Clear(g_c), s	18.2	6.7	0.0	0.0	11.9	22.1	2.5	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.91		1.00			
Lane Grp Cap(c), veh/h	649	1543	0	0	2119	933	168	0	256			
V/C Ratio(X)	0.88	0.29	0.00	0.00	0.34	0.54	0.26	0.00	0.78			
Avail Cap(c_a), veh/h	994	1543	0	0	2119	933	257	0	392			
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	45.4	2.7	0.0	0.0	12.2	14.3	47.5	0.0	50.8			
Incr Delay (d2), s/veh	4.3	0.5	0.0	0.0	0.4	2.3	0.8	0.0	5.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	1.9	0.0	0.0	4.7	8.0	1.1	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	3.1	0.0	0.0	12.7	16.6	48.3	0.0	56.5			
LnGrp LOS	D	A	A	A	B	B	D	A	E			
Approach Vol, veh/h		1026			1231			244				
Approach Delay, s/veh		29.1			14.3			55.0				
Approach LOS		C			B			E				

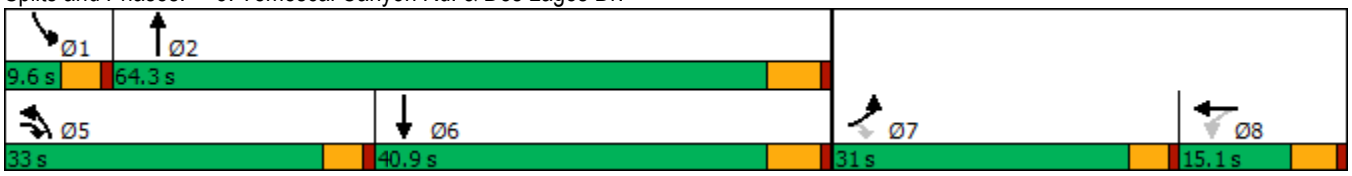
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		16.4		98.0			25.8	72.2				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		16.2		92.9			32.4	55.9				
Max Q Clear Time (g_c+I1), s		10.1		8.7			20.2	24.1				
Green Ext Time (p_c), s		0.5		3.1			1.0	8.0				

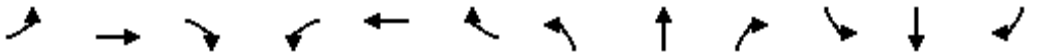
Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	535	150	333	286	737	701		
Future Volume (vph)	535	150	333	286	737	701		
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)	19.3	46.5	22.5	63.4	36.3	93.2		
Actuated g/C Ratio	0.21	0.50	0.24	0.68	0.39	1.00		
v/c Ratio	0.77	0.18	0.80	0.12	0.55	0.45		
Control Delay	42.9	2.3	47.7	5.7	25.6	0.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	42.9	2.3	47.7	5.7	25.6	0.9		
LOS	D	A	D	A	C	A		
Approach Delay				28.3	13.6			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 66.1%	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)	535	0	150	0	0	0	333	286	0	0	737	701
Future Volume (veh/h)	535	0	150	0	0	0	333	286	0	0	737	701
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	557	0	123	0	0	0	347	298	0	0	768	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	658	0	0	0	2	0	388	2490	0	2	1521	
Arrive On Green	0.19	0.00	0.00	0.00	0.00	0.00	0.21	0.69	0.00	0.00	0.42	0.00
Sat Flow, veh/h	3510	557		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	557	34.7		0	0	0	347	298	0	0	768	0
Grp Sat Flow(s),veh/h/ln	1755	C		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	13.0			0.0	0.0	0.0	15.8	2.4	0.0	0.0	13.3	0.0
Cycle Q Clear(g_c), s	13.0			0.0	0.0	0.0	15.8	2.4	0.0	0.0	13.3	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	658			0	2	0	388	2490	0	2	1521	
V/C Ratio(X)	0.85			0.00	0.00	0.00	0.89	0.12	0.00	0.00	0.51	
Avail Cap(c_a), veh/h	1093			0	224	0	606	2490	0	107	1521	
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	32.4	4.4	0.0	0.0	18.0	0.0
Incr Delay (d2), s/veh	1.4			0.0	0.0	0.0	7.3	0.1	0.0	0.0	1.2	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	5.4			0.0	0.0	0.0	7.2	0.6	0.0	0.0	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7			0.0	0.0	0.0	39.7	4.5	0.0	0.0	19.2	0.0
LnGrp LOS	C			A	A	A	D	A	A	A	B	
Approach Vol, veh/h					0			645			768	
Approach Delay, s/veh					0.0			23.4			19.2	
Approach LOS								C			B	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	64.3			22.8	41.5	20.5	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	4.4			17.8	15.3	15.0	0.0				
Green Ext Time (p_c), s	0.0	1.9			0.4	4.7	0.9	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.0
HCM 6th LOS		C

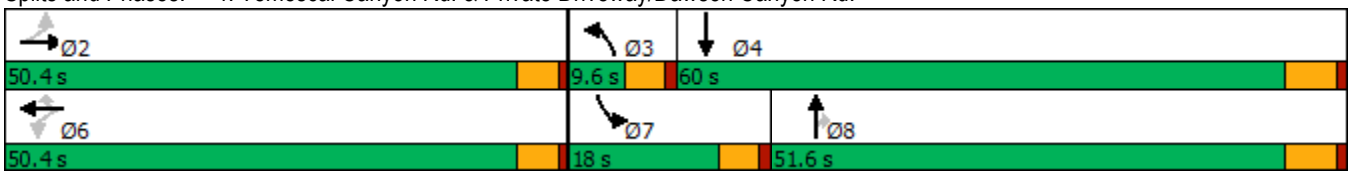
Notes

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)	32	0	234	0	45	73	605	155	51	1392
Future Volume (vph)	32	0	234	0	45	73	605	155	51	1392
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)		22.8		22.7	22.7	5.2	44.7	44.7	7.4	44.2
Actuated g/C Ratio		0.26		0.26	0.26	0.06	0.51	0.51	0.08	0.50
v/c Ratio		0.24		0.71	0.09	0.71	0.34	0.18	0.35	0.81
Control Delay		7.1		43.4	0.4	80.5	15.3	3.2	49.3	23.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		7.1		43.4	0.4	80.5	15.3	3.2	49.3	23.0
LOS		A		D	A	F	B	A	D	C
Approach Delay		7.1		36.5			18.8			23.9
Approach LOS		A		D			B			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
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)	32	0	75	234	0	45	73	605	155	51	1392	32
Future Volume (veh/h)	32	0	75	234	0	45	73	605	155	51	1392	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	33	0	75	241	0	0	75	624	0	53	1435	33
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	145	31	242	402	0		101	1910		84	1874	43
Arrive On Green	0.21	0.00	0.20	0.21	0.00	0.00	0.06	0.53	0.00	0.05	0.52	0.52
Sat Flow, veh/h	375	152	1198	1464	0	1610	1810	3610	1610	1810	3605	83
Grp Volume(v), veh/h	108	0	0	241	0	0	75	624	0	53	718	750
Grp Sat Flow(s),veh/h/ln	1725	0	0	1464	0	1610	1810	1805	1610	1810	1805	1883
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	2.8	6.7	0.0	2.0	21.5	21.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	10.1	0.0	0.0	2.8	6.7	0.0	2.0	21.5	21.6
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	433	0	0	417	0		101	1910		84	938	979
V/C Ratio(X)	0.25	0.00	0.00	0.58	0.00		0.74	0.33		0.63	0.76	0.77
Avail Cap(c_a), veh/h	1169	0	0	1052	0		133	2438		358	1443	1505
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	23.0	0.0	0.0	25.0	0.0	0.0	31.5	9.1	0.0	31.8	13.0	13.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	0.0	9.3	0.1	0.0	2.9	1.3	1.3
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	3.5	0.0	0.0	1.4	2.0	0.0	0.9	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	26.3	0.0	0.0	40.8	9.2	0.0	34.6	14.3	14.3
LnGrp LOS	C	A	A	C	A		D	A		C	B	B
Approach Vol, veh/h		108			241			699			1521	
Approach Delay, s/veh		23.1			26.3			12.6			15.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.4	8.4	41.1	18.4	7.8	41.7
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	* 46	13.4	45.8
Max Q Clear Time (g_c+I1), s	5.7	4.8	23.6	12.1	4.0	8.7
Green Ext Time (p_c), s	0.4	0.0	11.7	1.6	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

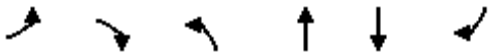
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	695	419	136	180
Future Volume (vph)	695	419	136	180
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	27.8	9.6	22.8	27.8
Total Split (s)	31.0	15.0	89.0	74.0
Total Split (%)	25.8%	12.5%	74.2%	61.7%
Yellow Time (s)	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Min	Min
Act Effct Green (s)	25.5	10.5	74.0	58.9
Actuated g/C Ratio	0.23	0.09	0.67	0.53
v/c Ratio	1.50	2.68	0.06	1.34dr
Control Delay	260.2	791.9	6.2	21.4
Queue Delay	0.0	0.0	0.0	1.7
Total Delay	260.2	791.9	6.2	23.1
LOS	F	F	A	C
Approach Delay	260.2		599.1	23.1
Approach LOS	F		F	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.68	
Intersection Signal Delay: 198.1	Intersection LOS: F
Intersection Capacity Utilization 127.0%	ICU Level of Service H
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	695	513	419	136	180	1521
Future Volume (veh/h)	695	513	419	136	180	1521
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	664	455	148	196	1585
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	380	338	157	2503	1026	915
Arrive On Green	0.21	0.21	0.09	0.69	0.57	0.57
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	656	664	455	148	196	1585
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	25.2	25.2	10.4	1.6	6.3	68.2
Cycle Q Clear(g_c), s	25.2	25.2	10.4	1.6	6.3	68.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	380	338	157	2503	1026	915
V/C Ratio(X)	1.73	1.96	2.90	0.06	0.19	1.73
Avail Cap(c_a), veh/h	380	338	157	2503	1026	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	47.4	54.8	5.9	12.5	25.9
Incr Delay (d2), s/veh	337.7	444.3	872.8	0.0	0.1	334.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	46.6	61.9	42.6	0.5	2.4	107.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	385.1	491.7	927.6	5.9	12.6	359.9
LnGrp LOS	F	F	F	A	B	F
Approach Vol, veh/h	1320			603	1781	
Approach Delay, s/veh	438.7			701.3	321.7	
Approach LOS	F			F	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		89.0		31.0	15.0	74.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		83.2		25.2	10.4	68.2
Max Q Clear Time (g_c+I1), s		3.6		27.2	12.4	70.2
Green Ext Time (p_c), s		0.9		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	425.2	
HCM 6th LOS	F	

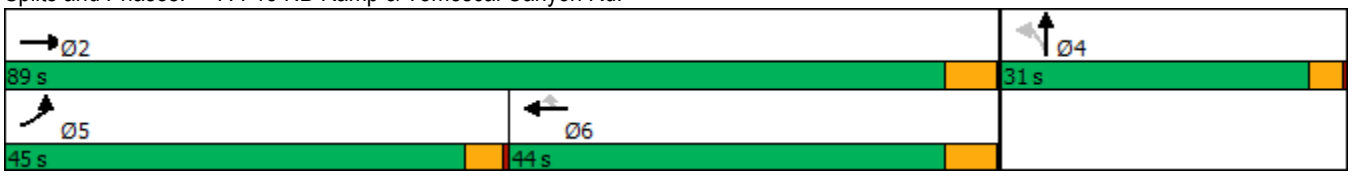
Notes

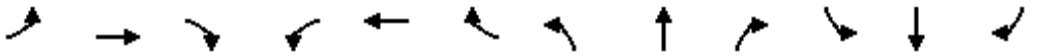
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	777	1044	1099	865	12
Future Volume (vph)	777	1044	1099	865	12
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	41.0	84.0	39.0	39.0	27.5
Actuated g/C Ratio	0.34	0.70	0.32	0.32	0.23
v/c Ratio	1.33	0.43	0.99	1.13	1.25
Control Delay	192.1	8.4	63.7	95.4	166.9
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	192.1	8.8	63.7	95.4	166.9
LOS	F	A	E	F	F
Approach Delay		87.0	77.7		166.9
Approach LOS		F	E		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 92.0	Intersection LOS: F
Intersection Capacity Utilization 136.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	777	1044	0	0	1099	865	295	12	188	0	0	0
Future Volume (veh/h)	777	1044	0	0	1099	865	295	12	188	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	818	1099	0	0	1157	0	311	13	150			
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	618	2527	0	0	1173		262	11	126			
Arrive On Green	0.34	0.70	0.00	0.00	0.32	0.00	0.22	0.23	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1144	48	552			
Grp Volume(v), veh/h	818	1099	0	0	1157	0	474	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1743	0	0			
Q Serve(g_s), s	41.0	15.8	0.0	0.0	38.2	0.0	27.5	0.0	0.0			
Cycle Q Clear(g_c), s	41.0	15.8	0.0	0.0	38.2	0.0	27.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.66		0.32			
Lane Grp Cap(c), veh/h	618	2527	0	0	1173		400	0	0			
V/C Ratio(X)	1.32	0.43	0.00	0.00	0.99		1.19	0.00	0.00			
Avail Cap(c_a), veh/h	618	2527	0	0	1173		400	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	39.5	7.8	0.0	0.0	40.2	0.0	46.4	0.0	0.0			
Incr Delay (d2), s/veh	156.5	0.0	0.0	0.0	22.8	0.0	106.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	44.1	5.1	0.0	0.0	19.8	0.0	23.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	196.0	7.8	0.0	0.0	63.1	0.0	152.9	0.0	0.0			
LnGrp LOS	F	A	A	A	E		F	A	A			
Approach Vol, veh/h		1917			1157			474				
Approach Delay, s/veh		88.1			63.1			152.9				
Approach LOS		F			E			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		89.0		31.0	45.0	44.0			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0			
Max Q Clear Time (g_c+I1), s		17.8		29.5	43.0	40.2			
Green Ext Time (p_c), s		5.4		0.0	0.0	0.0			

Intersection Summary		
HCM 6th Ctrl Delay	88.6	
HCM 6th LOS	F	

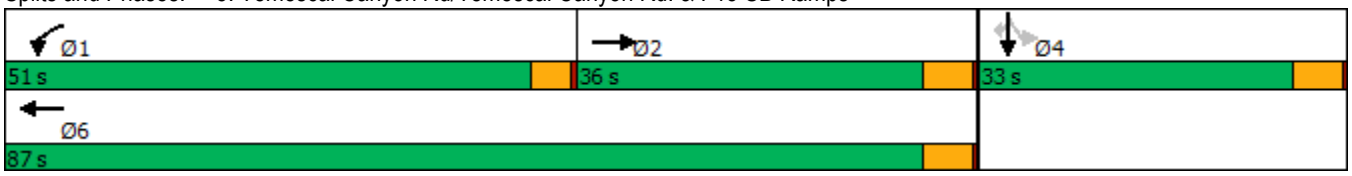
Notes

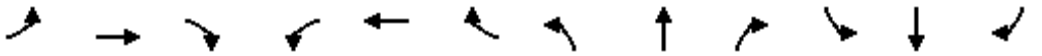
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1034	381	558	837	7	698
Future Volume (vph)	1034	381	558	837	7	698
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	36.0		51.0	87.0	33.0	33.0
Total Split (%)	30.0%		42.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	31.1	114.1	40.8	76.0	28.1	28.1
Actuated g/C Ratio	0.27	1.00	0.36	0.67	0.25	0.25
v/c Ratio	1.12	0.25	0.92	0.70	1.89	1.36
Control Delay	106.1	0.4	55.8	15.6	436.6	200.0
Queue Delay	0.0	0.0	0.1	1.5	0.0	0.0
Total Delay	106.1	0.4	55.9	17.1	436.6	200.0
LOS	F	A	E	B	F	F
Approach Delay	77.6			32.6	325.7	
Approach LOS	E			C	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.89	
Intersection Signal Delay: 149.0	Intersection LOS: F
Intersection Capacity Utilization 136.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1034	381	558	837	0	0	0	0	786	7	698
Future Volume (veh/h)	0	1034	381	558	837	0	0	0	0	786	7	698
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1100	0	594	890	0				836	7	575
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	998		631	1256	0				448	4	402
Arrive On Green	0.00	0.28	0.00	0.35	0.66	0.00				0.26	0.25	0.25
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1795	15	1610
Grp Volume(v), veh/h	0	1100	0	594	890	0				843	0	575
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	31.0	0.0	35.7	33.5	0.0				28.0	0.0	28.0
Cycle Q Clear(g_c), s	0.0	31.0	0.0	35.7	33.5	0.0				28.0	0.0	28.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	998		631	1256	0				452	0	402
V/C Ratio(X)	0.00	1.10		0.94	0.71	0.00				1.86	0.00	1.43
Avail Cap(c_a), veh/h	0	998		758	1389	0				452	0	402
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	40.6	0.0	35.4	12.1	0.0				41.6	0.0	42.1
Incr Delay (d2), s/veh	0.0	60.7	0.0	17.9	1.2	0.0				397.6	0.0	207.4
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	21.7	0.0	18.1	12.5	0.0				61.8	0.0	33.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	101.3	0.0	53.2	13.3	0.0				439.2	0.0	249.5
LnGrp LOS	A	F		D	B	A				F	A	F
Approach Vol, veh/h		1100			1484						1418	
Approach Delay, s/veh		101.3			29.3						362.3	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	43.1	36.0		33.0		79.1
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	47.0	31.0		28.0		82.0
Max Q Clear Time (g_c+I1), s	37.7	33.0		30.0		35.5
Green Ext Time (p_c), s	1.5	0.0		0.0		4.4

Intersection Summary		
HCM 6th Ctrl Delay		167.1
HCM 6th LOS		F

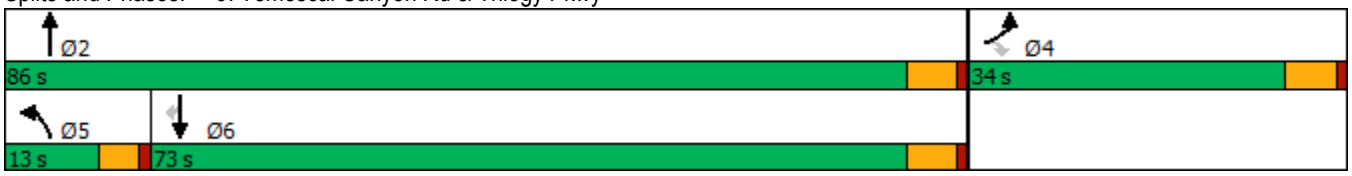
Notes

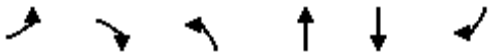
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	308	105	81	599	868	86
Future Volume (vph)	308	105	81	599	868	86
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	23.8	8.1	66.7	57.2	57.2
Actuated g/C Ratio	0.23	0.23	0.08	0.65	0.56	0.56
v/c Ratio	0.79	0.25	0.61	0.52	0.88	0.10
Control Delay	54.6	8.6	71.1	11.1	32.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	8.6	71.1	11.1	32.2	8.1
LOS	D	A	E	B	C	A
Approach Delay	42.9			18.2	30.0	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	308	105	81	599	868	86
Future Volume (veh/h)	308	105	81	599	868	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	331	79	87	644	933	83
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	380	338	112	1260	1043	884
Arrive On Green	0.21	0.21	0.06	0.66	0.55	0.55
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	331	79	87	644	933	83
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	15.6	3.6	4.2	15.3	38.4	2.2
Cycle Q Clear(g_c), s	15.6	3.6	4.2	15.3	38.4	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	380	338	112	1260	1043	884
V/C Ratio(X)	0.87	0.23	0.78	0.51	0.89	0.09
Avail Cap(c_a), veh/h	578	514	172	1735	1455	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	29.0	40.8	7.6	17.6	9.5
Incr Delay (d2), s/veh	9.1	0.4	4.8	0.3	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	3.5	1.9	4.9	15.9	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	29.3	45.6	7.9	23.3	9.5
LnGrp LOS	D	C	D	A	C	A
Approach Vol, veh/h	410			731	1016	
Approach Delay, s/veh	40.2			12.4	22.2	
Approach LOS	D			B	C	

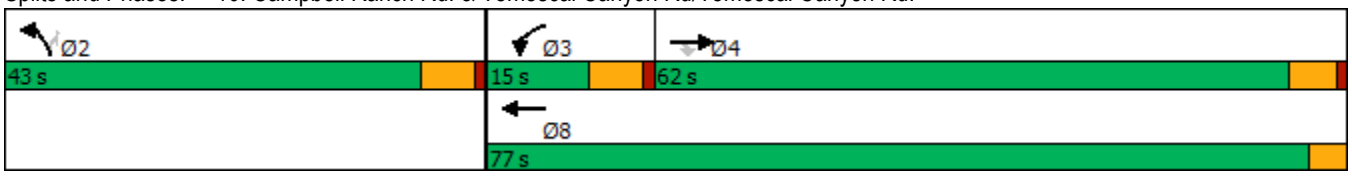
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.9		24.3	10.1	53.9
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		17.3		17.6	6.2	40.4
Green Ext Time (p_c), s		4.7		0.9	0.0	8.1

Intersection Summary		
HCM 6th Ctrl Delay		22.3
HCM 6th LOS		C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	398	484	113	302	260	84
Future Volume (vph)	398	484	113	302	260	84
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	23.4	23.4	9.2	41.1	16.2	16.2
Actuated g/C Ratio	0.35	0.35	0.14	0.62	0.24	0.24
v/c Ratio	0.64	0.59	0.49	0.28	0.64	0.20
Control Delay	23.2	5.5	39.1	7.1	31.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	5.5	39.1	7.1	31.0	6.9
LOS	C	A	D	A	C	A
Approach Delay	13.5			15.8	25.2	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	398	484	113	302	260	84
Future Volume (veh/h)	398	484	113	302	260	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	423	122	325	280	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	682	578	158	1097	373	332
Arrive On Green	0.36	0.36	0.09	0.58	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	428	423	122	325	280	87
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	9.1	11.2	3.2	4.3	7.1	2.2
Cycle Q Clear(g_c), s	9.1	11.2	3.2	4.3	7.1	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	682	578	158	1097	373	332
V/C Ratio(X)	0.63	0.73	0.77	0.30	0.75	0.26
Avail Cap(c_a), veh/h	2196	1861	340	2871	1375	1223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	13.6	21.9	5.3	18.2	16.3
Incr Delay (d2), s/veh	1.0	1.8	3.0	0.1	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.4	1.3	1.0	2.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.9	15.4	24.9	5.4	21.3	16.7
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	851			447	367	
Approach Delay, s/veh	14.7			10.7	20.2	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.9	10.1	23.0		33.1
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		37.2	9.2	56.6		* 73
Max Q Clear Time (g_c+I1), s		9.1	5.2	13.2		6.3
Green Ext Time (p_c), s		1.1	0.0	4.4		2.0

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	11	0	262	11	0
Future Vol, veh/h	206	11	0	262	11	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	219	12	0	279	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	498	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	279	-
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	-	-	1349	-	535	826
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	535	826
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	535	-	-	1349	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	11.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

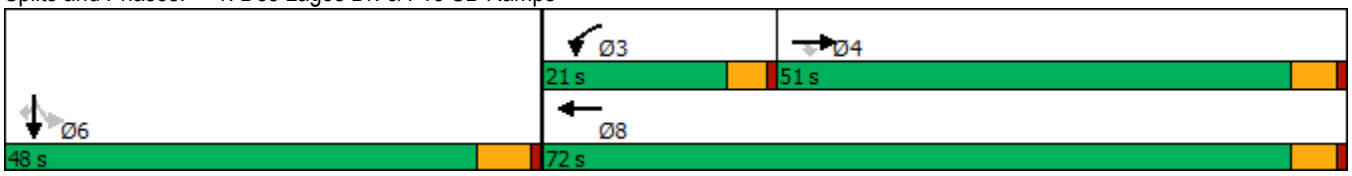
APPENDIX 7.2: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

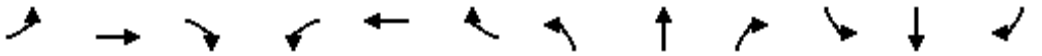
This Page Intentionally Left Blank

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1201	76	229	362	4	619
Future Volume (vph)	1201	76	229	362	4	619
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)	46.1	46.1	16.5	67.2	35.1	35.1
Actuated g/C Ratio	0.41	0.41	0.15	0.59	0.31	0.31
v/c Ratio	0.61	0.11	0.93	0.18	0.83	0.49
Control Delay	28.7	5.6	90.0	11.6	49.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	5.6	90.0	11.6	49.3	3.4
LOS	C	A	F	B	D	A
Approach Delay	27.3			42.0	22.3	
Approach LOS	C			D	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 95.7%	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	1201	76	229	362	0	0	0	0	431	4	619
Future Volume (veh/h)	0	1201	76	229	362	0	0	0	0	431	4	619
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1278	69	244	385	0				459	4	412
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	2161	671	269	2192	0				527	5	833
Arrive On Green	0.00	0.42	0.42	0.15	0.61	0.00				0.31	0.29	0.29
Sat Flow, veh/h	0	5358	1610	1810	3705	0				1795	16	2834
Grp Volume(v), veh/h	0	1278	69	244	385	0				463	0	412
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1810	1805	0				1810	0	1417
Q Serve(g_s), s	0.0	21.0	2.9	14.6	5.2	0.0				26.6	0.0	13.2
Cycle Q Clear(g_c), s	0.0	21.0	2.9	14.6	5.2	0.0				26.6	0.0	13.2
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	2161	671	269	2192	0				532	0	833
V/C Ratio(X)	0.00	0.59	0.10	0.91	0.18	0.00				0.87	0.00	0.49
Avail Cap(c_a), veh/h	0	2161	671	269	2192	0				693	0	1085
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	24.9	19.6	46.1	9.5	0.0				36.0	0.0	32.1
Incr Delay (d2), s/veh	0.0	1.2	0.3	30.8	0.2	0.0				9.4	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	8.6	1.1	8.8	2.0	0.0				12.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.1	19.9	76.9	9.7	0.0				45.4	0.0	32.6
LnGrp LOS	A	C	B	E	A	A				D	A	C
Approach Vol, veh/h		1347			629						875	
Approach Delay, s/veh		25.8			35.8						39.4	
Approach LOS		C			D						D	

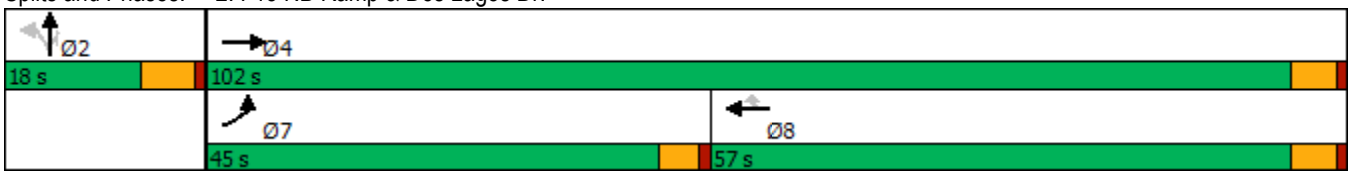
Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		21.0	51.0		38.2		72.0				
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1				
Max Green Setting (Gmax), s		16.4	45.9		42.2		66.9				
Max Q Clear Time (g_c+I1), s		16.6	23.0		28.6		7.2				
Green Ext Time (p_c), s		0.0	10.0		3.7		2.7				

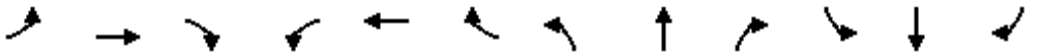
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	916	920	484	565	3	205
Future Volume (vph)	916	920	484	565	3	205
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)	45.0	102.0	57.0	57.0	18.0	18.0
Total Split (%)	37.5%	85.0%	47.5%	47.5%	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)	36.7	96.9	55.6	55.6	10.9	10.9
Actuated g/C Ratio	0.31	0.82	0.47	0.47	0.09	0.09
v/c Ratio	0.91	0.64	0.31	0.82	0.45	0.48
Control Delay	52.0	6.5	21.0	38.8	60.3	10.2
Queue Delay	11.6	5.7	0.0	0.0	0.0	0.0
Total Delay	63.6	12.3	21.0	38.8	60.3	10.2
LOS	E	B	C	D	E	B
Approach Delay		37.9	30.6		23.0	
Approach LOS		D	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 95.7%	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)	916	920	0	0	484	565	67	3	205	0	0	0
Future Volume (veh/h)	916	920	0	0	484	565	67	3	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	985	989	0	0	520	607	72	3	192			
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	1058	1562	0	0	1739	775	149	6	242			
Arrive On Green	0.30	0.82	0.00	0.00	0.48	0.48	0.10	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1609	1740	73	2834			
Grp Volume(v), veh/h	985	989	0	0	520	607	75	0	192			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1609	1813	0	1417			
Q Serve(g_s), s	32.1	22.8	0.0	0.0	10.3	37.0	4.6	0.0	7.8			
Cycle Q Clear(g_c), s	32.1	22.8	0.0	0.0	10.3	37.0	4.6	0.0	7.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	1058	1562	0	0	1739	775	155	0	242			
V/C Ratio(X)	0.93	0.63	0.00	0.00	0.30	0.78	0.48	0.00	0.79			
Avail Cap(c_a), veh/h	1203	1562	0	0	1739	775	188	0	293			
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	40.0	3.9	0.0	0.0	18.5	25.4	50.6	0.0	52.9			
Incr Delay (d2), s/veh	11.3	2.0	0.0	0.0	0.4	7.8	2.3	0.0	11.6			
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	15.2	6.5	0.0	0.0	4.3	15.2	2.1	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	5.9	0.0	0.0	18.9	33.2	52.9	0.0	64.4			
LnGrp LOS	D	A	A	A	B	C	D	A	E			
Approach Vol, veh/h		1974			1127			267				
Approach Delay, s/veh		28.5			26.6			61.2				
Approach LOS		C			C			E				

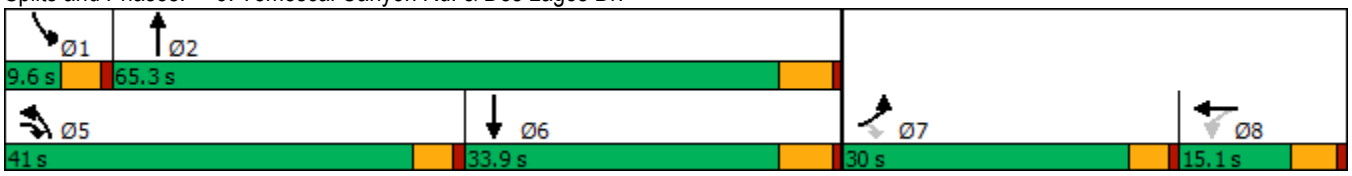
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.9		102.0			40.1	61.9				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		12.2		96.9			40.4	51.9				
Max Q Clear Time (g_c+I1), s		9.8		24.8			34.1	39.0				
Green Ext Time (p_c), s		0.2		10.8			1.4	4.8				

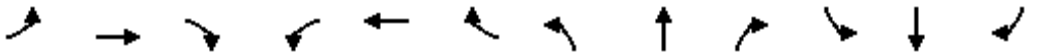
Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	819	366	423	931	164	462		
Future Volume (vph)	819	366	423	931	164	462		
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)	25.4	58.5	28.5	63.0	30.0	98.9		
Actuated g/C Ratio	0.26	0.59	0.29	0.64	0.30	1.00		
v/c Ratio	0.96	0.35	0.86	0.43	0.16	0.30		
Control Delay	58.8	1.7	49.6	9.5	27.2	0.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	58.8	1.7	49.6	9.5	27.2	0.5		
LOS	E	A	D	A	C	A		
Approach Delay				22.1	7.5			
Approach LOS				C	A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 67.1%	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)	819	0	366	0	0	0	423	931	0	0	164	462
Future Volume (veh/h)	819	0	366	0	0	0	423	931	0	0	164	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	862	0	337	0	0	0	445	980	0	0	173	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	923	0	0	0	2	0	481	2265	0	2	1129	
Arrive On Green	0.26	0.00	0.00	0.00	0.00	0.00	0.27	0.63	0.00	0.00	0.31	0.00
Sat Flow, veh/h	3510	862		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	862	49.5		0	0	0	445	980	0	0	173	0
Grp Sat Flow(s),veh/h/ln	1755	D		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	22.8			0.0	0.0	0.0	22.7	13.2	0.0	0.0	3.3	0.0
Cycle Q Clear(g_c), s	22.8			0.0	0.0	0.0	22.7	13.2	0.0	0.0	3.3	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	923			0	2	0	481	2265	0	2	1129	
V/C Ratio(X)	0.93			0.00	0.00	0.00	0.92	0.43	0.00	0.00	0.15	
Avail Cap(c_a), veh/h	940			0	200	0	694	2265	0	95	1129	
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	34.1			0.0	0.0	0.0	33.9	9.0	0.0	0.0	23.5	0.0
Incr Delay (d2), s/veh	15.3			0.0	0.0	0.0	11.6	0.6	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3			0.0	0.0	0.0	10.9	4.4	0.0	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5			0.0	0.0	0.0	45.4	9.6	0.0	0.0	23.8	0.0
LnGrp LOS	D			A	A	A	D	A	A	A	C	
Approach Vol, veh/h					0			1425			173	
Approach Delay, s/veh					0.0			20.8			23.8	
Approach LOS								C			C	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	65.3			29.8	35.5	29.5	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	15.2			24.7	5.3	24.8	0.0				
Green Ext Time (p_c), s	0.0	7.7			0.5	0.9	0.2	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.1
HCM 6th LOS		C

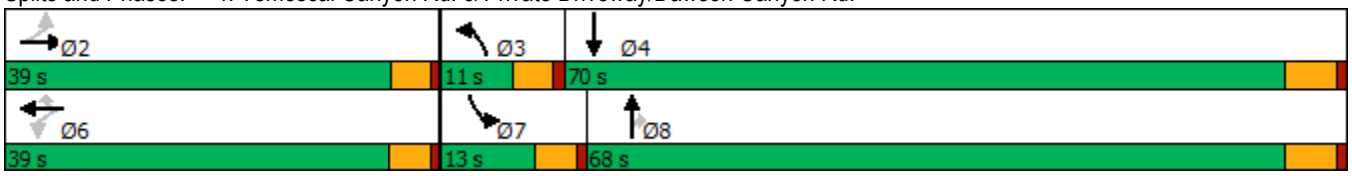
Notes

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)	13	0	176	0	49	42	1778	275	76	459
Future Volume (vph)	13	0	176	0	49	42	1778	275	76	459
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)		17.8		17.7	17.7	6.1	60.5	60.5	7.7	64.0
Actuated g/C Ratio		0.18		0.18	0.18	0.06	0.61	0.61	0.08	0.65
v/c Ratio		0.13		0.65	0.15	0.39	0.83	0.27	0.56	0.21
Control Delay		4.6		50.3	6.5	59.3	21.1	4.5	63.4	8.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		4.6		50.3	6.5	59.3	21.1	4.5	63.4	8.5
LOS		A		D	A	E	C	A	E	A
Approach Delay		4.6		40.7			19.7			16.0
Approach LOS		A		D			B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 20.4	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)	13	0	30	176	0	49	42	1778	275	76	459	17
Future Volume (veh/h)	13	0	30	176	0	49	42	1778	275	76	459	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	13	0	31	181	0	0	43	1833	0	78	473	18
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	108	24	185	307	0		68	2214		101	2237	85
Arrive On Green	0.16	0.00	0.15	0.16	0.00	0.00	0.04	0.61	0.00	0.06	0.63	0.63
Sat Flow, veh/h	350	161	1218	1458	0	1610	1810	3610	1610	1810	3543	135
Grp Volume(v), veh/h	44	0	0	181	0	0	43	1833	0	78	241	250
Grp Sat Flow(s),veh/h/ln	1729	0	0	1458	0	1610	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	0.0	0.0	0.0	8.0	0.0	0.0	2.0	33.6	0.0	3.6	4.8	4.8
Cycle Q Clear(g_c), s	1.9	0.0	0.0	9.9	0.0	0.0	2.0	33.6	0.0	3.6	4.8	4.8
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	330	0	0	319	0		68	2214		101	1140	1183
V/C Ratio(X)	0.13	0.00	0.00	0.57	0.00		0.63	0.83		0.77	0.21	0.21
Avail Cap(c_a), veh/h	729	0	0	676	0		137	2665		180	1375	1427
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	31.1	0.0	0.0	34.0	0.0	0.0	40.0	12.8	0.0	39.2	6.6	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.6	0.0	0.0	3.6	1.9	0.0	4.7	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	0.8	0.0	0.0	3.6	0.0	0.0	0.9	10.8	0.0	1.6	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	0.0	35.6	0.0	0.0	43.5	14.7	0.0	43.9	6.7	6.7
LnGrp LOS	C	A	A	D	A		D	B		D	A	A
Approach Vol, veh/h		44			181			1876			569	
Approach Delay, s/veh		31.1			35.6			15.4			11.8	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.5	7.8	59.0	17.5	9.3	57.5
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	8.4	62.2
Max Q Clear Time (g_c+I1), s	3.9	4.0	6.8	11.9	5.6	35.6
Green Ext Time (p_c), s	0.1	0.0	2.8	1.0	0.0	16.1

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

* HCM 6th 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.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	24	2091	18	648
Future Volume (vph)	24	2091	18	648
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	26.7	83.4	9.9	93.3
Total Split (%)	22.3%	69.5%	8.3%	77.8%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	9.4	91.7	5.2	95.3
Actuated g/C Ratio	0.09	0.85	0.05	0.88
v/c Ratio	0.19	0.78	0.23	0.22
Control Delay	43.9	11.6	60.0	2.4
Queue Delay	0.0	2.1	0.0	0.0
Total Delay	43.9	13.6	60.0	2.4
LOS	D	B	E	A
Approach Delay	43.9	13.6		4.0
Approach LOS	D	B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	4	2091	103	18	648
Future Volume (veh/h)	24	4	2091	103	18	648
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	4	2273	112	20	704
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	45	7	2724	133	40	3075
Arrive On Green	0.03	0.03	0.78	0.78	0.02	0.85
Sat Flow, veh/h	1496	230	3598	171	1810	3705
Grp Volume(v), veh/h	31	0	1162	1223	20	704
Grp Sat Flow(s),veh/h/ln	1784	0	1805	1869	1810	1805
Q Serve(g_s), s	1.5	0.0	35.4	37.1	1.0	3.2
Cycle Q Clear(g_c), s	1.5	0.0	35.4	37.1	1.0	3.2
Prop In Lane	0.84	0.13		0.09	1.00	
Lane Grp Cap(c), veh/h	54	0	1403	1453	40	3075
V/C Ratio(X)	0.58	0.00	0.83	0.84	0.50	0.23
Avail Cap(c_a), veh/h	448	0	1591	1647	109	3588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	6.1	6.3	42.6	1.2
Incr Delay (d2), s/veh	9.3	0.0	3.4	3.7	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	7.4	8.1	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.5	0.0	9.5	10.0	46.2	1.2
LnGrp LOS	D	A	A	B	D	A
Approach Vol, veh/h	31		2385			724
Approach Delay, s/veh	51.5		9.8			2.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.5	74.3			80.8	7.3
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.3	77.6			87.5	22.1
Max Q Clear Time (g_c+I1), s	3.0	39.1			5.2	3.5
Green Ext Time (p_c), s	0.0	29.4			5.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

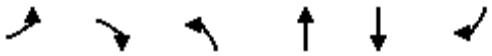
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	1992	433	202	103
Future Volume (vph)	1992	433	202	103
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	27.8	9.6	15.8	27.8
Total Split (s)	46.0	40.0	74.0	34.0
Total Split (%)	38.3%	33.3%	61.7%	28.3%
Yellow Time (s)	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Min	Min
Act Effct Green (s)	40.5	30.1	48.1	13.3
Actuated g/C Ratio	0.40	0.30	0.48	0.13
v/c Ratio	1.78	0.87	0.13	0.77
Control Delay	379.4	51.4	14.1	13.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	379.4	51.4	14.1	13.2
LOS	F	D	B	B
Approach Delay	379.4		39.5	13.2
Approach LOS	F		D	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.78	
Intersection Signal Delay: 251.7	Intersection LOS: F
Intersection Capacity Utilization 125.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1992	319	433	202	103	569
Future Volume (veh/h)	1992	319	433	202	103	569
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2489	0	471	220	112	550
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1247	555	498	2007	436	389
Arrive On Green	0.34	0.00	0.27	0.56	0.24	0.24
Sat Flow, veh/h	3619	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	2489	0	471	220	112	550
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	40.2	0.0	29.8	3.4	5.9	28.2
Cycle Q Clear(g_c), s	40.2	0.0	29.8	3.4	5.9	28.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1247	555	498	2007	436	389
V/C Ratio(X)	2.00	0.00	0.95	0.11	0.26	1.41
Avail Cap(c_a), veh/h	1247	555	549	2110	436	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	41.5	12.2	35.8	44.2
Incr Delay (d2), s/veh	451.2	0.0	23.8	0.0	0.3	200.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	94.9	0.0	16.0	1.3	2.5	32.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	489.4	0.0	65.3	12.3	36.1	244.9
LnGrp LOS	F	A	E	B	D	F
Approach Vol, veh/h	2489			691	662	
Approach Delay, s/veh	489.4			48.4	209.6	
Approach LOS	F			D	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.7		46.0	36.7	34.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		68.2		40.2	35.4	28.2
Max Q Clear Time (g_c+I1), s		5.4		42.2	31.8	30.2
Green Ext Time (p_c), s		1.4		0.0	0.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay		361.9
HCM 6th LOS		F

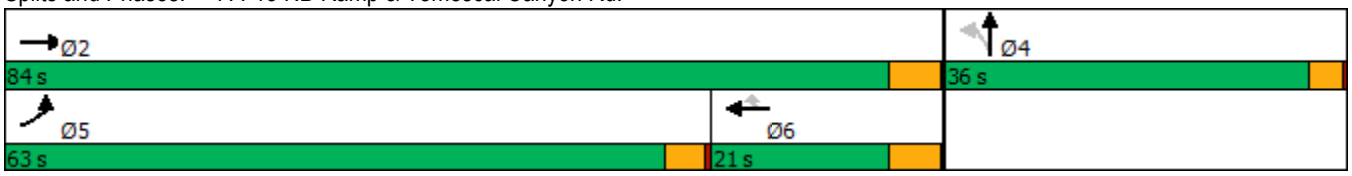
Notes

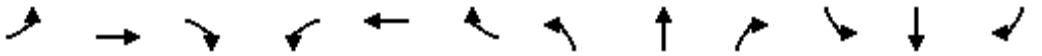
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	1211	1792	319	697	8
Future Volume (vph)	1211	1792	319	697	8
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	59.0	79.0	16.0	16.0	32.5
Actuated g/C Ratio	0.49	0.66	0.13	0.13	0.27
v/c Ratio	1.42	0.79	0.69	1.32	1.56
Control Delay	223.9	17.6	57.9	173.8	291.0
Queue Delay	0.3	5.5	0.0	0.0	0.0
Total Delay	224.3	23.1	57.9	173.8	291.0
LOS	F	C	E	F	F
Approach Delay		104.2	137.4		291.0
Approach LOS		F	F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 139.2	Intersection LOS: F
Intersection Capacity Utilization 163.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1211	1792	0	0	319	697	153	8	544	0	0	0
Future Volume (veh/h)	1211	1792	0	0	319	697	153	8	544	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1261	1867	0	0	332	0	159	8	403			
Peak Hour Factor	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			
Cap, veh/h	913	2344	0	0	400		129	6	327			
Arrive On Green	0.50	0.65	0.00	0.00	0.11	0.00	0.27	0.28	0.28			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	464	23	1177			
Grp Volume(v), veh/h	1261	1867	0	0	332	0	570	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1665	0	0			
Q Serve(g_s), s	59.0	43.9	0.0	0.0	10.5	0.0	32.5	0.0	0.0			
Cycle Q Clear(g_c), s	59.0	43.9	0.0	0.0	10.5	0.0	32.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.28		0.71			
Lane Grp Cap(c), veh/h	913	2344	0	0	400		463	0	0			
V/C Ratio(X)	1.38	0.80	0.00	0.00	0.83		1.23	0.00	0.00			
Avail Cap(c_a), veh/h	913	2438	0	0	494		463	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	29.0	14.9	0.0	0.0	50.9	0.0	42.3	0.0	0.0			
Incr Delay (d2), s/veh	178.5	1.7	0.0	0.0	7.9	0.0	122.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	68.4	15.7	0.0	0.0	5.1	0.0	28.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	207.5	16.6	0.0	0.0	58.8	0.0	164.4	0.0	0.0			
LnGrp LOS	F	B	A	A	E		F	A	A			
Approach Vol, veh/h		3128			332			570				
Approach Delay, s/veh		93.5			58.8			164.4				
Approach LOS		F			E			F				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		81.0		36.0	63.0	18.0						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0						
Max Q Clear Time (g_c+I1), s		45.9		34.5	61.0	12.5						
Green Ext Time (p_c), s		12.1		0.0	0.0	0.4						

Intersection Summary												
HCM 6th Ctrl Delay			100.7									
HCM 6th LOS			F									

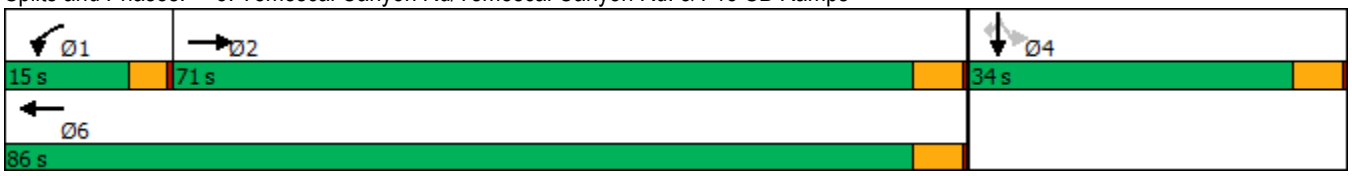
Notes

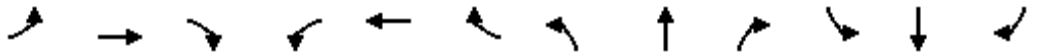
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1782	159	158	313	4	569
Future Volume (vph)	1782	159	158	313	4	569
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	71.0		15.0	86.0	34.0	34.0
Total Split (%)	59.2%		12.5%	71.7%	28.3%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	64.2	118.2	11.0	79.2	29.0	29.0
Actuated g/C Ratio	0.54	1.00	0.09	0.67	0.25	0.25
v/c Ratio	0.96	0.10	0.99	0.26	1.89	0.95
Control Delay	38.6	0.1	121.6	8.4	435.2	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	0.1	121.6	8.4	435.2	47.2
LOS	D	A	F	A	F	D
Approach Delay	35.5			46.3	273.5	
Approach LOS	D			D	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.89	
Intersection Signal Delay: 122.9	Intersection LOS: F
Intersection Capacity Utilization 163.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1782	159	158	313	0	0	0	0	792	4	569
Future Volume (veh/h)	0	1782	159	158	313	0	0	0	0	792	4	569
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1876	0	166	329	0				834	4	387
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	0	1965		168	1275	0				441	2	394
Arrive On Green	0.00	0.54	0.00	0.09	0.67	0.00				0.25	0.24	0.24
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1801	9	1610
Grp Volume(v), veh/h	0	1876	0	166	329	0				838	0	387
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	58.4	0.0	10.9	8.2	0.0				29.0	0.0	28.3
Cycle Q Clear(g_c), s	0.0	58.4	0.0	10.9	8.2	0.0				29.0	0.0	28.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1965		168	1275	0				443	0	394
V/C Ratio(X)	0.00	0.95		0.99	0.26	0.00				1.89	0.00	0.98
Avail Cap(c_a), veh/h	0	2010		168	1299	0				443	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)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.6	0.0	53.7	7.8	0.0				44.3	0.0	44.5
Incr Delay (d2), s/veh	0.0	11.0	0.0	65.8	0.0	0.0				409.9	0.0	40.4
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	25.7	0.0	7.9	3.0	0.0				62.8	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.6	0.0	119.5	7.8	0.0				454.1	0.0	84.9
LnGrp LOS	A	D		F	A	A				F	A	F
Approach Vol, veh/h		1876			495						1225	
Approach Delay, s/veh		36.6			45.3						337.5	
Approach LOS		D			D						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	69.5		34.0		84.5
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	66.0		29.0		81.0
Max Q Clear Time (g_c+I1), s	12.9	60.4		31.0		10.2
Green Ext Time (p_c), s	0.0	4.1		0.0		1.2

Intersection Summary		
HCM 6th Ctrl Delay		140.3
HCM 6th LOS		F

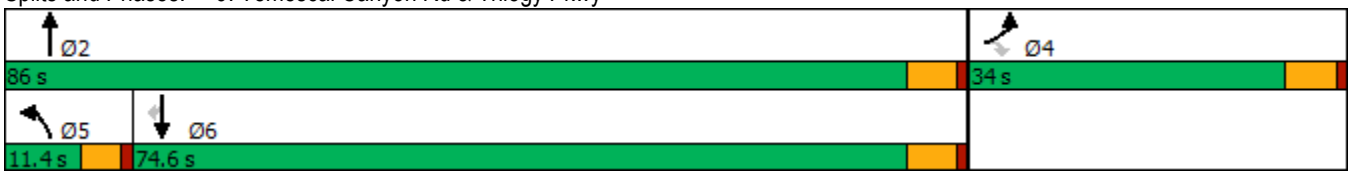
Notes

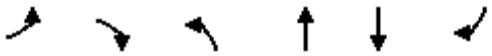
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	91	64	90	1637	570	241
Future Volume (vph)	91	64	90	1637	570	241
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	11.4	86.0	74.6	74.6
Total Split (%)	28.3%	28.3%	9.5%	71.7%	62.2%	62.2%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	13.1	13.1	6.8	83.6	72.2	72.2
Actuated g/C Ratio	0.12	0.12	0.06	0.77	0.67	0.67
v/c Ratio	0.44	0.26	0.84	1.17	0.47	0.22
Control Delay	48.9	12.3	100.0	101.2	10.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	12.3	100.0	101.2	10.9	3.5
LOS	D	B	F	F	B	A
Approach Delay	33.8			101.2	8.7	
Approach LOS	C			F	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 69.4	Intersection LOS: E
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	64	90	1637	570	241
Future Volume (veh/h)	91	64	90	1637	570	241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	62	95	1723	600	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	176	157	120	1506	1294	1096
Arrive On Green	0.10	0.10	0.07	0.79	0.68	0.68
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	96	62	95	1723	600	251
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	5.1	3.7	5.3	80.6	15.0	6.0
Cycle Q Clear(g_c), s	5.1	3.7	5.3	80.6	15.0	6.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	176	157	120	1506	1294	1096
V/C Ratio(X)	0.55	0.40	0.79	1.14	0.46	0.23
Avail Cap(c_a), veh/h	502	447	121	1506	1294	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	43.1	46.8	10.5	7.6	6.1
Incr Delay (d2), s/veh	2.6	1.6	26.5	73.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.4	3.2	49.0	5.1	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.4	44.7	73.2	83.8	7.8	6.2
LnGrp LOS	D	D	E	F	A	A
Approach Vol, veh/h	158			1818	851	
Approach Delay, s/veh	45.7			83.2	7.4	
Approach LOS	D			F	A	

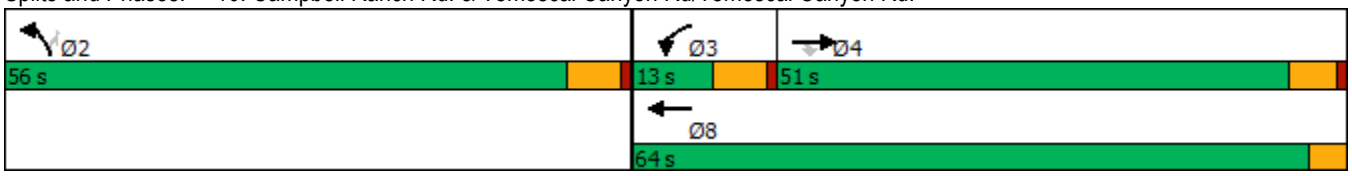
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		15.7	11.4	74.6
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	6.8	69.2
Max Q Clear Time (g_c+I1), s		82.6		7.1	7.3	17.0
Green Ext Time (p_c), s		0.0		0.4	0.0	5.2

Intersection Summary		
HCM 6th Ctrl Delay		58.3
HCM 6th LOS		E

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	344	285	104	945	765	151
Future Volume (vph)	344	285	104	945	765	151
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	51.0	51.0	13.0	64.0	56.0	56.0
Total Split (%)	42.5%	42.5%	10.8%	53.3%	46.7%	46.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	45.6	45.6	7.2	60.4	50.2	50.2
Actuated g/C Ratio	0.38	0.38	0.06	0.50	0.42	0.42
v/c Ratio	0.52	0.39	1.05	1.07	1.10	0.23
Control Delay	31.9	5.8	154.0	81.1	98.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	5.8	154.0	81.1	98.2	8.7
LOS	C	A	F	F	F	A
Approach Delay	20.0			88.3	83.5	
Approach LOS	C			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 70.1	Intersection LOS: E
Intersection Capacity Utilization 100.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	285	104	945	765	151
Future Volume (veh/h)	344	285	104	945	765	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	294	113	1027	832	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	739	627	107	942	746	664
Arrive On Green	0.39	0.39	0.06	0.50	0.41	0.41
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	374	294	113	1027	832	164
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	18.2	16.6	7.2	60.4	50.2	8.1
Cycle Q Clear(g_c), s	18.2	16.6	7.2	60.4	50.2	8.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	739	627	107	942	746	664
V/C Ratio(X)	0.51	0.47	1.06	1.09	1.12	0.25
Avail Cap(c_a), veh/h	739	627	107	942	746	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	27.8	57.3	30.7	35.8	23.4
Incr Delay (d2), s/veh	0.6	0.5	103.0	57.0	69.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	6.3	6.3	40.5	35.1	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.9	28.3	160.3	87.7	105.3	23.6
LnGrp LOS	C	C	F	F	F	C
Approach Vol, veh/h	668			1140	996	
Approach Delay, s/veh	28.6			94.9	91.8	
Approach LOS	C			F	F	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	56.0	13.0	52.8	65.8
Change Period (Y+Rc), s	5.8	5.8	5.4	* 5.4
Max Green Setting (Gmax), s	50.2	7.2	45.6	* 60
Max Q Clear Time (g_c+I1), s	52.2	9.2	20.2	62.4
Green Ext Time (p_c), s	0.0	0.0	3.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	78.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	341	10	0	224	3	0
Future Vol, veh/h	341	10	0	224	3	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	371	11	0	243	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	382	0	620	377
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	243	-
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	-	-	1188	-	455	674
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1188	-	455	674
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	1188	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	13	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	74	2	174	45	1
Future Vol, veh/h	279	74	2	174	45	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	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	297	79	2	185	48	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	376	0	486	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	189	-
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	-	-	1194	-	544	747
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	543	747
Mov Cap-2 Maneuver	-	-	-	-	543	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	546	-	-	1194	-
HCM Lane V/C Ratio	0.09	-	-	0.002	-
HCM Control Delay (s)	12.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	9	37	19
Future Vol, veh/h	4	0	0	9	37	19
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	4	0	0	10	40	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	61	51	61	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	10	-	-	-	-	-
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	950	1023	1555	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	950	1023	1555	-	-	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	950	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	7	29	9
Future Vol, veh/h	1	0	0	7	29	9
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	1	0	0	8	32	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	45	37	42	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	970	1041	1580	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	970	1041	1580	-	-	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	970	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	3	10	19
Future Vol, veh/h	4	0	0	3	10	19
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	4	0	0	3	11	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	22	32	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	996	1061	1593	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	996	1061	1593	-	-	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1025	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1593	-	996	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	0	0	10
Future Vol, veh/h	3	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	0	0	0	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	6	6	11	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	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

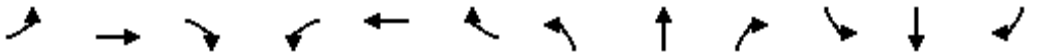
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	1021	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	736	34	410	358	13	517
Future Volume (vph)	736	34	410	358	13	517
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)	39.8	39.8	32.7	77.1	26.4	26.4
Actuated g/C Ratio	0.35	0.35	0.29	0.67	0.23	0.23
v/c Ratio	0.44	0.06	0.86	0.16	0.78	0.52
Control Delay	32.3	2.6	55.6	7.6	55.0	4.6
Queue Delay	0.0	0.0	1.2	0.0	0.0	0.0
Total Delay	32.3	2.6	56.8	7.6	55.0	4.6
LOS	C	A	E	A	D	A
Approach Delay	31.0			33.9	23.1	
Approach LOS	C			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 70.4%	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	736	34	410	358	0	0	0	0	288	13	517
Future Volume (veh/h)	0	736	34	410	358	0	0	0	0	288	13	517
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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	800	26	446	389	0				313	14	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2000	613	478	2494	0				366	16	598
Arrive On Green	0.00	0.39	0.39	0.26	0.69	0.00				0.23	0.21	0.21
Sat Flow, veh/h	0	5358	1590	1810	3705	0				1736	78	2834
Grp Volume(v), veh/h	0	800	26	446	389	0				327	0	283
Grp Sat Flow(s),veh/h/ln	0	1729	1590	1810	1805	0				1813	0	1417
Q Serve(g_s), s	0.0	12.5	1.1	26.8	4.2	0.0				19.2	0.0	9.7
Cycle Q Clear(g_c), s	0.0	12.5	1.1	26.8	4.2	0.0				19.2	0.0	9.7
Prop In Lane	0.00		1.00	1.00		0.00				0.96		1.00
Lane Grp Cap(c), veh/h	0	2000	613	478	2494	0				383	0	598
V/C Ratio(X)	0.00	0.40	0.04	0.93	0.16	0.00				0.85	0.00	0.47
Avail Cap(c_a), veh/h	0	2000	613	706	2494	0				525	0	820
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	24.8	21.4	40.0	6.0	0.0				41.4	0.0	38.5
Incr Delay (d2), s/veh	0.0	0.6	0.1	12.1	0.1	0.0				9.8	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	5.1	0.4	13.2	1.5	0.0				9.2	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.4	21.5	52.1	6.1	0.0				51.2	0.0	39.1
LnGrp LOS	A	C	C	D	A	A				D	A	D
Approach Vol, veh/h		826			835						610	
Approach Delay, s/veh		25.3			30.7						45.6	
Approach LOS		C			C						D	

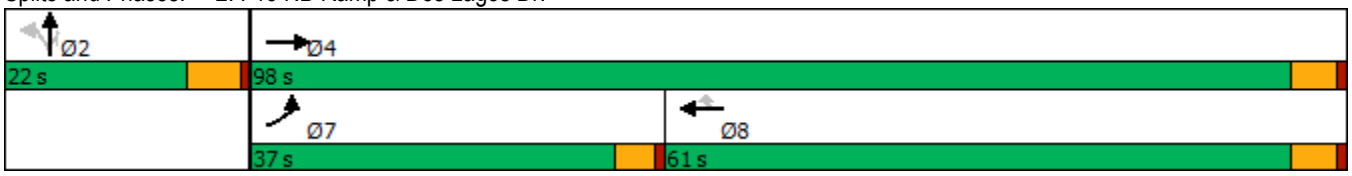
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		34.0	48.0		29.3		82.0					
Change Period (Y+Rc), s		4.6	5.1		5.8		5.1					
Max Green Setting (Gmax), s		43.4	28.9		32.2		76.9					
Max Q Clear Time (g_c+I1), s		28.8	14.5		21.2		6.2					
Green Ext Time (p_c), s		0.6	4.7		2.2		2.8					

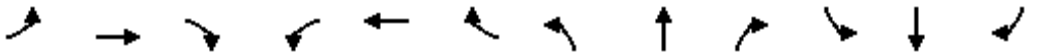
Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	544	467	701	542	4	243
Future Volume (vph)	544	467	701	542	4	243
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)	22.9	92.9	65.4	65.4	10.2	10.2
Actuated g/C Ratio	0.20	0.81	0.57	0.57	0.09	0.09
v/c Ratio	0.82	0.32	0.36	0.63	0.27	0.53
Control Delay	53.4	3.3	14.2	21.0	53.0	10.3
Queue Delay	0.0	1.1	0.0	0.4	0.0	0.0
Total Delay	53.4	4.4	14.2	21.4	53.0	10.3
LOS	D	A	B	C	D	B
Approach Delay		30.7	17.3		16.6	
Approach LOS		C	B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 70.4%	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)	544	467	0	0	701	542	38	4	243	0	0	0
Future Volume (veh/h)	544	467	0	0	701	542	38	4	243	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		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	573	492	0	0	738	557	40	4	201			
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	649	1543	0	0	2119	933	153	15	256			
Arrive On Green	0.18	0.81	0.00	0.00	0.59	0.59	0.11	0.09	0.09			
Sat Flow, veh/h	3510	1900	0	0	3705	1589	1652	165	2766			
Grp Volume(v), veh/h	573	492	0	0	738	557	44	0	201			
Grp Sat Flow(s),veh/h/ln	1755	1900	0	0	1805	1589	1817	0	1383			
Q Serve(g_s), s	18.2	7.5	0.0	0.0	12.1	25.5	2.5	0.0	8.1			
Cycle Q Clear(g_c), s	18.2	7.5	0.0	0.0	12.1	25.5	2.5	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.91		1.00			
Lane Grp Cap(c), veh/h	649	1543	0	0	2119	933	168	0	256			
V/C Ratio(X)	0.88	0.32	0.00	0.00	0.35	0.60	0.26	0.00	0.78			
Avail Cap(c_a), veh/h	994	1543	0	0	2119	933	257	0	392			
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	45.4	2.7	0.0	0.0	12.3	15.0	47.5	0.0	50.8			
Incr Delay (d2), s/veh	4.3	0.5	0.0	0.0	0.5	2.8	0.8	0.0	5.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	2.1	0.0	0.0	4.8	9.3	1.2	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	3.3	0.0	0.0	12.7	17.8	48.3	0.0	56.5			
LnGrp LOS	D	A	A	A	B	B	D	A	E			
Approach Vol, veh/h		1065			1295			245				
Approach Delay, s/veh		28.2			14.9			55.0				
Approach LOS		C			B			E				

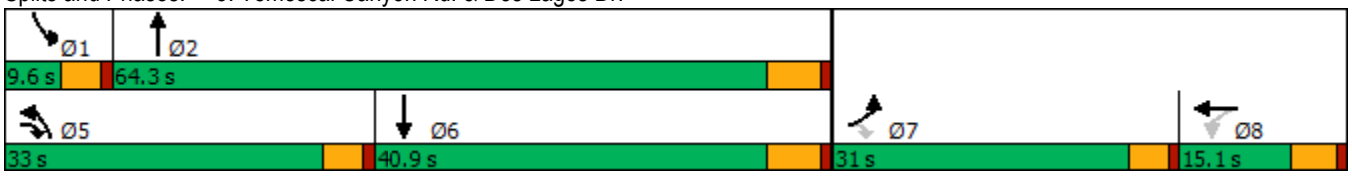
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		16.4		98.0			25.8	72.2				
Change Period (Y+Rc), s		5.8		5.1			4.6	5.1				
Max Green Setting (Gmax), s		16.2		92.9			32.4	55.9				
Max Q Clear Time (g_c+I1), s		10.1		9.5			20.2	27.5				
Green Ext Time (p_c), s		0.5		3.4			1.0	8.2				

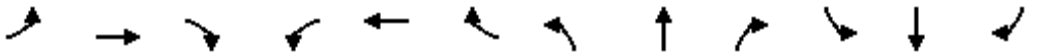
Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Lane Configurations								
Traffic Volume (vph)	535	177	390	302	753	708		
Future Volume (vph)	535	177	390	302	753	708		
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)	19.7	51.1	26.8	66.7	35.3	96.8		
Actuated g/C Ratio	0.20	0.53	0.28	0.69	0.36	1.00		
v/c Ratio	0.78	0.20	0.81	0.13	0.60	0.46		
Control Delay	45.1	2.2	47.7	5.7	28.2	0.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	45.1	2.2	47.7	5.7	28.2	0.9		
LOS	D	A	D	A	C	A		
Approach Delay				29.3	15.0			
Approach LOS				C	B			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 69.7%	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)	535	0	177	0	0	0	390	302	0	0	753	708
Future Volume (veh/h)	535	0	177	0	0	0	390	302	0	0	753	708
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	557	0	151	0	0	0	406	315	0	0	784	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	654	0	0	0	2	0	444	2511	0	2	1437	
Arrive On Green	0.19	0.00	0.00	0.00	0.00	0.00	0.25	0.70	0.00	0.00	0.40	0.00
Sat Flow, veh/h	3510	557		0	-96900	0	1810	3705	0	1810	3610	1610
Grp Volume(v), veh/h	557	36.8		0	0	0	406	315	0	0	784	0
Grp Sat Flow(s),veh/h/ln	1755	D		0	1900	0	1810	1805	0	1810	1805	1610
Q Serve(g_s), s	13.5			0.0	0.0	0.0	19.2	2.6	0.0	0.0	14.7	0.0
Cycle Q Clear(g_c), s	13.5			0.0	0.0	0.0	19.2	2.6	0.0	0.0	14.7	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	654			0	2	0	444	2511	0	2	1437	
V/C Ratio(X)	0.85			0.00	0.00	0.00	0.91	0.13	0.00	0.00	0.55	
Avail Cap(c_a), veh/h	1051			0	216	0	583	2511	0	103	1437	
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	34.7			0.0	0.0	0.0	32.4	4.5	0.0	0.0	20.4	0.0
Incr Delay (d2), s/veh	2.1			0.0	0.0	0.0	14.0	0.1	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8			0.0	0.0	0.0	9.5	0.7	0.0	0.0	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8			0.0	0.0	0.0	46.4	4.6	0.0	0.0	21.9	0.0
LnGrp LOS	D			A	A	A	D	A	A	A	C	
Approach Vol, veh/h					0			721			784	
Approach Delay, s/veh					0.0			28.1			21.9	
Approach LOS								C			C	

Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	67.1			26.2	40.9	21.0	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	4.6			21.2	16.7	15.5	0.0				
Green Ext Time (p_c), s	0.0	2.0			0.4	4.7	0.9	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		28.1
HCM 6th LOS		C

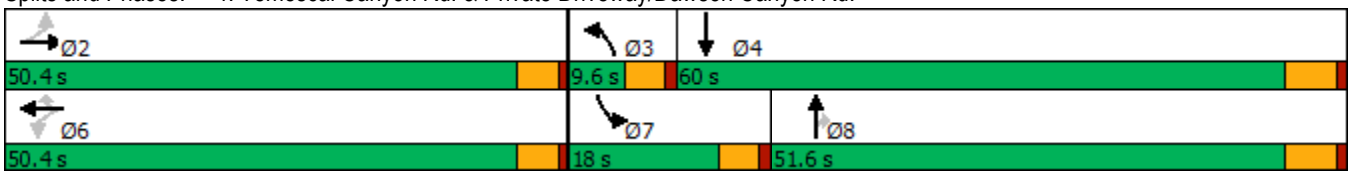
Notes

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)	32	0	374	0	85	73	631	224	69	1401
Future Volume (vph)	32	0	374	0	85	73	631	224	69	1401
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)		36.8		36.7	36.7	5.1	48.0	48.0	8.8	49.1
Actuated g/C Ratio		0.35		0.34	0.34	0.05	0.45	0.45	0.08	0.46
v/c Ratio		0.21		0.86	0.14	0.86	0.40	0.27	0.48	0.89
Control Delay		5.8		52.5	3.3	120.2	23.0	4.0	61.3	35.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		5.8		52.5	3.3	120.2	23.0	4.0	61.3	35.1
LOS		A		D	A	F	C	A	E	D
Approach Delay		5.8		43.3			26.1			36.3
Approach LOS		A		D			C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 83.9%	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)	32	0	75	374	0	85	73	631	224	69	1401	32
Future Volume (veh/h)	32	0	75	374	0	85	73	631	224	69	1401	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	33	0	75	386	0	0	75	651	0	71	1444	33
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	195	25	384	506	0		97	1726		92	1715	39
Arrive On Green	0.32	0.00	0.31	0.32	0.00	0.00	0.05	0.48	0.00	0.05	0.48	0.48
Sat Flow, veh/h	467	80	1242	1386	0	1610	1810	3610	1610	1810	3606	82
Grp Volume(v), veh/h	108	0	0	386	0	0	75	651	0	71	722	755
Grp Sat Flow(s),veh/h/ln	1789	0	0	1386	0	1610	1810	1805	1610	1810	1805	1883
Q Serve(g_s), s	0.0	0.0	0.0	20.0	0.0	0.0	3.8	10.7	0.0	3.6	32.5	32.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	24.3	0.0	0.0	3.8	10.7	0.0	3.6	32.5	32.7
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	615	0	0	516	0		97	1726		92	858	895
V/C Ratio(X)	0.18	0.00	0.00	0.75	0.00		0.78	0.38		0.77	0.84	0.84
Avail Cap(c_a), veh/h	899	0	0	761	0		97	1776		260	1051	1096
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	23.7	0.0	0.0	30.0	0.0	0.0	43.5	15.5	0.0	43.6	21.3	21.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	29.0	0.1	0.0	5.0	5.3	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	8.1	0.0	0.0	2.4	4.0	0.0	1.7	13.3	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	0.0	32.3	0.0	0.0	72.5	15.6	0.0	48.6	26.6	26.5
LnGrp LOS	C	A	A	C	A		E	B		D	C	C
Approach Vol, veh/h		108			386			726			1548	
Approach Delay, s/veh		23.7			32.3			21.5			27.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.5	9.6	50.1		33.5	9.3	50.3				
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		* 46	13.4	45.8				
Max Q Clear Time (g_c+I1), s		6.4	5.8	34.7		26.3	5.6	12.7				
Green Ext Time (p_c), s		0.4	0.0	9.6		2.4	0.0	4.4				

Intersection Summary		
HCM 6th Ctrl Delay		26.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

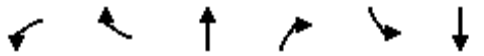
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	NBT	SBL	SBT
Lane Configurations				
Traffic Volume (vph)	113	909	5	1845
Future Volume (vph)	113	909	5	1845
Turn Type	Prot	NA	Prot	NA
Protected Phases	8	2	1	6
Permitted Phases				
Detector Phase	8	2	1	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	5.0	10.0
Minimum Split (s)	26.6	22.8	9.6	15.8
Total Split (s)	28.0	82.0	10.0	92.0
Total Split (%)	23.3%	68.3%	8.3%	76.7%
Yellow Time (s)	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	Min	None	Min
Act Effct Green (s)	13.6	61.2	5.3	62.7
Actuated g/C Ratio	0.16	0.70	0.06	0.72
v/c Ratio	0.50	0.41	0.05	0.77
Control Delay	41.1	6.6	48.8	10.5
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	41.1	6.7	48.8	10.5
LOS	D	A	D	B
Approach Delay	41.1	6.7		10.6
Approach LOS	D	A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Temescal Canyon Rd. & Driveway 1





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	18	909	36	5	1845
Future Volume (veh/h)	113	18	909	36	5	1845
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	20	988	39	5	2005
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	193	31	2361	93	12	2652
Arrive On Green	0.13	0.13	0.67	0.67	0.01	0.73
Sat Flow, veh/h	1520	247	3635	140	1810	3705
Grp Volume(v), veh/h	144	0	504	523	5	2005
Grp Sat Flow(s),veh/h/ln	1780	0	1805	1875	1810	1805
Q Serve(g_s), s	5.8	0.0	9.7	9.7	0.2	24.9
Cycle Q Clear(g_c), s	5.8	0.0	9.7	9.7	0.2	24.9
Prop In Lane	0.85	0.14		0.07	1.00	
Lane Grp Cap(c), veh/h	225	0	1204	1250	12	2652
V/C Ratio(X)	0.64	0.00	0.42	0.42	0.42	0.76
Avail Cap(c_a), veh/h	555	0	1833	1904	130	4148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	5.8	5.8	37.1	5.9
Incr Delay (d2), s/veh	3.0	0.0	0.2	0.2	8.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.4	2.5	0.1	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.1	0.0	6.0	6.0	45.6	6.4
LnGrp LOS	C	A	A	A	D	A
Approach Vol, veh/h	144		1027			2010
Approach Delay, s/veh	34.1		6.0			6.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	55.8			60.9	14.1
Change Period (Y+Rc), s	4.6	5.8			5.8	4.6
Max Green Setting (Gmax), s	5.4	76.2			86.2	23.4
Max Q Clear Time (g_c+I1), s	2.2	11.7			26.9	7.8
Green Ext Time (p_c), s	0.0	7.3			28.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

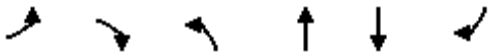
Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	798	419	146	221
Future Volume (vph)	798	419	146	221
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	10.0
Minimum Split (s)	27.8	9.6	22.8	27.8
Total Split (s)	31.0	15.0	89.0	74.0
Total Split (%)	25.8%	12.5%	74.2%	61.7%
Yellow Time (s)	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	5.8
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Min	Min
Act Effct Green (s)	25.2	10.4	83.2	68.2
Actuated g/C Ratio	0.21	0.09	0.69	0.57
v/c Ratio	1.78	2.92	0.06	1.49dr
Control Delay	383.1	899.7	6.0	38.4
Queue Delay	0.0	0.0	0.0	35.4
Total Delay	383.1	899.7	6.0	73.8
LOS	F	F	A	E
Approach Delay	383.1		668.2	73.8
Approach LOS	F		F	E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.92	
Intersection Signal Delay: 267.2	Intersection LOS: F
Intersection Capacity Utilization 138.0%	ICU Level of Service H
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	798	513	419	146	221	1736
Future Volume (veh/h)	798	513	419	146	221	1736
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	712	724	455	159	240	1819
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	380	338	157	2503	1026	915
Arrive On Green	0.21	0.21	0.09	0.69	0.57	0.57
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	712	724	455	159	240	1819
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1610
Q Serve(g_s), s	25.2	25.2	10.4	1.7	7.9	68.2
Cycle Q Clear(g_c), s	25.2	25.2	10.4	1.7	7.9	68.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	380	338	157	2503	1026	915
V/C Ratio(X)	1.87	2.14	2.90	0.06	0.23	1.99
Avail Cap(c_a), veh/h	380	338	157	2503	1026	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	47.4	54.8	5.9	12.9	25.9
Incr Delay (d2), s/veh	403.1	523.3	872.8	0.0	0.1	448.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	53.5	69.3	42.6	0.6	3.0	137.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	450.5	570.7	927.6	5.9	13.0	474.3
LnGrp LOS	F	F	F	A	B	F
Approach Vol, veh/h	1436			614	2059	
Approach Delay, s/veh	511.1			688.9	420.5	
Approach LOS	F			F	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		89.0		31.0	15.0	74.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		83.2		25.2	10.4	68.2
Max Q Clear Time (g_c+I1), s		3.7		27.2	12.4	70.2
Green Ext Time (p_c), s		1.0		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	492.3	
HCM 6th LOS	F	

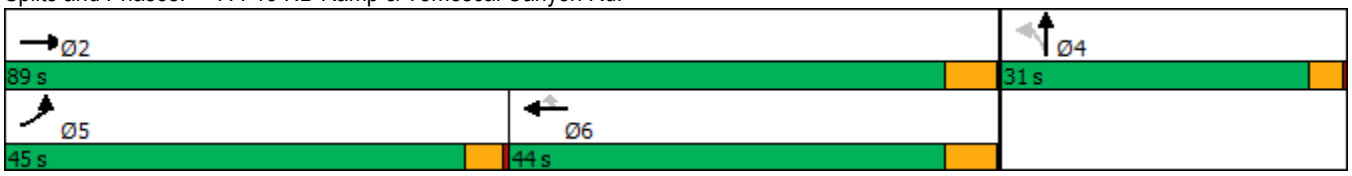
Notes

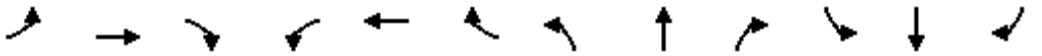
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	799	1097	1225	955	12
Future Volume (vph)	799	1097	1225	955	12
Turn Type	Prot	NA	NA	Perm	NA
Protected Phases	5	2	6		4
Permitted Phases				6	
Detector Phase	5	2	6	6	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	None	Min	Min	Min	None
Act Effct Green (s)	41.0	84.0	39.0	39.0	27.5
Actuated g/C Ratio	0.34	0.70	0.32	0.32	0.23
v/c Ratio	1.37	0.46	1.10	1.25	1.37
Control Delay	207.6	8.6	96.1	144.4	214.6
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	207.6	9.0	96.1	144.4	214.6
LOS	F	A	F	F	F
Approach Delay		92.7	117.3		214.6
Approach LOS		F	F		F

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Natural Cycle: 110		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.37		
Intersection Signal Delay: 118.7	Intersection LOS: F	
Intersection Capacity Utilization 146.0%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	799	1097	0	0	1225	955	297	12	238	0	0	0
Future Volume (veh/h)	799	1097	0	0	1225	955	297	12	238	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	841	1155	0	0	1289	0	313	13	203			
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	618	2527	0	0	1173		234	10	152			
Arrive On Green	0.34	0.70	0.00	0.00	0.32	0.00	0.22	0.23	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1023	42	664			
Grp Volume(v), veh/h	841	1155	0	0	1289	0	529	0	0			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1729	0	0			
Q Serve(g_s), s	41.0	16.9	0.0	0.0	39.0	0.0	27.5	0.0	0.0			
Cycle Q Clear(g_c), s	41.0	16.9	0.0	0.0	39.0	0.0	27.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.59		0.38			
Lane Grp Cap(c), veh/h	618	2527	0	0	1173		396	0	0			
V/C Ratio(X)	1.36	0.46	0.00	0.00	1.10		1.33	0.00	0.00			
Avail Cap(c_a), veh/h	618	2527	0	0	1173		396	0	0			
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	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	39.5	7.9	0.0	0.0	40.5	0.0	46.4	0.0	0.0			
Incr Delay (d2), s/veh	172.5	0.0	0.0	0.0	57.6	0.0	167.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	46.9	5.5	0.0	0.0	25.8	0.0	29.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	212.0	8.0	0.0	0.0	98.1	0.0	213.4	0.0	0.0			
LnGrp LOS	F	A	A	A	F		F	A	A			
Approach Vol, veh/h		1996			1289			529				
Approach Delay, s/veh		93.9			98.1			213.4				
Approach LOS		F			F			F				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		89.0		31.0	45.0	44.0						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0						
Max Q Clear Time (g_c+I1), s		18.9		29.5	43.0	41.0						
Green Ext Time (p_c), s		5.8		0.0	0.0	0.0						

Intersection Summary												
HCM 6th Ctrl Delay			111.9									
HCM 6th LOS			F									

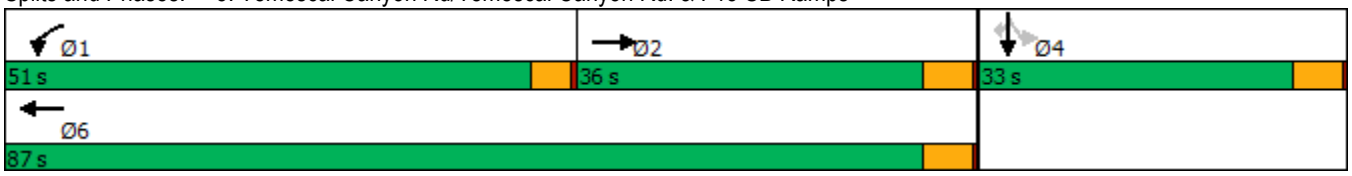
Notes

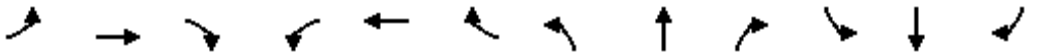
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1056	383	655	867	7	738
Future Volume (vph)	1056	383	655	867	7	738
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	36.0		51.0	87.0	33.0	33.0
Total Split (%)	30.0%		42.5%	72.5%	27.5%	27.5%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	31.0	120.0	47.0	82.0	28.0	28.0
Actuated g/C Ratio	0.26	1.00	0.39	0.68	0.23	0.23
v/c Ratio	1.20	0.25	0.99	0.71	2.13	1.51
Control Delay	141.5	0.4	67.7	15.6	542.7	266.8
Queue Delay	0.0	0.0	2.9	4.1	0.0	0.0
Total Delay	141.5	0.4	70.6	19.6	542.7	266.8
LOS	F	A	E	B	F	F
Approach Delay	104.0			41.5	414.1	
Approach LOS	F			D	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.13	
Intersection Signal Delay: 191.2	Intersection LOS: F
Intersection Capacity Utilization 146.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑						↲	↱
Traffic Volume (veh/h)	0	1056	383	655	867	0	0	0	0	839	7	738
Future Volume (veh/h)	0	1056	383	655	867	0	0	0	0	839	7	738
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1123	0	697	922	0				893	7	617
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	933		709	1298	0				419	3	376
Arrive On Green	0.00	0.26	0.00	0.39	0.68	0.00				0.24	0.23	0.23
Sat Flow, veh/h	0	3705	1610	1810	1900	0				1796	14	1610
Grp Volume(v), veh/h	0	1123	0	697	922	0				900	0	617
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	31.0	0.0	45.7	35.8	0.0				28.0	0.0	28.0
Cycle Q Clear(g_c), s	0.0	31.0	0.0	45.7	35.8	0.0				28.0	0.0	28.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	933		709	1298	0				422	0	376
V/C Ratio(X)	0.00	1.20		0.98	0.71	0.00				2.13	0.00	1.64
Avail Cap(c_a), veh/h	0	933		709	1298	0				422	0	376
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	44.5	0.0	36.1	11.7	0.0				45.5	0.0	46.0
Incr Delay (d2), s/veh	0.0	102.1	0.0	29.6	1.6	0.0				516.8	0.0	300.8
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	0.0	26.7	0.0	25.0	13.5	0.0				72.7	0.0	42.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	146.6	0.0	65.7	13.3	0.0				562.3	0.0	346.8
LnGrp LOS	A	F		E	B	A				F	A	F
Approach Vol, veh/h		1123			1619						1517	
Approach Delay, s/veh		146.6			35.8						474.6	
Approach LOS		F			D						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	51.0	36.0		33.0		87.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	47.0	31.0		28.0		82.0
Max Q Clear Time (g_c+I1), s	47.7	33.0		30.0		37.8
Green Ext Time (p_c), s	0.0	0.0		0.0		4.7

Intersection Summary		
HCM 6th Ctrl Delay		221.3
HCM 6th LOS		F

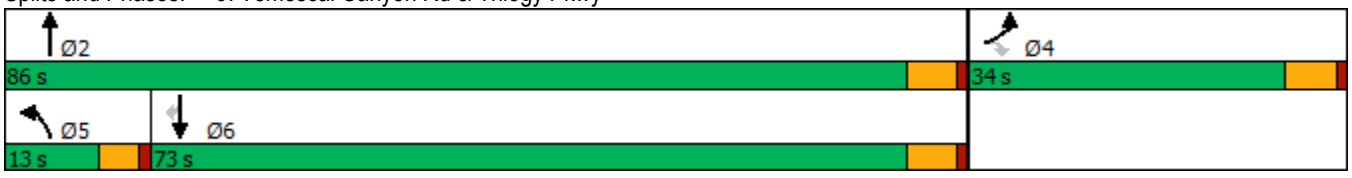
Notes

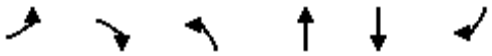
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	310	105	82	627	923	94
Future Volume (vph)	310	105	82	627	923	94
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.3	24.3	8.0	73.5	60.8	60.8
Actuated g/C Ratio	0.22	0.22	0.07	0.67	0.56	0.56
v/c Ratio	0.83	0.25	0.67	0.53	0.94	0.11
Control Delay	60.1	8.5	78.2	11.2	40.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	8.5	78.2	11.2	40.1	8.2
LOS	E	A	E	B	D	A
Approach Delay	47.0			18.9	37.1	
Approach LOS	D			B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 33.0	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	310	105	82	627	923	94
Future Volume (veh/h)	310	105	82	627	923	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	79	88	674	992	92
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	376	334	113	1289	1082	917
Arrive On Green	0.21	0.21	0.06	0.68	0.57	0.57
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	333	79	88	674	992	92
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	17.6	4.0	4.7	17.4	46.3	2.6
Cycle Q Clear(g_c), s	17.6	4.0	4.7	17.4	46.3	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	376	334	113	1289	1082	917
V/C Ratio(X)	0.89	0.24	0.78	0.52	0.92	0.10
Avail Cap(c_a), veh/h	519	461	154	1556	1305	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	32.5	45.5	7.9	19.1	9.7
Incr Delay (d2), s/veh	13.1	0.4	10.8	0.3	9.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	2.4	5.8	20.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.9	32.8	56.2	8.2	28.2	9.7
LnGrp LOS	D	C	E	A	C	A
Approach Vol, veh/h	412			762	1084	
Approach Delay, s/veh	47.5			13.8	26.7	
Approach LOS	D			B	C	

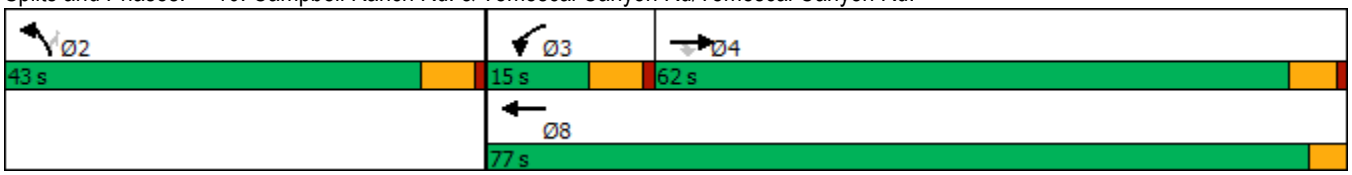
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.2		26.2	10.7	61.5
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		19.4		19.6	6.7	48.3
Green Ext Time (p_c), s		5.0		0.8	0.0	7.8

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	490	137	311	262	90
Future Volume (vph)	402	490	137	311	262	90
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	23.6	23.6	9.5	41.6	16.3	16.3
Actuated g/C Ratio	0.35	0.35	0.14	0.62	0.24	0.24
v/c Ratio	0.65	0.60	0.57	0.28	0.64	0.21
Control Delay	23.5	5.7	42.2	7.1	31.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	5.7	42.2	7.1	31.4	6.8
LOS	C	A	D	A	C	A
Approach Delay	13.7			17.9	25.1	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	402	490	137	311	262	90
Future Volume (veh/h)	402	490	137	311	262	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	432	430	147	334	282	94
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	683	579	189	1118	372	331
Arrive On Green	0.36	0.36	0.10	0.59	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	1900	1810	1610
Grp Volume(v), veh/h	432	430	147	334	282	94
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	9.7	12.0	4.1	4.5	7.5	2.5
Cycle Q Clear(g_c), s	9.7	12.0	4.1	4.5	7.5	2.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	683	579	189	1118	372	331
V/C Ratio(X)	0.63	0.74	0.78	0.30	0.76	0.28
Avail Cap(c_a), veh/h	2091	1772	324	2733	1309	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	14.4	22.4	5.3	19.2	17.2
Incr Delay (d2), s/veh	1.0	1.9	2.6	0.1	3.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.7	1.6	1.1	2.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	16.3	25.1	5.4	22.4	17.7
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	862			481	376	
Approach Delay, s/veh	15.5			11.4	21.2	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.4	11.2	23.9		35.1
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		37.2	9.2	56.6		* 73
Max Q Clear Time (g_c+I1), s		9.5	6.1	14.0		6.5
Green Ext Time (p_c), s		1.1	0.1	4.5		2.0

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	289	5	0	446	12	0
Future Vol, veh/h	289	5	0	446	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	314	5	0	485	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	319	0	802	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	485	-
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	-	-	1252	-	356	728
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1252	-	356	728
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	1252	-
HCM Lane V/C Ratio	0.037	-	-	-	-
HCM Control Delay (s)	15.5	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	32	0	349	74	0
Future Vol, veh/h	286	32	0	349	74	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	304	34	0	371	79	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	675	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	371	-
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	-	-	1232	-	422	740
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	422	740
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	1232	-
HCM Lane V/C Ratio	0.187	-	-	-	-
HCM Control Delay (s)	15.5	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	41	13	7
Future Vol, veh/h	21	0	0	41	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	45	14	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	18	22	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	948	1066	1607	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1066	1607	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	948	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	33	11	2
Future Vol, veh/h	8	0	0	33	11	2
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	9	0	0	36	12	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	13	14	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	965	1073	1617	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	965	1073	1617	-	-	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1617	-	965	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	12	5	7
Future Vol, veh/h	21	0	0	12	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	13	5	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	9	13	0	-	0
Stage 1	9	-	-	-	-	-
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	1000	1079	1619	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1079	1619	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1000	-	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	0	0	5
Future Vol, veh/h	12	0	0	0	0	5
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	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3	3	5	0	-	0
Stage 1	3	-	-	-	-	-
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	1025	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1025	1087	1630	-	-	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1025	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX 7.3: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

This Page Intentionally Left Blank

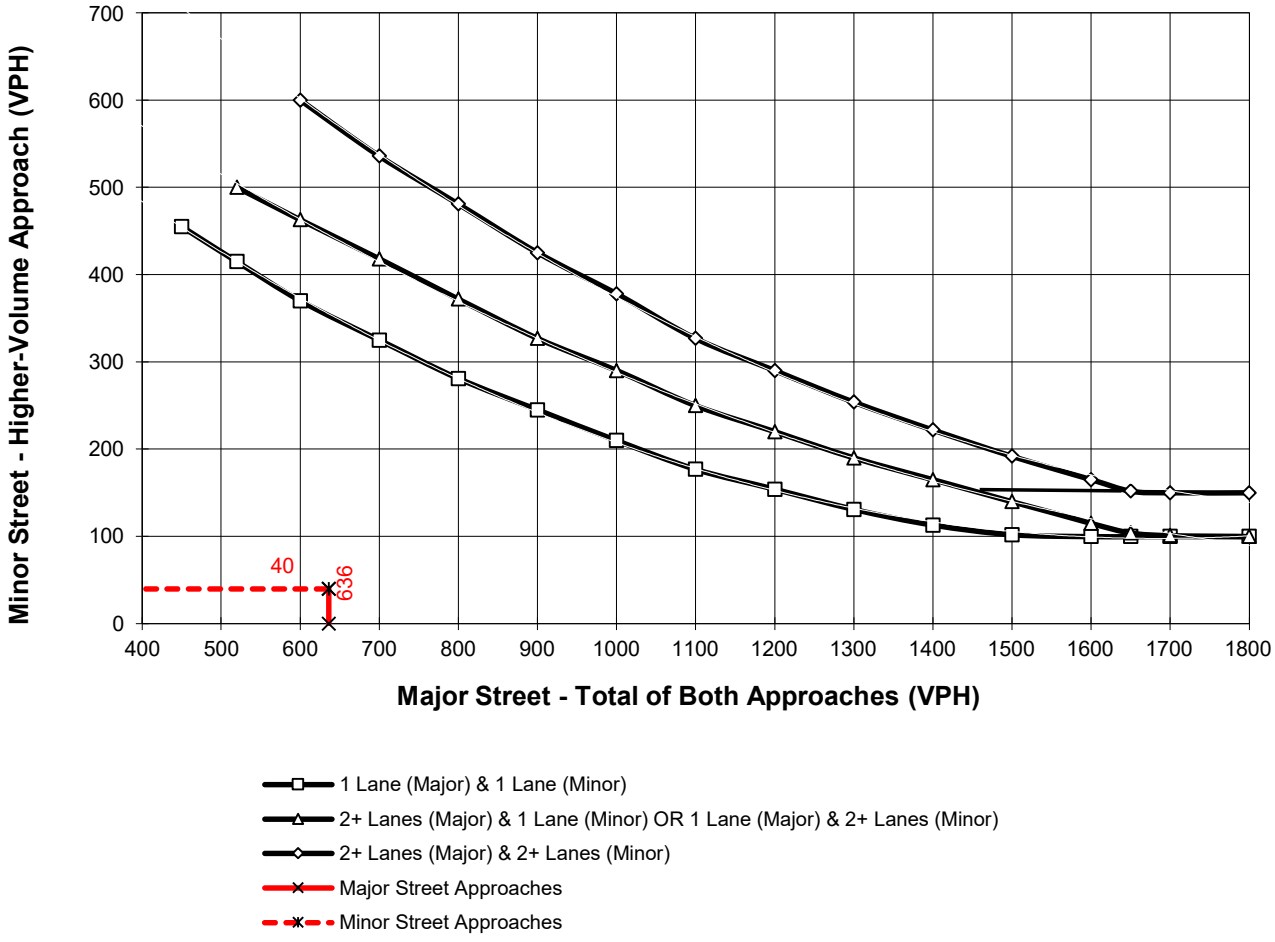
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **HY (2045) Without Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **636**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **40**
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

This Page Intentionally Left Blank

APPENDIX 7.4: HORIZON YEAR (2045) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

This Page Intentionally Left Blank

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

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY (2045) WP
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
Major Street: **Temescal Canyon Road** — Critical Approach Speed (Major) 45 mph
Minor Street: **Driveway 1** — Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **2** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **27,786** vpd — Minor Street Future ADT = **732** 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 ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL (XX)

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	1	8,000	5,600	2,400	1,680
2 + **27,786**	1 **732**	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	12,000	8,400	1,200	850
2 + **27,786**	1 **732**	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** 44% **B** 86%

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	HY (2045) WP
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
Major Street: **Dawson Canyon Road**
Minor Street: **Driveway 2**
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 = **5,390** vpd
Minor Street Future ADT = **67** 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			
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 **5,390**	*1* **67**	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 **5,390**	*1* **67**	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** 3% **B** 6%	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.

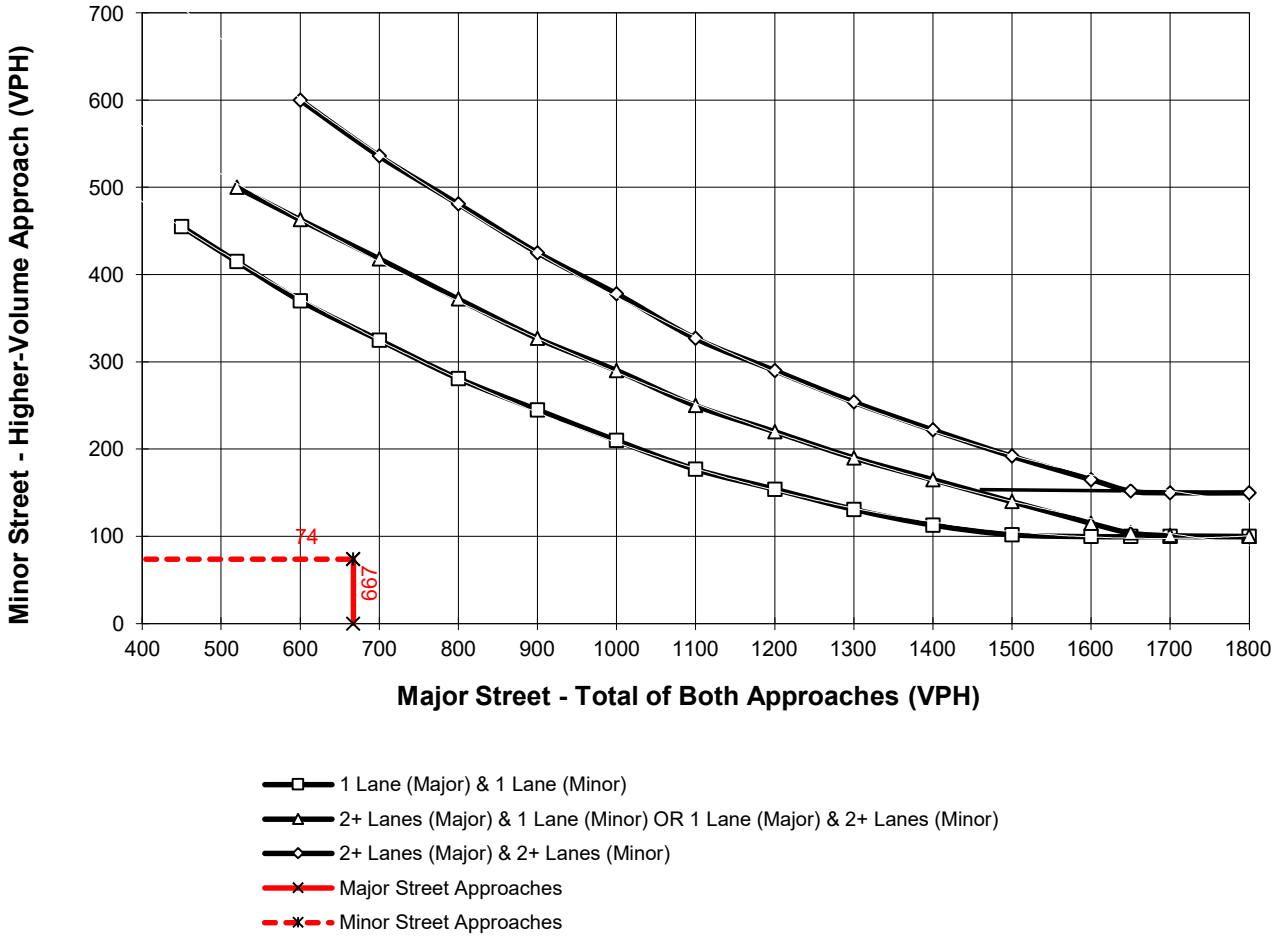
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **HY (2045) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Dawson Canyon Rd.** Total of Both Approaches (VPH) = **667**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Park Canyon Rd.** High Volume Approach (VPH) = **74**
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	HY (2045) WP
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **570** vpd — Minor Street Future ADT = **114** 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			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **570** / 1 **114**	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 **570** / 1 **114**	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: 5%	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	HY (2045) WP
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
Major Street: **Park Canyon Road**
Minor Street: **Driveway 4**
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 = **409** vpd
Minor Street Future ADT = **47** 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			
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 **409**	*1* **47**	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 **409**	*1* **47**	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** 2% **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	HY (2045) WP
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **248** vpd — Minor Street Future ADT = **114** 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			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **248** / *1* **114**	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 **248** / *1* **114**	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: 2%				

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	HY (2045) WP
				CALC JB	DATE 09/27/22
				CHK JB	DATE 09/27/22

Jurisdiction: **County of Riverside**
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 = **67** vpd — Minor Street Future ADT = **67** 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 **67**	*1* **67**	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 **67**	*1* **67**	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%**

2 CONDITIONS 80% — 2 CONDITIONS 80%

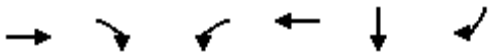
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

This Page Intentionally Left Blank

APPENDIX 7.5: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

This Page Intentionally Left Blank



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1291	81	244	384	466	672
v/c Ratio	0.61	0.12	0.93	0.18	0.83	0.50
Control Delay	28.9	5.6	90.3	11.6	49.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	5.6	90.3	11.6	49.5	3.4
Queue Length 50th (ft)	276	0	182	66	313	0
Queue Length 95th (ft)	350	32	#361	101	441	42
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2109	704	262	2139	676	1483
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.12	0.93	0.18	0.69	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1009	941	519	606	75	220
v/c Ratio	0.90	0.61	0.31	0.83	0.45	0.48
Control Delay	50.2	6.0	21.8	40.9	60.3	10.2
Queue Delay	9.2	4.6	0.0	0.0	0.0	0.0
Total Delay	59.4	10.7	21.8	40.9	60.3	10.2
Queue Length 50th (ft)	374	196	128	395	55	0
Queue Length 95th (ft)	447	308	186	#667	106	41
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	1251	1551	1655	730	186	489
Starvation Cap Reductn	219	526	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.92	0.31	0.83	0.40	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

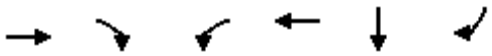


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	1261	1896	353	791	702
v/c Ratio	1.42	0.80	0.73	1.43	1.49
Control Delay	223.9	18.1	59.9	224.9	262.4
Queue Delay	0.3	6.8	0.0	0.0	0.0
Total Delay	224.3	24.9	59.9	224.9	262.4
Queue Length 50th (ft)	~1317	511	140	~551	~744
Queue Length 95th (ft)	#1578	613	193	#795	#981
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	887	2376	481	552	472
Starvation Cap Reductn	51	444	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.51	0.98	0.73	1.43	1.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

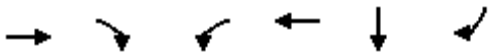


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1927	168	176	343	862	702
v/c Ratio	0.97	0.10	1.07	0.27	1.97	1.07
Control Delay	41.4	0.1	139.7	8.4	469.7	76.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	0.1	139.7	8.4	469.7	76.0
Queue Length 50th (ft)	725	0	~150	96	~1037	~378
Queue Length 95th (ft)	#931	0	#295	139	#1282	#616
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1991	1615	165	1286	438	659
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.10	1.07	0.27	1.97	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	798	37	446	380	315	562
v/c Ratio	0.44	0.06	0.86	0.16	0.77	0.52
Control Delay	31.8	2.6	55.5	7.4	54.2	4.7
Queue Delay	0.0	0.0	1.1	0.0	0.0	0.0
Total Delay	31.8	2.6	56.6	7.4	54.2	4.7
Queue Length 50th (ft)	164	0	310	48	217	0
Queue Length 95th (ft)	250	10	411	78	319	46
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	1822	603	690	2446	514	1208
Starvation Cap Reductn	0	0	90	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.06	0.74	0.16	0.61	0.47

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	573	478	729	532	44	256
v/c Ratio	0.82	0.31	0.35	0.58	0.27	0.53
Control Delay	53.4	3.2	14.1	19.7	53.0	10.3
Queue Delay	0.0	1.1	0.0	0.3	0.0	0.0
Total Delay	53.4	4.3	14.1	20.1	53.0	10.3
Queue Length 50th (ft)	208	66	141	235	31	0
Queue Length 95th (ft)	258	100	207	393	68	43
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	995	1548	2071	913	258	614
Starvation Cap Reductn	0	797	0	84	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.64	0.35	0.64	0.17	0.42

Intersection Summary

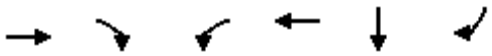


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	841	1136	1205	972	551
v/c Ratio	1.37	0.45	1.03	1.21	1.31
Control Delay	207.6	8.6	73.6	127.0	192.5
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	207.6	8.9	73.6	127.0	192.5
Queue Length 50th (ft)	~859	182	~524	~681	~535
Queue Length 95th (ft)	#1102	222	#661	#936	#757
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	616	2527	1173	804	420
Starvation Cap Reductn	0	761	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.37	0.64	1.03	1.21	1.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1119	407	629	905	885	785
v/c Ratio	1.16	0.25	0.94	0.71	2.03	1.47
Control Delay	123.2	0.4	58.5	15.6	496.3	246.4
Queue Delay	0.0	0.0	0.5	2.3	0.0	0.0
Total Delay	123.2	0.4	59.0	17.9	496.3	246.4
Queue Length 50th (ft)	~553	0	449	384	~1086	~727
Queue Length 95th (ft)	#688	0	#671	531	#1333	#970
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	963	1615	730	1342	436	535
Starvation Cap Reductn	0	0	10	296	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.25	0.87	0.87	2.03	1.47

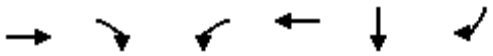
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 7.6: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

This Page Intentionally Left Blank



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1301	81	244	385	506	672
v/c Ratio	0.63	0.12	0.95	0.18	0.86	0.49
Control Delay	30.1	5.6	95.2	12.2	52.5	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	5.6	95.2	12.2	52.5	3.3
Queue Length 50th (ft)	296	0	189	72	350	0
Queue Length 95th (ft)	353	32	#361	101	#493	42
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	2070	693	257	2099	664	1468
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.12	0.95	0.18	0.76	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1009	991	520	617	75	220
v/c Ratio	0.90	0.64	0.31	0.85	0.45	0.48
Control Delay	50.2	6.5	21.8	42.2	60.3	10.2
Queue Delay	9.2	5.7	0.0	0.0	0.0	0.0
Total Delay	59.4	12.3	21.8	42.2	60.3	10.2
Queue Length 50th (ft)	374	219	128	406	55	0
Queue Length 95th (ft)	447	346	186	#687	106	41
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	1251	1551	1655	730	186	489
Starvation Cap Reductn	219	495	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.94	0.31	0.85	0.40	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

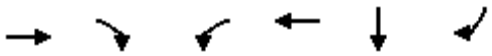


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	1261	1944	384	808	765
v/c Ratio	1.42	0.82	0.80	1.46	1.63
Control Delay	223.9	18.9	63.8	238.4	322.1
Queue Delay	0.3	9.9	0.0	0.0	0.0
Total Delay	224.3	28.8	63.8	238.4	322.1
Queue Length 50th (ft)	~1317	539	153	~579	~850
Queue Length 95th (ft)	#1578	647	#224	#825	#1093
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	887	2376	481	552	470
Starvation Cap Reductn	51	430	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.51	1.00	0.80	1.46	1.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

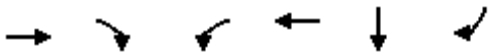


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1945	168	204	346	892	702
v/c Ratio	0.98	0.10	1.24	0.27	2.04	1.08
Control Delay	42.8	0.1	192.5	8.4	502.4	82.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	0.1	192.5	8.4	502.4	82.3
Queue Length 50th (ft)	740	0	~196	97	~1085	~393
Queue Length 95th (ft)	#946	0	#350	140	#1332	#631
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1985	1615	165	1282	437	649
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.10	1.24	0.27	2.04	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	800	37	446	389	327	562
v/c Ratio	0.44	0.06	0.86	0.16	0.78	0.52
Control Delay	32.3	2.6	55.6	7.6	55.0	4.6
Queue Delay	0.0	0.0	1.2	0.0	0.0	0.0
Total Delay	32.3	2.6	56.8	7.6	55.0	4.6
Queue Length 50th (ft)	168	0	313	51	227	0
Queue Length 95th (ft)	251	10	411	80	331	46
Internal Link Dist (ft)	439			350	1326	
Turn Bay Length (ft)		300	100			850
Base Capacity (vph)	1803	598	686	2432	511	1205
Starvation Cap Reductn	0	0	92	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.06	0.75	0.16	0.64	0.47

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	573	492	738	571	44	256
v/c Ratio	0.82	0.32	0.36	0.63	0.27	0.53
Control Delay	53.4	3.3	14.2	21.0	53.0	10.3
Queue Delay	0.0	1.1	0.0	0.4	0.0	0.0
Total Delay	53.4	4.4	14.2	21.4	53.0	10.3
Queue Length 50th (ft)	208	69	143	262	31	0
Queue Length 95th (ft)	258	104	211	438	68	43
Internal Link Dist (ft)		350	614		1291	
Turn Bay Length (ft)						590
Base Capacity (vph)	995	1548	2071	913	258	614
Starvation Cap Reductn	0	787	0	80	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.65	0.36	0.69	0.17	0.42

Intersection Summary

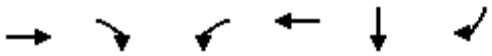


Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	841	1155	1289	1005	577
v/c Ratio	1.37	0.46	1.10	1.25	1.37
Control Delay	207.6	8.6	96.1	144.4	214.6
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	207.6	9.0	96.1	144.4	214.6
Queue Length 50th (ft)	~859	186	~595	~735	~575
Queue Length 95th (ft)	#1102	227	#733	#992	#799
Internal Link Dist (ft)		576	528		1384
Turn Bay Length (ft)	300			150	
Base Capacity (vph)	616	2527	1173	804	422
Starvation Cap Reductn	0	754	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.37	0.65	1.10	1.25	1.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1123	407	697	922	900	785
v/c Ratio	1.20	0.25	0.99	0.71	2.13	1.51
Control Delay	141.5	0.4	67.7	15.6	542.7	266.8
Queue Delay	0.0	0.0	2.9	4.1	0.0	0.0
Total Delay	141.5	0.4	70.6	19.6	542.7	266.8
Queue Length 50th (ft)	~557	0	529	399	~1110	~735
Queue Length 95th (ft)	#692	0	#787	553	#1357	#978
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	932	1615	706	1298	422	519
Starvation Cap Reductn	0	0	9	290	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.25	1.00	0.91	2.13	1.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

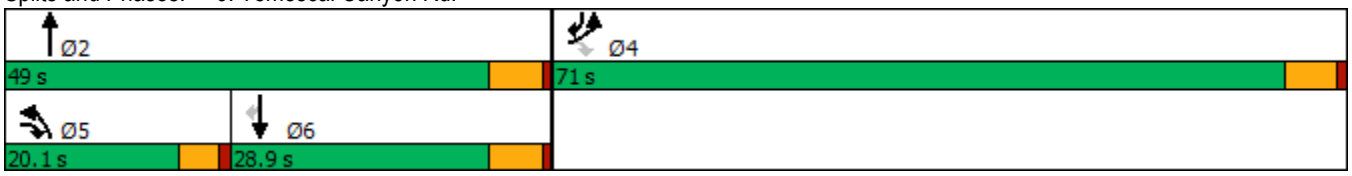
APPENDIX 7.7: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

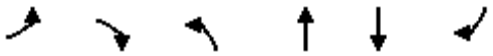
This Page Intentionally Left Blank

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1902	319	433	158	96	543
Future Volume (vph)	1902	319	433	158	96	543
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	27.8	9.6	9.6	15.8	27.8	27.8
Total Split (s)	71.0	20.1	20.1	49.0	28.9	71.0
Total Split (%)	59.2%	16.8%	16.8%	40.8%	24.1%	59.2%
Yellow Time (s)	4.8	3.6	3.6	4.8	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)	5.8	4.6	4.6	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	65.3	86.7	15.5	32.4	12.2	83.4
Actuated g/C Ratio	0.60	0.79	0.14	0.30	0.11	0.76
v/c Ratio	0.99	0.26	0.95	0.16	0.26	0.48
Control Delay	39.5	0.9	76.6	28.6	45.5	6.2
Queue Delay	39.7	0.0	0.0	0.0	0.0	0.9
Total Delay	79.2	0.9	76.6	28.6	45.5	7.1
LOS	E	A	E	C	D	A
Approach Delay	68.0			63.8	12.9	
Approach LOS	E			E	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 57.1	Intersection LOS: E
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1902	319	433	158	96	543
Future Volume (veh/h)	1902	319	433	158	96	543
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2067	347	471	172	104	522
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1982	1125	471	1209	581	1168
Arrive On Green	0.56	0.56	0.13	0.33	0.16	0.16
Sat Flow, veh/h	3510	1610	3510	3705	3705	1610
Grp Volume(v), veh/h	2067	347	471	172	104	522
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1805	1805	1610
Q Serve(g_s), s	65.2	9.6	15.5	3.8	2.9	15.2
Cycle Q Clear(g_c), s	65.2	9.6	15.5	3.8	2.9	15.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1982	1125	471	1209	581	1168
V/C Ratio(X)	1.04	0.31	1.00	0.14	0.18	0.45
Avail Cap(c_a), veh/h	1982	1125	471	1350	722	1231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	6.7	50.0	26.8	41.9	6.4
Incr Delay (d2), s/veh	32.4	0.2	41.3	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.6	14.5	9.3	1.6	1.3	15.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.6	6.8	91.3	26.9	42.0	6.7
LnGrp LOS	F	A	F	C	D	A
Approach Vol, veh/h	2414			643	626	
Approach Delay, s/veh	50.3			74.1	12.6	
Approach LOS	D			E	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.5		71.0	20.1	24.4
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		43.2		65.2	15.5	23.1
Max Q Clear Time (g_c+I1), s		5.8		67.2	17.5	17.2
Green Ext Time (p_c), s		1.0		0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

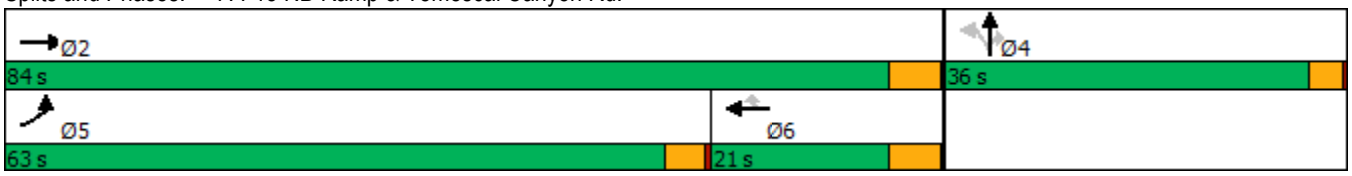
Notes

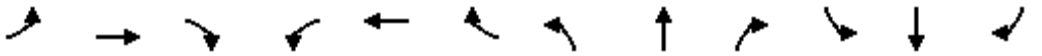
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	1211	1752	301	689	8	494
Future Volume (vph)	1211	1752	301	689	8	494
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	63.0	84.0	21.0	21.0	36.0	36.0
Total Split (%)	52.5%	70.0%	17.5%	17.5%	30.0%	30.0%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	36.4	57.2	16.6	16.6	19.5	19.5
Actuated g/C Ratio	0.43	0.67	0.19	0.19	0.23	0.23
v/c Ratio	0.85	0.76	0.45	1.15	0.40	0.75
Control Delay	28.3	12.7	36.5	100.7	32.8	35.5
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	28.3	12.8	36.5	100.7	32.8	35.5
LOS	C	B	D	F	C	D
Approach Delay		19.1	81.1		34.9	
Approach LOS		B	F		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1211	1752	0	0	301	689	153	8	494	0	0	0
Future Volume (veh/h)	1211	1752	0	0	301	689	153	8	494	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1261	1825	0	0	314	0	159	8	351			
Peak Hour Factor	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			
Cap, veh/h	1470	2354	0	0	557		311	16	511			
Arrive On Green	0.42	0.65	0.00	0.00	0.15	0.00	0.17	0.18	0.18			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1727	87	2834			
Grp Volume(v), veh/h	1261	1825	0	0	314	0	167	0	351			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1814	0	1417			
Q Serve(g_s), s	16.5	18.0	0.0	0.0	4.1	0.0	4.2	0.0	5.9			
Cycle Q Clear(g_c), s	16.5	18.0	0.0	0.0	4.1	0.0	4.2	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	1470	2354	0	0	557		327	0	511			
V/C Ratio(X)	0.86	0.78	0.00	0.00	0.56		0.51	0.00	0.69			
Avail Cap(c_a), veh/h	4086	5627	0	0	1140		1163	0	1817			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	13.4	6.2	0.0	0.0	19.9	0.0	19.0	0.0	19.4			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.3	0.0	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	4.7	2.6	0.0	0.0	1.5	0.0	1.5	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	6.4	0.0	0.0	20.2	0.0	19.4	0.0	20.1			
LnGrp LOS	B	A	A	A	C		B	A	C			
Approach Vol, veh/h		3086			314			518				
Approach Delay, s/veh		9.5			20.2			19.9				
Approach LOS		A			C			B				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		38.0		12.6	25.2	12.8			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		79.0		32.5	59.0	16.0			
Max Q Clear Time (g_c+I1), s		20.0		7.9	18.5	6.1			
Green Ext Time (p_c), s		13.0		1.3	2.7	0.8			

Intersection Summary		
HCM 6th Ctrl Delay	11.7	
HCM 6th LOS	B	

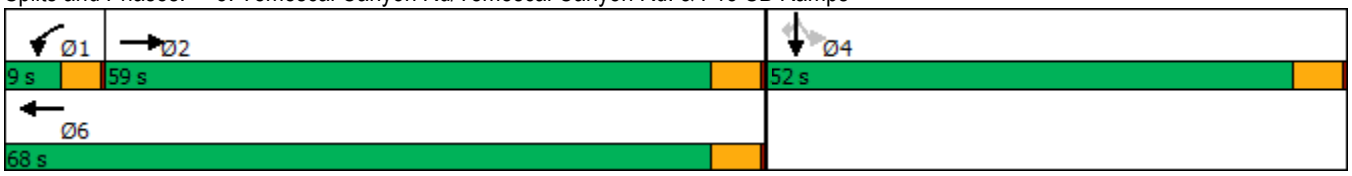
Notes

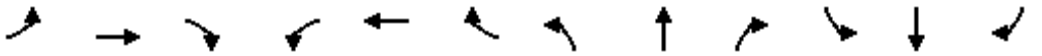
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1765	159	143	310	4	569
Future Volume (vph)	1765	159	143	310	4	569
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	59.0		9.0	68.0	52.0	52.0
Total Split (%)	49.2%		7.5%	56.7%	43.3%	43.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	54.0	120.0	5.0	63.0	47.0	47.0
Actuated g/C Ratio	0.45	1.00	0.04	0.52	0.39	0.39
v/c Ratio	1.09	0.10	1.04	0.33	1.21	0.68
Control Delay	81.8	0.1	141.6	17.5	141.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.8	0.1	141.6	17.5	141.9	13.9
LOS	F	A	F	B	F	B
Approach Delay	75.1			56.8	87.7	
Approach LOS	E			E	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 77.4	Intersection LOS: E
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1765	159	143	310	0	0	0	0	770	4	569
Future Volume (veh/h)	0	1765	159	143	310	0	0	0	0	770	4	569
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1858	0	151	326	0				814	0	331
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	0	2030		185	1196	0				997	0	427
Arrive On Green	0.00	0.53	0.00	0.05	0.63	0.00				0.28	0.00	0.27
Sat Flow, veh/h	0	3800	1610	3510	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	1858	0	151	326	0				814	0	331
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	42.2	0.0	4.0	7.3	0.0				19.9	0.0	18.0
Cycle Q Clear(g_c), s	0.0	42.2	0.0	4.0	7.3	0.0				19.9	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2030		185	1196	0				997	0	427
V/C Ratio(X)	0.00	0.92		0.81	0.27	0.00				0.82	0.00	0.78
Avail Cap(c_a), veh/h	0	2168		185	1265	0				1835	0	799
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.1	0.0	44.4	7.8	0.0				32.0	0.0	32.2
Incr Delay (d2), s/veh	0.0	6.1	0.0	23.5	0.0	0.0				1.3	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	17.9	0.0	2.3	2.5	0.0				8.3	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.2	0.0	67.9	7.9	0.0				33.3	0.0	34.5
LnGrp LOS	A	C		E	A	A				C	A	C
Approach Vol, veh/h		1858			477						1145	
Approach Delay, s/veh		26.2			26.9						33.6	
Approach LOS		C			C						C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.0	55.6		30.1		64.6						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	5.0	54.0		47.0		63.0						
Max Q Clear Time (g_c+I1), s	6.0	44.2		21.9		9.3						
Green Ext Time (p_c), s	0.0	6.4		3.2		1.2						

Intersection Summary		
HCM 6th Ctrl Delay		28.7
HCM 6th LOS		C

Notes

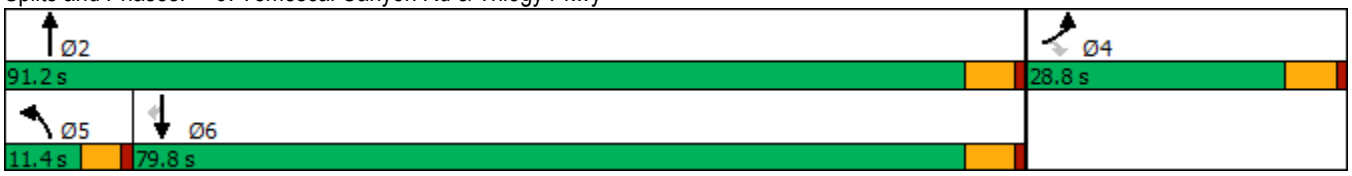
User approved volume balancing among the lanes for turning movement.

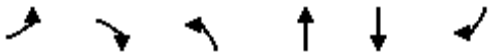
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	64	90	1628	569	240
Future Volume (vph)	82	64	90	1628	569	240
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	28.8	28.8	11.4	91.2	79.8	79.8
Total Split (%)	24.0%	24.0%	9.5%	76.0%	66.5%	66.5%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	12.4	12.4	7.3	49.0	35.4	35.4
Actuated g/C Ratio	0.18	0.18	0.11	0.72	0.52	0.52
v/c Ratio	0.26	0.19	0.49	0.65	0.60	0.27
Control Delay	29.8	9.9	45.0	8.7	15.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	9.9	45.0	8.7	15.5	4.1
LOS	C	A	D	A	B	A
Approach Delay	21.1			10.6	12.1	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 62.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	64	90	1628	569	240
Future Volume (veh/h)	82	64	90	1628	569	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	62	95	1714	599	250
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	265	236	123	2442	1019	863
Arrive On Green	0.15	0.15	0.07	0.68	0.54	0.54
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	86	62	95	1714	599	250
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1900	1610
Q Serve(g_s), s	2.7	2.2	3.3	18.5	13.5	5.4
Cycle Q Clear(g_c), s	2.7	2.2	3.3	18.5	13.5	5.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	265	236	123	2442	1019	863
V/C Ratio(X)	0.32	0.26	0.77	0.70	0.59	0.29
Avail Cap(c_a), veh/h	658	585	195	4897	2235	1894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	24.0	29.0	6.3	9.9	8.1
Incr Delay (d2), s/veh	0.7	0.6	3.9	0.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	1.4	3.9	4.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.9	24.6	32.9	6.7	10.5	8.2
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	148			1809	849	
Approach Delay, s/veh	24.8			8.1	9.8	
Approach LOS	C			A	A	

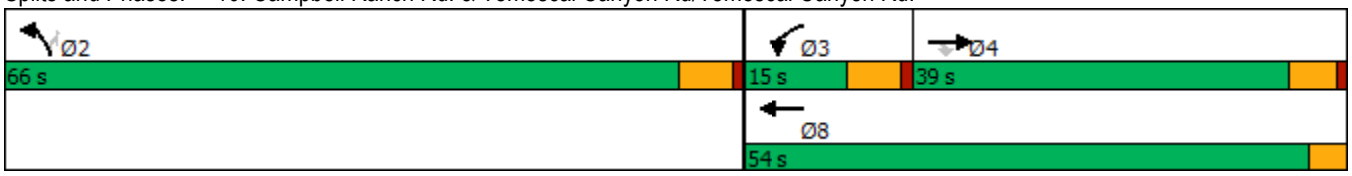
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.2		15.1	8.9	39.3
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.8		23.0	6.8	74.4
Max Q Clear Time (g_c+I1), s		20.5		4.7	5.3	15.5
Green Ext Time (p_c), s		22.3		0.3	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	344	285	100	945	765	125
Future Volume (vph)	344	285	100	945	765	125
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	39.0	39.0	15.0	54.0	66.0	66.0
Total Split (%)	32.5%	32.5%	12.5%	45.0%	55.0%	55.0%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	26.4	26.4	8.9	43.2	52.6	52.6
Actuated g/C Ratio	0.25	0.25	0.08	0.41	0.50	0.50
v/c Ratio	0.79	0.53	0.72	0.69	0.93	0.16
Control Delay	50.7	12.4	77.5	29.5	42.7	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	12.4	77.5	29.5	42.7	5.2
LOS	D	B	E	C	D	A
Approach Delay	33.3			34.1	37.4	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	285	100	945	765	125
Future Volume (veh/h)	344	285	100	945	765	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	294	109	1027	832	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	456	386	138	1377	892	794
Arrive On Green	0.24	0.24	0.08	0.38	0.49	0.49
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	374	294	109	1027	832	136
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1805	1810	1610
Q Serve(g_s), s	16.6	15.1	5.3	21.9	38.5	4.2
Cycle Q Clear(g_c), s	16.6	15.1	5.3	21.9	38.5	4.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	456	386	138	1377	892	794
V/C Ratio(X)	0.82	0.76	0.79	0.75	0.93	0.17
Avail Cap(c_a), veh/h	717	607	187	2042	1223	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	31.5	40.4	23.8	21.2	12.5
Incr Delay (d2), s/veh	4.3	3.1	10.3	0.8	10.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	5.9	2.7	8.8	16.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.3	34.6	50.7	24.7	31.6	12.6
LnGrp LOS	D	C	D	C	C	B
Approach Vol, veh/h	668			1136	968	
Approach Delay, s/veh	35.6			27.2	28.9	
Approach LOS	D			C	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	49.7	12.6	26.8	39.4
Change Period (Y+Rc), s	5.8	5.8	5.4	* 5.4
Max Green Setting (Gmax), s	60.2	9.2	33.6	* 50
Max Q Clear Time (g_c+I1), s	40.5	7.3	18.6	23.9
Green Ext Time (p_c), s	3.5	0.0	2.8	7.7

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

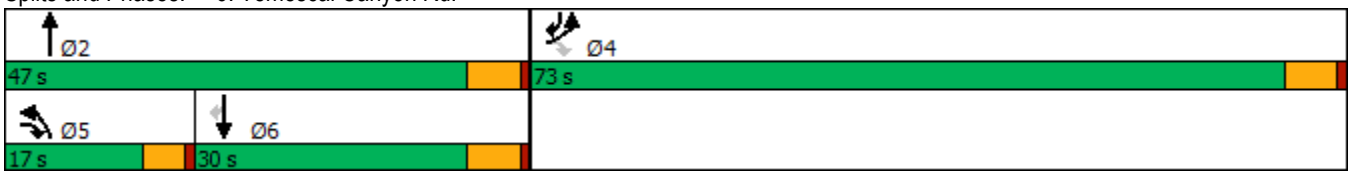
Notes

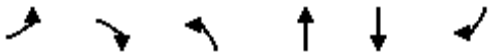
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	695	513	419	136	180	1521
Future Volume (vph)	695	513	419	136	180	1521
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	27.8	9.6	9.6	22.8	27.8	27.8
Total Split (s)	73.0	17.0	17.0	47.0	30.0	73.0
Total Split (%)	60.8%	14.2%	14.2%	39.2%	25.0%	60.8%
Yellow Time (s)	4.8	3.6	3.6	4.8	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)	5.8	4.6	4.6	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	67.3	85.6	12.4	30.0	12.9	86.1
Actuated g/C Ratio	0.62	0.79	0.11	0.28	0.12	0.79
v/c Ratio	0.35	0.42	1.14	0.15	0.46	1.30
Control Delay	11.1	2.7	133.0	29.9	47.9	156.1
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	11.1	3.2	133.0	29.9	47.9	156.1
LOS	B	A	F	C	D	F
Approach Delay	7.7			107.7	144.7	
Approach LOS	A			F	F	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 108.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 91.0		Intersection LOS: F	
Intersection Capacity Utilization 114.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	695	513	419	136	180	1521
Future Volume (veh/h)	695	513	419	136	180	1521
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	755	558	455	148	196	1191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1245	814	530	1817	1069	1048
Arrive On Green	0.35	0.35	0.15	0.50	0.30	0.30
Sat Flow, veh/h	3510	1610	3510	3705	3705	1610
Grp Volume(v), veh/h	755	558	455	148	196	1191
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1805	1805	1610
Q Serve(g_s), s	14.5	21.4	10.3	1.7	3.3	24.2
Cycle Q Clear(g_c), s	14.5	21.4	10.3	1.7	3.3	24.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1245	814	530	1817	1069	1048
V/C Ratio(X)	0.61	0.69	0.86	0.08	0.18	1.14
Avail Cap(c_a), veh/h	2886	1567	533	1820	1069	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	15.3	33.8	10.5	21.4	9.2
Incr Delay (d2), s/veh	0.5	1.0	12.6	0.0	0.1	73.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.2	5.0	0.6	1.3	41.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.2	16.3	46.4	10.5	21.5	82.6
LnGrp LOS	C	B	D	B	C	F
Approach Vol, veh/h	1313			603	1387	
Approach Delay, s/veh	19.7			37.6	74.0	
Approach LOS	B			D	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.9		34.8	16.9	30.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		41.2		67.2	12.4	24.2
Max Q Clear Time (g_c+I1), s		3.7		23.4	12.3	26.2
Green Ext Time (p_c), s		0.8		5.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

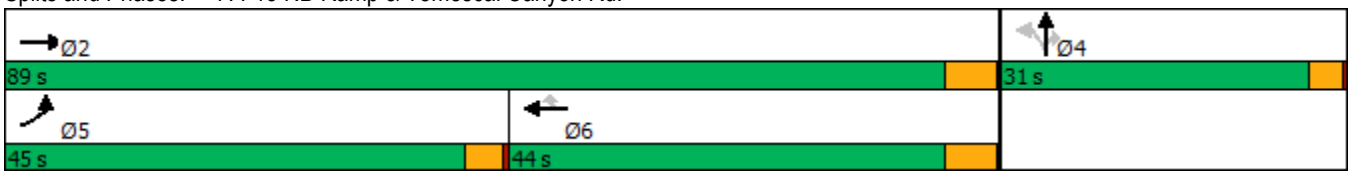
Notes

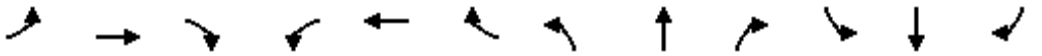
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	777	1044	1099	865	12	188
Future Volume (vph)	777	1044	1099	865	12	188
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	45.0	89.0	44.0	44.0	31.0	31.0
Total Split (%)	37.5%	74.2%	36.7%	36.7%	25.8%	25.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	28.3	71.9	39.5	39.5	22.1	22.1
Actuated g/C Ratio	0.28	0.70	0.38	0.38	0.22	0.22
v/c Ratio	0.85	0.43	0.83	1.04	0.83	0.26
Control Delay	44.4	7.6	37.0	58.5	57.9	5.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	44.4	7.7	37.0	58.5	57.9	5.9
LOS	D	A	D	E	E	A
Approach Delay		23.4	46.4		38.1	
Approach LOS		C	D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 103.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	777	1044	0	0	1099	865	295	12	188	0	0	0
Future Volume (veh/h)	777	1044	0	0	1099	865	295	12	188	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	818	1099	0	0	1157	0	311	13	150			
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	933	2479	0	0	1344		366	15	596			
Arrive On Green	0.27	0.69	0.00	0.00	0.37	0.00	0.20	0.21	0.21			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1740	73	2834			
Grp Volume(v), veh/h	818	1099	0	0	1157	0	324	0	150			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1813	0	1417			
Q Serve(g_s), s	18.4	11.3	0.0	0.0	24.4	0.0	14.2	0.0	3.6			
Cycle Q Clear(g_c), s	18.4	11.3	0.0	0.0	24.4	0.0	14.2	0.0	3.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	933	2479	0	0	1344		381	0	596			
V/C Ratio(X)	0.88	0.44	0.00	0.00	0.86		0.85	0.00	0.25			
Avail Cap(c_a), veh/h	1746	3679	0	0	1708		605	0	945			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.0	5.8	0.0	0.0	23.9	0.0	31.5	0.0	27.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	3.2	0.0	3.7	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.2	2.9	0.0	0.0	9.8	0.0	6.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	5.9	0.0	0.0	27.1	0.0	35.2	0.0	27.2			
LnGrp LOS	C	A	A	A	C		D	A	C			
Approach Vol, veh/h		1917			1157			474				
Approach Delay, s/veh		16.2			27.1			32.7				
Approach LOS		B			C			C				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		61.6		20.8	25.9	35.7			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		84.0		27.5	41.0	39.0			
Max Q Clear Time (g_c+I1), s		13.3		16.2	20.4	26.4			
Green Ext Time (p_c), s		5.4		1.1	1.5	4.3			

Intersection Summary		
HCM 6th Ctrl Delay		22.0
HCM 6th LOS		C

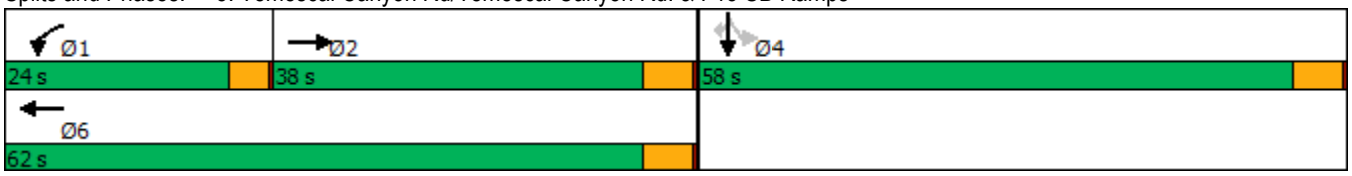
Notes

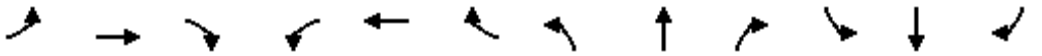
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1034	381	558	837	7	698
Future Volume (vph)	1034	381	558	837	7	698
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	38.0		24.0	62.0	58.0	58.0
Total Split (%)	31.7%		20.0%	51.7%	48.3%	48.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	33.0	120.0	20.0	57.0	53.0	53.0
Actuated g/C Ratio	0.28	1.00	0.17	0.48	0.44	0.44
v/c Ratio	1.05	0.25	1.02	0.99	1.11	0.97
Control Delay	85.0	0.4	91.5	58.7	100.1	56.3
Queue Delay	0.0	0.0	0.0	37.9	0.0	0.0
Total Delay	85.0	0.4	91.5	96.6	100.1	56.3
LOS	F	A	F	F	F	E
Approach Delay	62.2			94.6	79.6	
Approach LOS	E			F	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 78.7	Intersection LOS: E
Intersection Capacity Utilization 103.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1034	381	558	837	0	0	0	0	786	7	698
Future Volume (veh/h)	0	1034	381	558	837	0	0	0	0	786	7	698
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1100	0	594	890	0				841	0	376
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	1288		705	1120	0				1080	0	460
Arrive On Green	0.00	0.34	0.00	0.20	0.59	0.00				0.30	0.00	0.29
Sat Flow, veh/h	0	3800	1610	3510	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	1100	0	594	890	0				841	0	376
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	21.6	0.0	13.1	29.1	0.0				17.1	0.0	17.5
Cycle Q Clear(g_c), s	0.0	21.6	0.0	13.1	29.1	0.0				17.1	0.0	17.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1288		705	1120	0				1080	0	460
V/C Ratio(X)	0.00	0.85		0.84	0.79	0.00				0.78	0.00	0.82
Avail Cap(c_a), veh/h	0	1561		874	1348	0				2433	0	1062
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	0.0	30.9	12.7	0.0				25.8	0.0	26.7
Incr Delay (d2), s/veh	0.0	3.6	0.0	6.2	2.3	0.0				0.9	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.0	5.8	10.4	0.0				6.8	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	0.0	37.1	15.0	0.0				26.7	0.0	29.4
LnGrp LOS	A	C		D	B	A				C	A	C
Approach Vol, veh/h		1100			1484						1217	
Approach Delay, s/veh		28.3			23.8						27.5	
Approach LOS		C			C						C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	20.1	32.2		28.0		52.4						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	20.0	33.0		53.0		57.0						
Max Q Clear Time (g_c+I1), s	15.1	23.6		19.5		31.1						
Green Ext Time (p_c), s	1.1	3.6		3.5		4.2						

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	

Notes

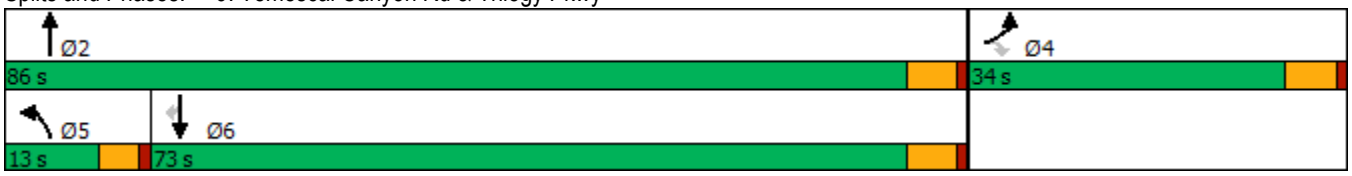
User approved volume balancing among the lanes for turning movement.

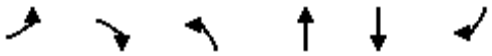
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	308	105	81	599	868	86
Future Volume (vph)	308	105	81	599	868	86
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	23.8	23.8	8.1	66.7	57.2	57.2
Actuated g/C Ratio	0.23	0.23	0.08	0.65	0.56	0.56
v/c Ratio	0.79	0.25	0.61	0.27	0.88	0.10
Control Delay	54.6	8.6	71.1	7.8	32.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	8.6	71.1	7.8	32.2	8.1
LOS	D	A	E	A	C	A
Approach Delay	42.9			15.3	30.0	
Approach LOS	D			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	308	105	81	599	868	86
Future Volume (veh/h)	308	105	81	599	868	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	331	79	87	644	933	83
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	380	338	112	2394	1043	884
Arrive On Green	0.21	0.21	0.06	0.66	0.55	0.55
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	331	79	87	644	933	83
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1900	1610
Q Serve(g_s), s	15.6	3.6	4.2	6.5	38.4	2.2
Cycle Q Clear(g_c), s	15.6	3.6	4.2	6.5	38.4	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	380	338	112	2394	1043	884
V/C Ratio(X)	0.87	0.23	0.78	0.27	0.89	0.09
Avail Cap(c_a), veh/h	578	514	172	3296	1455	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	29.0	40.8	6.1	17.6	9.5
Incr Delay (d2), s/veh	9.1	0.4	4.8	0.1	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	3.5	1.9	2.0	15.9	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	29.3	45.6	6.2	23.3	9.5
LnGrp LOS	D	C	D	A	C	A
Approach Vol, veh/h	410			731	1016	
Approach Delay, s/veh	40.2			10.9	22.2	
Approach LOS	D			B	C	

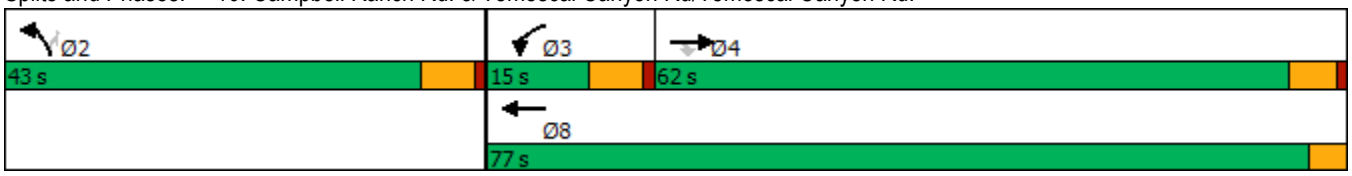
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.9		24.3	10.1	53.9
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		8.5		17.6	6.2	40.4
Green Ext Time (p_c), s		4.7		0.9	0.0	8.1

Intersection Summary		
HCM 6th Ctrl Delay		21.8
HCM 6th LOS		C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	398	484	113	302	260	84
Future Volume (vph)	398	484	113	302	260	84
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	23.4	23.4	9.2	41.1	16.2	16.2
Actuated g/C Ratio	0.35	0.35	0.14	0.62	0.24	0.24
v/c Ratio	0.64	0.59	0.49	0.15	0.64	0.20
Control Delay	23.2	5.5	39.1	5.9	31.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	5.5	39.1	5.9	31.0	6.9
LOS	C	A	D	A	C	A
Approach Delay	13.5			15.0	25.2	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	398	484	113	302	260	84
Future Volume (veh/h)	398	484	113	302	260	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	423	122	325	280	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	682	578	158	2084	373	332
Arrive On Green	0.36	0.36	0.09	0.58	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	428	423	122	325	280	87
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1805	1810	1610
Q Serve(g_s), s	9.1	11.2	3.2	2.0	7.1	2.2
Cycle Q Clear(g_c), s	9.1	11.2	3.2	2.0	7.1	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	682	578	158	2084	373	332
V/C Ratio(X)	0.63	0.73	0.77	0.16	0.75	0.26
Avail Cap(c_a), veh/h	2196	1861	340	5455	1375	1223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	13.6	21.9	4.8	18.2	16.3
Incr Delay (d2), s/veh	1.0	1.8	3.0	0.0	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.4	1.3	0.4	2.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.9	15.4	24.9	4.8	21.3	16.7
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	851			447	367	
Approach Delay, s/veh	14.7			10.3	20.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	15.9	10.1	23.0	33.1
Change Period (Y+Rc), s	5.8	5.8	5.4	* 5.4
Max Green Setting (Gmax), s	37.2	9.2	56.6	* 73
Max Q Clear Time (g_c+I1), s	9.1	5.2	13.2	4.0
Green Ext Time (p_c), s	1.1	0.0	4.4	2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

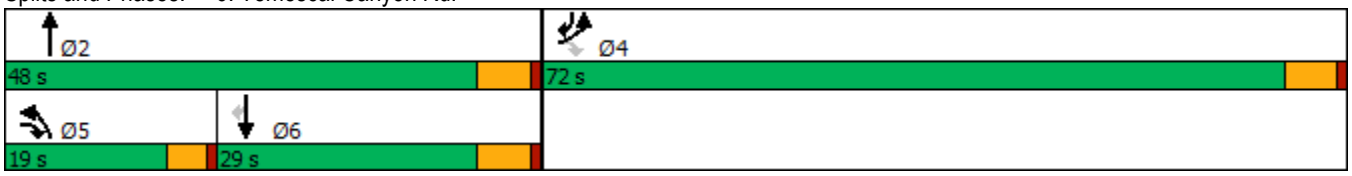
APPENDIX 7.8: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

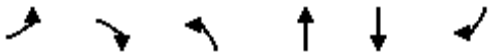
This Page Intentionally Left Blank

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1992	319	433	202	103	569
Future Volume (vph)	1992	319	433	202	103	569
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	27.8	9.6	9.6	15.8	27.8	27.8
Total Split (s)	72.0	19.0	19.0	48.0	29.0	72.0
Total Split (%)	60.0%	15.8%	15.8%	40.0%	24.2%	60.0%
Yellow Time (s)	4.8	3.6	3.6	4.8	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)	5.8	4.6	4.6	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	66.3	86.6	14.4	31.3	12.2	84.4
Actuated g/C Ratio	0.61	0.79	0.13	0.29	0.11	0.77
v/c Ratio	1.02	0.26	1.02	0.21	0.28	0.50
Control Delay	46.6	0.9	94.1	29.9	45.7	6.0
Queue Delay	32.3	0.0	0.0	0.0	0.0	1.0
Total Delay	78.9	0.9	94.1	29.9	45.7	7.0
LOS	E	A	F	C	D	A
Approach Delay	68.1			73.6	13.0	
Approach LOS	E			E	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1992	319	433	202	103	569
Future Volume (veh/h)	1992	319	433	202	103	569
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2165	347	471	220	112	482
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2048	1144	446	1135	530	1176
Arrive On Green	0.58	0.58	0.13	0.31	0.15	0.15
Sat Flow, veh/h	3510	1610	3510	3705	3705	1610
Grp Volume(v), veh/h	2165	347	471	220	112	482
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1805	1805	1610
Q Serve(g_s), s	66.2	9.0	14.4	5.0	3.1	13.1
Cycle Q Clear(g_c), s	66.2	9.0	14.4	5.0	3.1	13.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	2048	1144	446	1135	530	1176
V/C Ratio(X)	1.06	0.30	1.06	0.19	0.21	0.41
Avail Cap(c_a), veh/h	2048	1144	446	1343	738	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	6.1	49.5	28.4	42.6	5.9
Incr Delay (d2), s/veh	37.0	0.1	58.5	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.0	14.1	9.7	2.1	1.4	13.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.6	6.2	108.1	28.5	42.8	6.1
LnGrp LOS	F	A	F	C	D	A
Approach Vol, veh/h	2512			691	594	
Approach Delay, s/veh	53.1			82.7	13.0	
Approach LOS	D			F	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		41.5		72.0	19.0	22.5
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		42.2		66.2	14.4	23.2
Max Q Clear Time (g_c+I1), s		7.0		68.2	16.4	15.1
Green Ext Time (p_c), s		1.3		0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

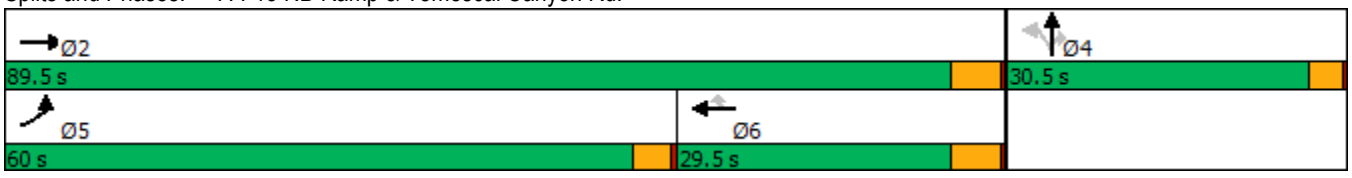
Notes

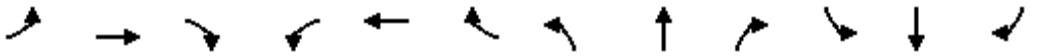
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	1211	1792	319	697	8	544
Future Volume (vph)	1211	1792	319	697	8	544
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	60.0	89.5	29.5	29.5	30.5	30.5
Total Split (%)	50.0%	74.6%	24.6%	24.6%	25.4%	25.4%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	41.7	70.8	25.0	25.0	22.5	22.5
Actuated g/C Ratio	0.41	0.69	0.25	0.25	0.22	0.22
v/c Ratio	0.88	0.75	0.38	1.10	0.42	0.85
Control Delay	35.9	12.6	36.3	86.2	39.3	48.0
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	36.0	12.8	36.3	86.2	39.3	48.0
LOS	D	B	D	F	D	D
Approach Delay		22.2	70.5		46.0	
Approach LOS		C	E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1211	1792	0	0	319	697	153	8	544	0	0	0
Future Volume (veh/h)	1211	1792	0	0	319	697	153	8	544	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1261	1867	0	0	332	0	159	8	333			
Peak Hour Factor	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			
Cap, veh/h	1466	2398	0	0	611		297	15	487			
Arrive On Green	0.42	0.66	0.00	0.00	0.17	0.00	0.16	0.17	0.17			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1727	87	2834			
Grp Volume(v), veh/h	1261	1867	0	0	332	0	167	0	333			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1814	0	1417			
Q Serve(g_s), s	16.9	18.6	0.0	0.0	4.4	0.0	4.4	0.0	5.7			
Cycle Q Clear(g_c), s	16.9	18.6	0.0	0.0	4.4	0.0	4.4	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	1466	2398	0	0	611		311	0	487			
V/C Ratio(X)	0.86	0.78	0.00	0.00	0.54		0.54	0.00	0.68			
Avail Cap(c_a), veh/h	3796	5890	0	0	1708		946	0	1477			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	13.7	6.0	0.0	0.0	19.7	0.0	19.8	0.0	20.1			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.3	0.0	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	4.9	2.5	0.0	0.0	1.6	0.0	1.6	0.0	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	6.3	0.0	0.0	20.0	0.0	20.3	0.0	20.8			
LnGrp LOS	B	A	A	A	B		C	A	C			
Approach Vol, veh/h		3128			332			500				
Approach Delay, s/veh		9.5			20.0			20.6				
Approach LOS		A			B			C				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.4		12.4	25.6	13.8						
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0						
Max Green Setting (Gmax), s		84.5		27.0	56.0	24.5						
Max Q Clear Time (g_c+I1), s		20.6		7.7	18.9	6.4						
Green Ext Time (p_c), s		13.8		1.2	2.7	1.1						

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

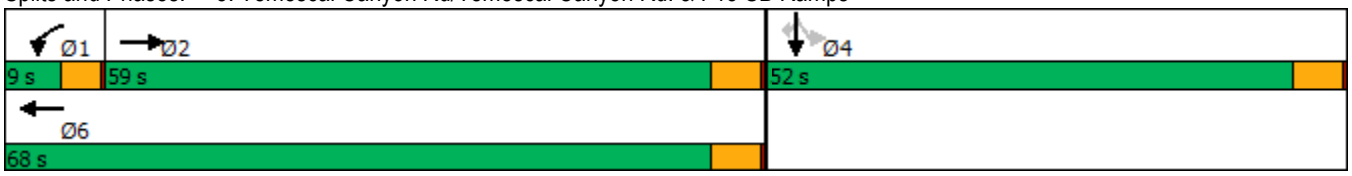
Notes

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

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1782	159	158	313	4	569
Future Volume (vph)	1782	159	158	313	4	569
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	59.0		9.0	68.0	52.0	52.0
Total Split (%)	49.2%		7.5%	56.7%	43.3%	43.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	54.0	120.0	5.0	63.0	47.0	47.0
Actuated g/C Ratio	0.45	1.00	0.04	0.52	0.39	0.39
v/c Ratio	1.10	0.10	1.14	0.33	1.25	0.69
Control Delay	85.7	0.1	169.5	17.5	155.6	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.7	0.1	169.5	17.5	155.6	14.7
LOS	F	A	F	B	F	B
Approach Delay	78.7			68.5	96.8	
Approach LOS	E			E	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 84.0	Intersection LOS: F
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1782	159	158	313	0	0	0	0	792	4	569
Future Volume (veh/h)	0	1782	159	158	313	0	0	0	0	792	4	569
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1876	0	166	329	0				837	0	331
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	0	2025		182	1189	0				1017	0	436
Arrive On Green	0.00	0.53	0.00	0.05	0.63	0.00				0.28	0.00	0.27
Sat Flow, veh/h	0	3800	1610	3510	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	1876	0	166	329	0				837	0	331
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	44.0	0.0	4.6	7.6	0.0				20.9	0.0	18.2
Cycle Q Clear(g_c), s	0.0	44.0	0.0	4.6	7.6	0.0				20.9	0.0	18.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2025		182	1189	0				1017	0	436
V/C Ratio(X)	0.00	0.93		0.91	0.28	0.00				0.82	0.00	0.76
Avail Cap(c_a), veh/h	0	2122		182	1238	0				1796	0	783
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	0.0	45.6	8.2	0.0				32.5	0.0	32.4
Incr Delay (d2), s/veh	0.0	7.2	0.0	43.3	0.0	0.0				1.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.1	0.0	3.0	2.7	0.0				8.8	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.1	0.0	88.9	8.2	0.0				33.8	0.0	34.4
LnGrp LOS	A	C		F	A	A				C	A	C
Approach Vol, veh/h		1876			495						1168	
Approach Delay, s/veh		28.1			35.3						34.0	
Approach LOS		C			D						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	56.5		31.2		65.5
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	5.0	54.0		47.0		63.0
Max Q Clear Time (g_c+I1), s	6.6	46.0		22.9		9.6
Green Ext Time (p_c), s	0.0	5.5		3.3		1.2

Intersection Summary		
HCM 6th Ctrl Delay		31.0
HCM 6th LOS		C

Notes

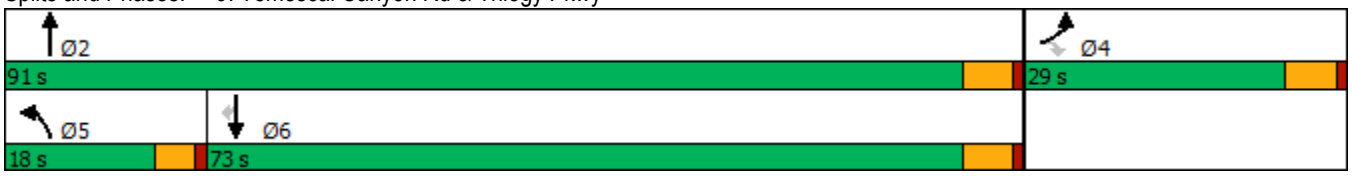
User approved volume balancing among the lanes for turning movement.

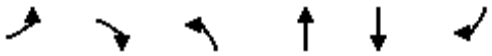
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	91	64	90	1637	570	241
Future Volume (vph)	91	64	90	1637	570	241
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	29.0	29.0	18.0	91.0	73.0	73.0
Total Split (%)	24.2%	24.2%	15.0%	75.8%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	12.6	12.6	8.7	49.6	38.8	38.8
Actuated g/C Ratio	0.18	0.18	0.13	0.73	0.57	0.57
v/c Ratio	0.29	0.19	0.42	0.66	0.56	0.26
Control Delay	30.5	9.9	38.0	8.7	16.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	9.9	38.0	8.7	16.6	5.8
LOS	C	A	D	A	B	A
Approach Delay	22.0			10.2	13.4	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	64	90	1637	570	241
Future Volume (veh/h)	91	64	90	1637	570	241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	62	95	1723	600	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	266	237	124	2446	1021	865
Arrive On Green	0.15	0.15	0.07	0.68	0.54	0.54
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	96	62	95	1723	600	251
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1900	1610
Q Serve(g_s), s	3.1	2.2	3.3	18.8	13.6	5.5
Cycle Q Clear(g_c), s	3.1	2.2	3.3	18.8	13.6	5.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	266	237	124	2446	1021	865
V/C Ratio(X)	0.36	0.26	0.77	0.70	0.59	0.29
Avail Cap(c_a), veh/h	657	585	379	4836	2010	1703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	24.2	29.3	6.3	10.0	8.1
Incr Delay (d2), s/veh	0.8	0.6	3.8	0.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.1	1.5	4.1	4.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.4	24.8	33.0	6.7	10.5	8.3
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	158			1818	851	
Approach Delay, s/veh	25.1			8.1	9.9	
Approach LOS	C			A	A	

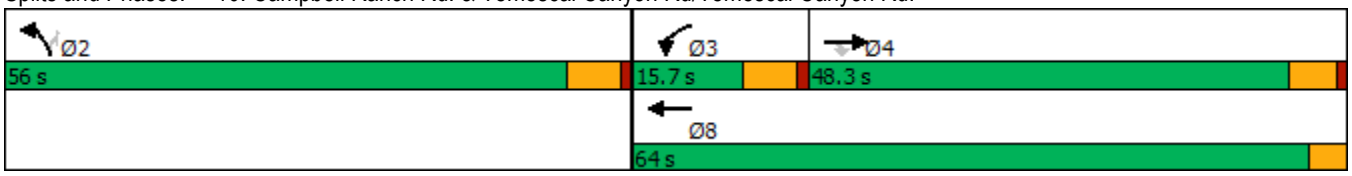
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.7		15.2	9.0	39.7
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.2	13.4	67.6
Max Q Clear Time (g_c+I1), s		20.8		5.1	5.3	15.6
Green Ext Time (p_c), s		22.5		0.4	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	344	285	104	945	765	151
Future Volume (vph)	344	285	104	945	765	151
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	48.3	48.3	15.7	64.0	56.0	56.0
Total Split (%)	40.3%	40.3%	13.1%	53.3%	46.7%	46.7%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	26.3	26.3	9.3	43.2	50.5	50.5
Actuated g/C Ratio	0.25	0.25	0.09	0.42	0.49	0.49
v/c Ratio	0.77	0.51	0.70	0.68	0.94	0.20
Control Delay	46.9	8.7	70.2	26.5	46.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	8.7	70.2	26.5	46.7	7.1
LOS	D	A	E	C	D	A
Approach Delay	29.6			30.9	40.2	
Approach LOS	C			C	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	285	104	945	765	151
Future Volume (veh/h)	344	285	104	945	765	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	294	113	1027	832	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	462	392	143	1397	883	786
Arrive On Green	0.24	0.24	0.08	0.39	0.49	0.49
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	374	294	113	1027	832	164
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1805	1810	1610
Q Serve(g_s), s	16.6	15.1	5.5	21.8	39.0	5.2
Cycle Q Clear(g_c), s	16.6	15.1	5.5	21.8	39.0	5.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	462	392	143	1397	883	786
V/C Ratio(X)	0.81	0.75	0.79	0.74	0.94	0.21
Avail Cap(c_a), veh/h	910	771	200	2435	1014	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	31.4	40.5	23.5	21.7	13.1
Incr Delay (d2), s/veh	3.4	2.9	8.7	0.8	15.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	5.9	2.7	8.7	17.8	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	34.3	49.2	24.3	36.8	13.2
LnGrp LOS	D	C	D	C	D	B
Approach Vol, veh/h	668			1140	996	
Approach Delay, s/veh	34.9			26.8	32.9	
Approach LOS	C			C	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		49.5	12.9	27.2		40.1
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		50.2	9.9	42.9		* 60
Max Q Clear Time (g_c+I1), s		41.0	7.5	18.6		23.8
Green Ext Time (p_c), s		2.7	0.0	3.2		8.4

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

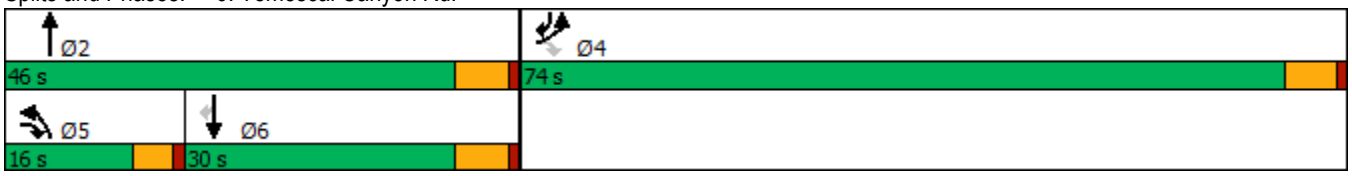
Notes

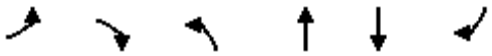
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	798	513	419	146	221	1736
Future Volume (vph)	798	513	419	146	221	1736
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	27.8	9.6	9.6	22.8	27.8	27.8
Total Split (s)	74.0	16.0	16.0	46.0	30.0	74.0
Total Split (%)	61.7%	13.3%	13.3%	38.3%	25.0%	61.7%
Yellow Time (s)	4.8	3.6	3.6	4.8	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)	5.8	4.6	4.6	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	68.3	85.5	11.4	29.8	13.8	87.9
Actuated g/C Ratio	0.62	0.78	0.10	0.27	0.13	0.80
v/c Ratio	0.40	0.43	1.25	0.16	0.53	1.46
Control Delay	11.5	3.5	174.8	30.5	49.1	228.9
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	11.5	4.0	174.8	30.5	49.1	228.9
LOS	B	A	F	C	D	F
Approach Delay	8.6			137.5	208.6	
Approach LOS	A			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 129.7	Intersection LOS: F
Intersection Capacity Utilization 128.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 6: Temescal Canyon Rd.





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	798	513	419	146	221	1736
Future Volume (veh/h)	798	513	419	146	221	1736
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	867	558	455	159	240	1262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1279	812	491	1781	1072	1065
Arrive On Green	0.36	0.36	0.14	0.49	0.30	0.30
Sat Flow, veh/h	3510	1610	3510	3705	3705	1610
Grp Volume(v), veh/h	867	558	455	159	240	1262
Grp Sat Flow(s),veh/h/ln	1755	1610	1755	1805	1805	1610
Q Serve(g_s), s	17.0	21.4	10.4	1.9	4.1	24.2
Cycle Q Clear(g_c), s	17.0	21.4	10.4	1.9	4.1	24.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1279	812	491	1781	1072	1065
V/C Ratio(X)	0.68	0.69	0.93	0.09	0.22	1.19
Avail Cap(c_a), veh/h	2938	1573	491	1781	1072	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	15.3	34.6	10.9	21.6	8.8
Incr Delay (d2), s/veh	0.6	1.0	23.4	0.0	0.1	93.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	19.1	5.8	0.7	1.6	47.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.5	16.4	58.1	11.0	21.7	101.8
LnGrp LOS	C	B	E	B	C	F
Approach Vol, veh/h	1425			614	1502	
Approach Delay, s/veh	20.1			45.9	89.0	
Approach LOS	C			D	F	

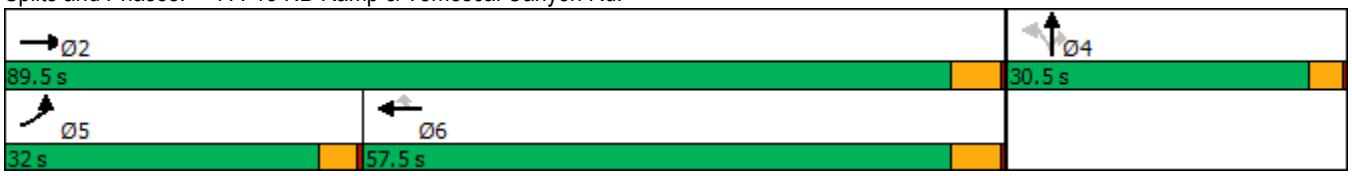
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.0		35.5	16.0	30.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		40.2		68.2	11.4	24.2
Max Q Clear Time (g_c+I1), s		3.9		23.4	12.4	26.2
Green Ext Time (p_c), s		0.9		6.3	0.0	0.0

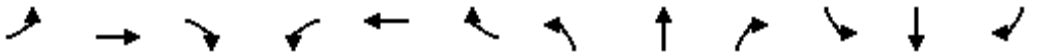
Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	799	1097	1225	955	12	238
Future Volume (vph)	799	1097	1225	955	12	238
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	25.0	10.0	10.0	30.5	30.5
Total Split (s)	32.0	89.5	57.5	57.5	30.5	30.5
Total Split (%)	26.7%	74.6%	47.9%	47.9%	25.4%	25.4%
Yellow Time (s)	3.5	4.5	4.5	4.5	3.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	28.0	84.6	52.5	52.5	23.8	23.8
Actuated g/C Ratio	0.24	0.72	0.45	0.45	0.20	0.20
v/c Ratio	1.00	0.44	0.79	1.01	0.88	0.33
Control Delay	76.6	7.5	32.6	49.2	70.6	8.7
Queue Delay	0.0	0.3	2.1	6.8	0.0	0.0
Total Delay	76.6	7.9	34.7	56.0	70.6	8.7
LOS	E	A	C	E	E	A
Approach Delay		36.8	44.0		43.7	
Approach LOS		D	D		D	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 116.9		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.01		
Intersection Signal Delay: 41.0	Intersection LOS: D	
Intersection Capacity Utilization 110.0%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 7: I-15 NB Ramp & Temescal Canyon Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	799	1097	0	0	1225	955	297	12	238	0	0	0
Future Volume (veh/h)	799	1097	0	0	1225	955	297	12	238	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	841	1155	0	0	1289	0	313	13	203			
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	914	2557	0	0	1470		358	15	582			
Arrive On Green	0.26	0.71	0.00	0.00	0.41	0.00	0.20	0.21	0.21			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1741	72	2834			
Grp Volume(v), veh/h	841	1155	0	0	1289	0	326	0	203			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1813	0	1417			
Q Serve(g_s), s	23.0	13.5	0.0	0.0	32.4	0.0	17.2	0.0	6.0			
Cycle Q Clear(g_c), s	23.0	13.5	0.0	0.0	32.4	0.0	17.2	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	914	2557	0	0	1470		372	0	582			
V/C Ratio(X)	0.92	0.45	0.00	0.00	0.88		0.88	0.00	0.35			
Avail Cap(c_a), veh/h	998	3097	0	0	1924		497	0	777			
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	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.4	6.2	0.0	0.0	26.9	0.0	38.2	0.0	33.5			
Incr Delay (d2), s/veh	12.1	0.0	0.0	0.0	3.2	0.0	10.5	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.7	3.8	0.0	0.0	13.3	0.0	8.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	6.2	0.0	0.0	30.1	0.0	48.7	0.0	33.6			
LnGrp LOS	D	A	A	A	C		D	A	C			
Approach Vol, veh/h		1996			1289			529				
Approach Delay, s/veh		23.6			30.1			42.9				
Approach LOS		C			C			D				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		74.8		23.7	29.6	45.1			
Change Period (Y+Rc), s		5.0		3.5	4.0	5.0			
Max Green Setting (Gmax), s		84.5		27.0	28.0	52.5			
Max Q Clear Time (g_c+I1), s		15.5		19.2	25.0	34.4			
Green Ext Time (p_c), s		5.8		1.1	0.7	5.7			

Intersection Summary		
HCM 6th Ctrl Delay	28.5	
HCM 6th LOS	C	

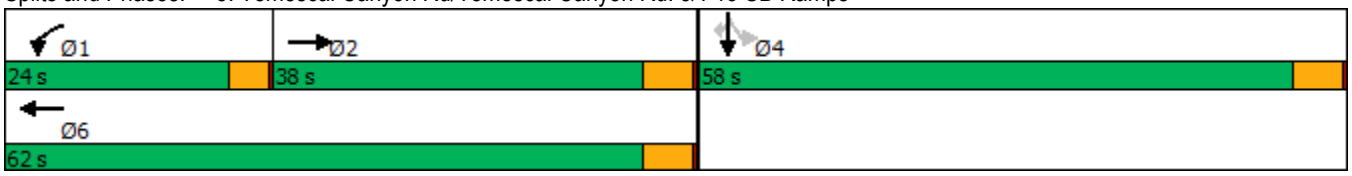
Notes

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

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1056	383	655	867	7	738
Future Volume (vph)	1056	383	655	867	7	738
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		Free				4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	24.0		9.0	10.0	10.0	10.0
Total Split (s)	38.0		24.0	62.0	58.0	58.0
Total Split (%)	31.7%		20.0%	51.7%	48.3%	48.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	4.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	None	None
Act Effct Green (s)	33.0	120.0	20.0	57.0	53.0	53.0
Actuated g/C Ratio	0.28	1.00	0.17	0.48	0.44	0.44
v/c Ratio	1.07	0.25	1.20	1.02	1.19	1.03
Control Delay	91.8	0.4	147.2	67.5	128.5	72.1
Queue Delay	0.0	0.0	0.0	29.2	0.0	0.0
Total Delay	91.8	0.4	147.2	96.7	128.5	72.1
LOS	F	A	F	F	F	E
Approach Delay	67.5			118.4	102.2	
Approach LOS	E			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 96.7	Intersection LOS: F
Intersection Capacity Utilization 110.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Temescal Canyon Rd/Temescal Canyon Rd. & I-15 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1056	383	655	867	0	0	0	0	839	7	738
Future Volume (veh/h)	0	1056	383	655	867	0	0	0	0	839	7	738
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	1123	0	697	922	0				898	0	418
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	1247		755	1114	0				1147	0	493
Arrive On Green	0.00	0.33	0.00	0.22	0.59	0.00				0.32	0.00	0.31
Sat Flow, veh/h	0	3800	1610	3510	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	1123	0	697	922	0				898	0	418
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	26.2	0.0	18.1	36.3	0.0				21.0	0.0	22.6
Cycle Q Clear(g_c), s	0.0	26.2	0.0	18.1	36.3	0.0				21.0	0.0	22.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1247		755	1114	0				1147	0	493
V/C Ratio(X)	0.00	0.90		0.92	0.83	0.00				0.78	0.00	0.85
Avail Cap(c_a), veh/h	0	1349		755	1165	0				2102	0	918
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	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.8	0.0	35.7	15.5	0.0				28.9	0.0	30.2
Incr Delay (d2), s/veh	0.0	7.7	0.0	16.9	4.5	0.0				0.9	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.5	0.0	9.1	14.6	0.0				8.5	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.5	0.0	52.6	20.0	0.0				29.8	0.0	33.4
LnGrp LOS	A	D		D	B	A				C	A	C
Approach Vol, veh/h		1123			1619						1316	
Approach Delay, s/veh		37.5			34.0						30.9	
Approach LOS		D			C						C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	35.5		33.5		59.5						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	20.0	33.0		53.0		57.0						
Max Q Clear Time (g_c+I1), s	20.1	28.2		24.6		38.3						
Green Ext Time (p_c), s	0.0	2.3		3.8		4.2						

Intersection Summary												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									

Notes

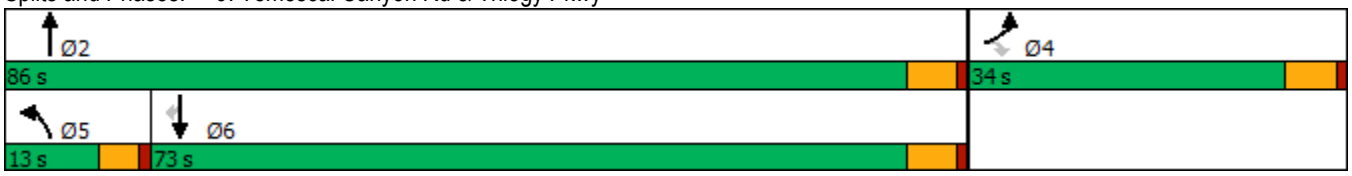
User approved volume balancing among the lanes for turning movement.

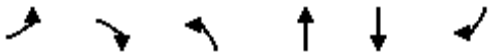
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	310	105	82	627	923	94
Future Volume (vph)	310	105	82	627	923	94
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.8	28.8	9.6	15.4	33.4	33.4
Total Split (s)	34.0	34.0	13.0	86.0	73.0	73.0
Total Split (%)	28.3%	28.3%	10.8%	71.7%	60.8%	60.8%
Yellow Time (s)	4.8	4.8	3.6	4.4	4.4	4.4
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)	5.8	5.8	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	24.3	24.3	8.0	73.5	60.8	60.8
Actuated g/C Ratio	0.22	0.22	0.07	0.67	0.56	0.56
v/c Ratio	0.83	0.25	0.67	0.28	0.94	0.11
Control Delay	60.1	8.5	78.2	7.7	40.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	8.5	78.2	7.7	40.1	8.2
LOS	E	A	E	A	D	A
Approach Delay	47.0			15.9	37.1	
Approach LOS	D			B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 32.0	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Temescal Canyon Rd & Trilogy Pkwy





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	310	105	82	627	923	94
Future Volume (veh/h)	310	105	82	627	923	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	79	88	674	992	92
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	376	334	113	2450	1082	917
Arrive On Green	0.21	0.21	0.06	0.68	0.57	0.57
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	333	79	88	674	992	92
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1900	1610
Q Serve(g_s), s	17.6	4.0	4.7	7.3	46.3	2.6
Cycle Q Clear(g_c), s	17.6	4.0	4.7	7.3	46.3	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	376	334	113	2450	1082	917
V/C Ratio(X)	0.89	0.24	0.78	0.28	0.92	0.10
Avail Cap(c_a), veh/h	519	461	154	2957	1305	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	32.5	45.5	6.3	19.1	9.7
Incr Delay (d2), s/veh	13.1	0.4	10.8	0.1	9.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	2.4	2.3	20.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.9	32.8	56.2	6.3	28.2	9.7
LnGrp LOS	D	C	E	A	C	A
Approach Vol, veh/h	412			762	1084	
Approach Delay, s/veh	47.5			12.1	26.7	
Approach LOS	D			B	C	

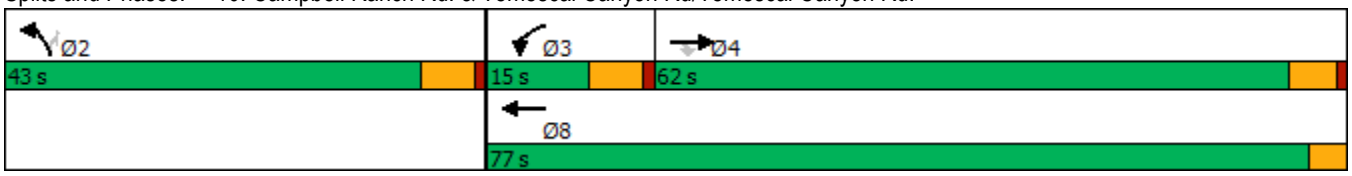
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.2		26.2	10.7	61.5
Change Period (Y+Rc), s		5.4		5.8	4.6	5.4
Max Green Setting (Gmax), s		80.6		28.2	8.4	67.6
Max Q Clear Time (g_c+I1), s		9.3		19.6	6.7	48.3
Green Ext Time (p_c), s		5.0		0.8	0.0	7.8

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	402	490	137	311	262	90
Future Volume (vph)	402	490	137	311	262	90
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.4	29.4	10.8	14.6	22.8	22.8
Total Split (s)	62.0	62.0	15.0	77.0	43.0	43.0
Total Split (%)	51.7%	51.7%	12.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.4	4.4	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	-0.6	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.8	3.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effct Green (s)	23.6	23.6	9.5	41.6	16.3	16.3
Actuated g/C Ratio	0.35	0.35	0.14	0.62	0.24	0.24
v/c Ratio	0.65	0.60	0.57	0.15	0.64	0.21
Control Delay	23.5	5.7	42.2	6.0	31.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	5.7	42.2	6.0	31.4	6.8
LOS	C	A	D	A	C	A
Approach Delay	13.7			17.0	25.1	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Campbell Ranch Rd. & Temescal Canyon Rd/Temescal Canyon Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	402	490	137	311	262	90
Future Volume (veh/h)	402	490	137	311	262	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	432	430	147	334	282	94
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	683	579	189	2123	372	331
Arrive On Green	0.36	0.36	0.10	0.59	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	432	430	147	334	282	94
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1805	1810	1610
Q Serve(g_s), s	9.7	12.0	4.1	2.2	7.5	2.5
Cycle Q Clear(g_c), s	9.7	12.0	4.1	2.2	7.5	2.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	683	579	189	2123	372	331
V/C Ratio(X)	0.63	0.74	0.78	0.16	0.76	0.28
Avail Cap(c_a), veh/h	2091	1772	324	5193	1309	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	14.4	22.4	4.8	19.2	17.2
Incr Delay (d2), s/veh	1.0	1.9	2.6	0.0	3.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.7	1.6	0.5	2.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	16.3	25.1	4.8	22.4	17.7
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	862			481	376	
Approach Delay, s/veh	15.5			11.0	21.2	
Approach LOS	B			B	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.4	11.2	23.9		35.1
Change Period (Y+Rc), s		5.8	5.8	5.4		* 5.4
Max Green Setting (Gmax), s		37.2	9.2	56.6		* 73
Max Q Clear Time (g_c+I1), s		9.5	6.1	14.0		4.2
Green Ext Time (p_c), s		1.1	0.1	4.5		2.2

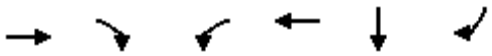
Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 7.9: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

This Page Intentionally Left Blank

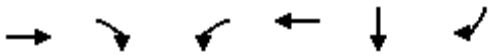


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1927	168	176	343	862	702
v/c Ratio	1.13	0.10	1.21	0.34	1.28	0.78
Control Delay	97.3	0.1	191.2	17.7	170.1	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	0.1	191.2	17.7	170.1	18.1
Queue Length 50th (ft)	~864	0	~85	148	~891	181
Queue Length 95th (ft)	#996	0	#160	214	#1149	357
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1710	1615	145	997	673	901
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.10	1.21	0.34	1.28	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1119	407	629	905	885	785
v/c Ratio	1.07	0.25	1.08	1.00	1.17	1.03
Control Delay	90.6	0.4	107.4	62.8	120.7	71.1
Queue Delay	0.0	0.0	0.0	34.3	0.0	0.0
Total Delay	90.6	0.4	107.4	97.1	120.7	71.1
Queue Length 50th (ft)	~480	0	~279	~689	~856	~611
Queue Length 95th (ft)	#609	0	#397	#978	#1116	#854
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1045	1615	583	902	759	761
Starvation Cap Reductn	0	0	0	103	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.25	1.08	1.13	1.17	1.03

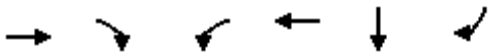
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 7.10: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

This Page Intentionally Left Blank

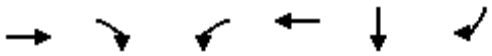


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1945	168	204	346	892	702
v/c Ratio	1.14	0.10	1.41	0.35	1.33	0.79
Control Delay	101.5	0.1	260.4	17.8	188.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.5	0.1	260.4	17.8	188.5	19.2
Queue Length 50th (ft)	~878	0	~108	150	~942	195
Queue Length 95th (ft)	#1010	0	#188	217	#1201	374
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1710	1615	145	997	673	892
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.10	1.41	0.35	1.33	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1123	407	697	922	900	785
v/c Ratio	1.07	0.25	1.20	1.02	1.19	1.03
Control Delay	91.8	0.4	147.2	67.5	128.5	72.1
Queue Delay	0.0	0.0	0.0	29.2	0.0	0.0
Total Delay	91.8	0.4	147.2	96.7	128.5	72.1
Queue Length 50th (ft)	~484	0	~336	~759	~882	~616
Queue Length 95th (ft)	#613	0	#457	#1007	#1142	#859
Internal Link Dist (ft)	3340			576	1392	
Turn Bay Length (ft)		180				
Base Capacity (vph)	1045	1615	583	902	759	759
Starvation Cap Reductn	0	0	0	102	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.25	1.20	1.15	1.19	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.