URBAN | CROSSROADS

CAJALCO COMMERCE CENTER (FORMERLY: MEAD VALLEY COMMERCE CENTER) (PPT220050)

TRAFFIC ANALYSIS

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Reference Number	Agency	Date
15091-06 TA Report	County of Riverside	July 3, 2024

TABLE OF CONTENTS

Table of Contents ii

Appendices iv

List of Exhibits vi

List of Tables vii

List of Abbreviated Terms viii

1 Introduction 1

1.1 Summary of Findings 1
1.2 Project Overview 3
1.3 Analysis Scenarios 5
1.4 Study Area 6
1.5 Deficiencies 8
1.6 Recommendations 10
1.7 Truck Access 14
1.8 Queuing Analysis 14

2 Methodologies 21

2.1 Level of Service 21
2.2 Intersection Capacity Analysis 21
2.3 Traffic Signal Warrant Analysis Methodology 23
2.4 Queuing Analysis 24
2.5 Minimum Acceptable Levels of Service (LOS) 25
2.6 Deficiency Criteria 26
2.7 Project Fair Share Calculation Methodology 26

3 Area Conditions 27

3.1 Existing Circulation Network 27
3.2 County of Riverside General Plan Circulation Element 27
3.3 Bicycle & Pedestrian Facilities 31
3.4 Transit Service 31
3.5 Truck Routes 31
3.6 Existing (2023) Traffic Counts 35
3.7 Intersection Operations Analysis 37
3.8 Traffic Signal Warrants Analysis 38
3.9 Freeway Off-Ramp Queuing Analysis 38

4 Projected Future Traffic 39

4.1 Project Trip Generation 39
4.2 Project Trip Distribution 43

4.3 Modal Split 49
4.4 Project Trip Assignment 49
4.5 Background Traffic 49
4.6 Cumulative Development Traffic 51
4.7 Near-Term Traffic Conditions 51
4.8 Horizon Year (2045) Conditions 55

5 EAP (2026) Traffic Conditions 57

5.1 Roadway Improvements 57
5.2 EAP (2026) Traffic Volume Forecasts 57
5.3 Intersection Operations Analysis 57
5.4 Traffic Signal Warrants Analysis 59
5.5 Queuing Analysis 59
5.6 Project Deficiencies and Recommended Improvements 60

6 EAPC (2026) Traffic Conditions 61

6.1 Roadway Improvements 61
6.2 EAPC (2026) Traffic Volume Forecasts 61
6.3 Intersection Operations Analysis 61
6.4 Traffic Signal Warrants Analysis 63
6.5 Queuing Analysis 64
6.6 Near-Term Deficiencies and Recommended Improvements 64

7 Horizon Year (2045) Traffic Conditions 67

7.1 Roadway Improvements 67
7.2 Horizon Year (2045) Without Project Traffic Volume Forecasts 67
7.3 Horizon Year (2045) With Project Traffic Volume Forecasts 67
7.4 Intersection Operations Analysis 70
7.5 Traffic Signal Warrants Analysis 71
7.6 Off-Ramp Queuing Analysis 71
7.7 Horizon Year Deficiencies and Recommended Improvements 72

8 Local and Regional Funding Mechanisms 75

8.1 Riverside County Transportation Uniform Mitigation Fee (TUMF) 75
8.2 Riverside County Development Impact Fee (DIF) Program 75
8.3 Measure A 75
8.4 Fair Share Contribution 76

9 References 77

APPENDICES

Appendix 1.1: Approved Traffic Study Scoping Agreement

Appendix 1.2: Site Adjacent Queues (With Driveway 3)

Appendix 1.3: Site Adjacent Queues (Without Driveway 3)

Appendix 3.1: Traffic Counts

Appendix 3.2: Existing (2023) Conditions Intersection Operations Analysis Worksheets

Appendix 3.3: Existing (2023) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 3.4: Existing (2023) Conditions Freeway Off-Ramp Queuing Analysis Worksheets

Appendix 4.1: Post Processing Worksheets

Appendix 5.1: EAP (2026) Conditions Intersection Operations Analysis Worksheets

Appendix 5.2: EAP (2026) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 5.3: EAP (2026) Conditions Freeway Off-Ramp Queuing Analysis Worksheets

Appendix 5.4: EAP (2026) Conditions Intersection Operations Analysis Worksheets With Improvements

Appendix 6.1: EAPC (2026) Conditions Intersection Operations Analysis Worksheets

Appendix 6.2: EAPC (2026) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 6.3: EAPC (2026) Conditions Freeway Off-Ramp Queuing Analysis Worksheets

Appendix 6.4: EAPC (2026) Conditions Intersection Operations Analysis Worksheets With Improvements

Appendix 6.5: EAPC (2026) Conditions Freeway Off-Ramp Queuing Analysis 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 Freeway Off-Ramp Queuing Analysis Worksheets

Appendix 7.6: Horizon Year (2045) With Project Conditions Freeway Off-Ramp Queuing Analysis Worksheets
Appendix 7.7: Horizon Year (2045) With Project Conditions Intersection Operations Analysis Worksheets With Improvements
Appendix 7.8: Horizon Year (2045) With Project Conditions Freeway Off-Ramp Queuing Analysis Worksheets With Improvements

LIST OF EXHIBITS

Exhibit 1-1: Location Map 2
Exhibit 1-2: Preliminary Site Plan 4
Exhibit 1-3: Study Area 7
Exhibit 1-4: Site Access Recommendations 11
Exhibit 1-5: Truck Turns (Page 1 of 3) 16
Exhibit 1-5: Truck Turns (Page 2 of 3) 17
Exhibit 1-5: Truck Turns (Page 3 of 3) 18
Exhibit 3-1: Existing Number of Through Lanes and Intersection Controls 28
Exhibit 3-2: County of Riverside General Plan Circulation Element 29
Exhibit 3-3: County of Riverside General Plan Roadway Cross-Sections 30
Exhibit 3-4: County of Riverside General Plan Bike Network 32
Exhibit 3-5: Existing Pedestrian Facilities 33
Exhibit 3-6: Existing Transit Routes 34
Exhibit 3-7: Existing (2023) Traffic Volumes 36
Exhibit 4-1: Project (Truck – With Driveway 3) Trip Distribution 44
Exhibit 4-2: Project (Truck – Without Driveway 3) Trip Distribution 45
Exhibit 4-3: Project (Passenger Car – With Driveway 3) Trip Distribution 46
Exhibit 4-4: Project (Passenger Car – Without Driveway 3) Trip Distribution 47
Exhibit 4-5: Project (Active Park) Trip Distribution 48
Exhibit 4-6: Project Only Traffic volumes 50
Exhibit 4-7: Cumulative Development Location Map 52
Exhibit 4-8: Cumulative Only Traffic Volumes 53
Exhibit 5-1: EAP (2026) Traffic Volumes 58
Exhibit 6-1: EAPC (2026) Traffic Volumes 62
Exhibit 7-1: Horizon Year (2045) Without Project Traffic Volumes 68
Exhibit 7-2: Horizon Year (2045) With Project Traffic Volumes 69

LIST OF TABLES

Table 1-1: Intersection Analysis Locations 6
Table 1-2: Summary of LOS 8
Table 1-3: Summary of Improvements by Analysis Scenario 15
Table 1-4: Peak Hour Queuing Analysis for Site Adjacent Intersections (With Driveway 3) 19
Table 1-5: Peak Hour Queuing Analysis for Site Adjacent Intersections (Without Driveway 3) 19
Table 2-1: Signalized Intersection LOS Thresholds 22
Table 2-2: Unsignalized Intersection LOS Thresholds 23
Table 2-3: Traffic Signal Warrant Analysis Locations 24
Table 3-1: Intersection Analysis for Existing (2023) Conditions 37
Table 3-2: Peak Hour Queuing Summary for Existing (2023) Conditions 38
Table 4-1: Trip Generation Rates 41
Table 4-2: Project Trip Generation Summary (Actual Vehicles) 42
Table 4-3: Project Trip Generation Summary (PCE) 43
Table 4-4: Cumulative Development land use Summary 54
Table 5-1: Intersection Analysis for EAP (2026) Conditions 59
Table 5-2: Peak Hour Queuing Summary for EAP (2026) Conditions 60
Table 5-3: Intersection Analysis for EAP (2026) Conditions With Improvements 60
Table 6-1: Intersection Analysis for EAPC (2026) Conditions 63
Table 6-2: Peak Hour Queuing Summary for EAPC (2026) Conditions 64
Table 6-3: Intersection Analysis for EAPC (2026) Conditions With Improvements 65
Table 6-4: Peak Hour Queuing Summary for EAPC (2026) Conditions With improvements 66
Table 7-1: Intersection Analysis for Horizon Year (2045) Without Mid-County Parkway Conditions 70
Table 7-2: Peak Hour Queuing Summary for Horizon Year (2045) Conditions 72
Table 7-3: Intersection Analysis for Horizon Year (2045) Without Mid-County Parkway Conditions With Improvements 73
Table 7-4: Peak Hour Queuing Summary for Horizon Year (2045) Conditions With Improvements 73
Table 8-1: Project Fair Share Calculations 76

LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CAMUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
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
MCP	Mid-County Parkway
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
PHF	Peak Hour Factor
Project	Mead Valley Commerce Center
RCTC	Riverside County Transportation Commission
RIVTAM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Authority
SCAG	Southern California Association of Governments
sf	Square Feet
SHS	State Highway System
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
vphgpl	Vehicles per Hour Green per Lane

1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Mead Valley Commerce Center development (Project), which is located south of Cajalco Road between Decker Road and Seaton Avenue in the County of Riverside, as shown on 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 recommend improvements to achieve acceptable operations consistent with the County's General Plan level of service goals and policies. This TA has been prepared in accordance with the County of Riverside's Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020) and through consultation with County of Riverside staff during the scoping process. (1) The Project traffic study scoping agreement is provided in Appendix 1.1 of this TA, which has been reviewed and approved by the County of Riverside.

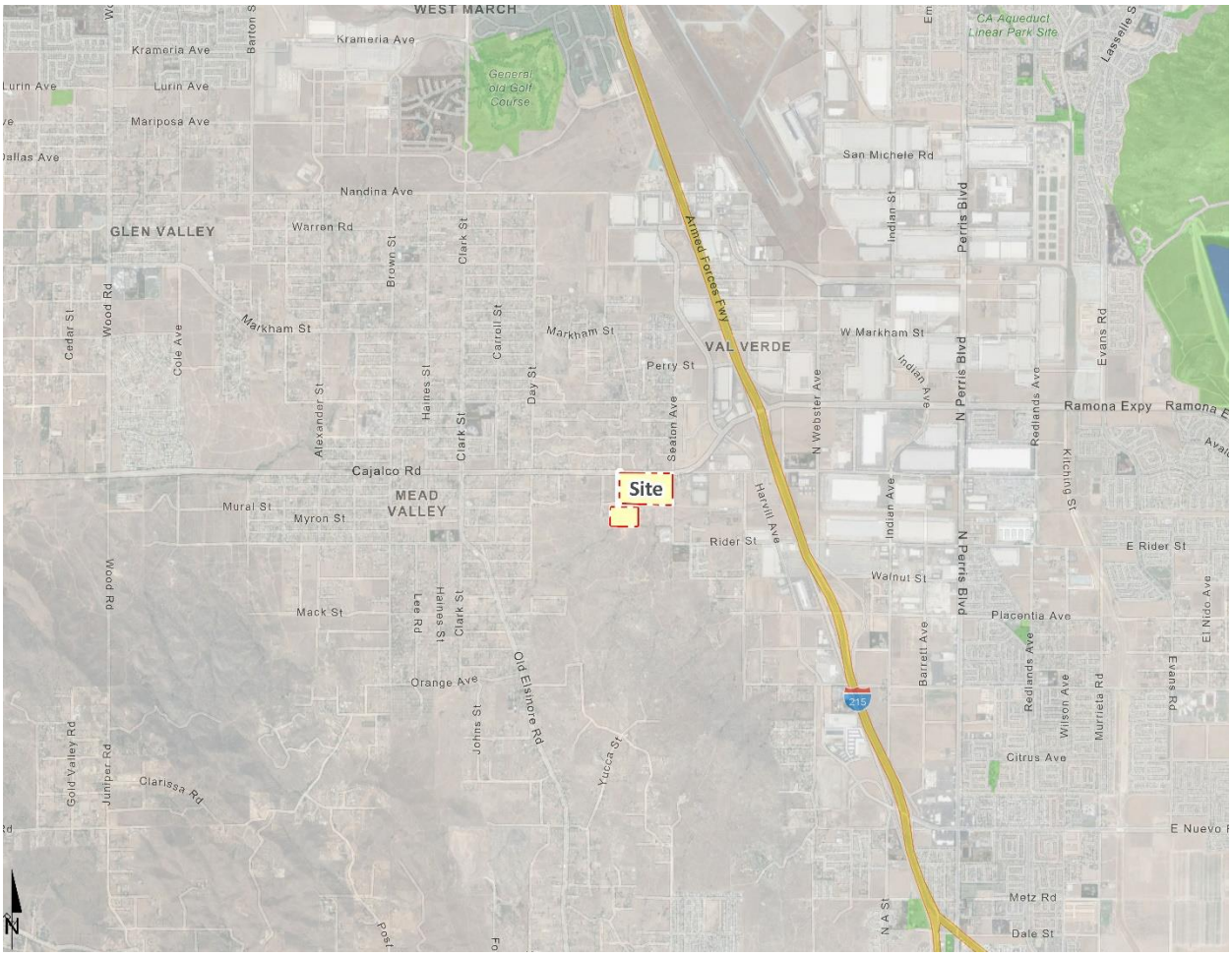
1.1 SUMMARY OF FINDINGS

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

- Project to construct Decker Road at its ultimate half-section width along the Project's western frontage as a Secondary Highway (100-foot right of way) from Cajalco Road to the southern Project boundary consistent with the County's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements. Project to provide an additional 12-feet of pavement on the west side of Decker Road, consistent with the County's standards, in order to facilitate site access.
- Project to construct the ultimate half-section of Seaton Avenue as a Secondary Highway (100-foot right of way) along the Project's eastern frontage between Cajalco Road and the Project's southern boundary consistent with the County's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements.
- Project to construct the ultimate half-section of Cajalco Road as an Expressway (220-foot right-of-way) along the Project's northern frontage from Decker Road to Seaton Avenue consistent with the County's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements.
- Project to install stop controls for all egress traffic from each Project driveway, except for Park Driveway. Full access Project driveways along Seaton Avenue will align with the driveways on the east side of Seaton for Plot Plan 210133 (PPT220042).
- The Project will pay Transportation Uniform Mitigation Fees (TUMF) towards the implementation of a 350-foot westbound left turn pocket on Cajalco Road to southbound Seaton Avenue.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The Project Applicant's responsibility for the Project's contributions towards deficient off-site intersections is fulfilled through construction, payment into pre-existing fee programs (if applicable), and/or fair share contributions that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would also be required to pay requisite fees consistent with the County's requirements (see Section 8 *Local and Regional Funding Mechanisms*).

EXHIBIT 1-1: LOCATION MAP

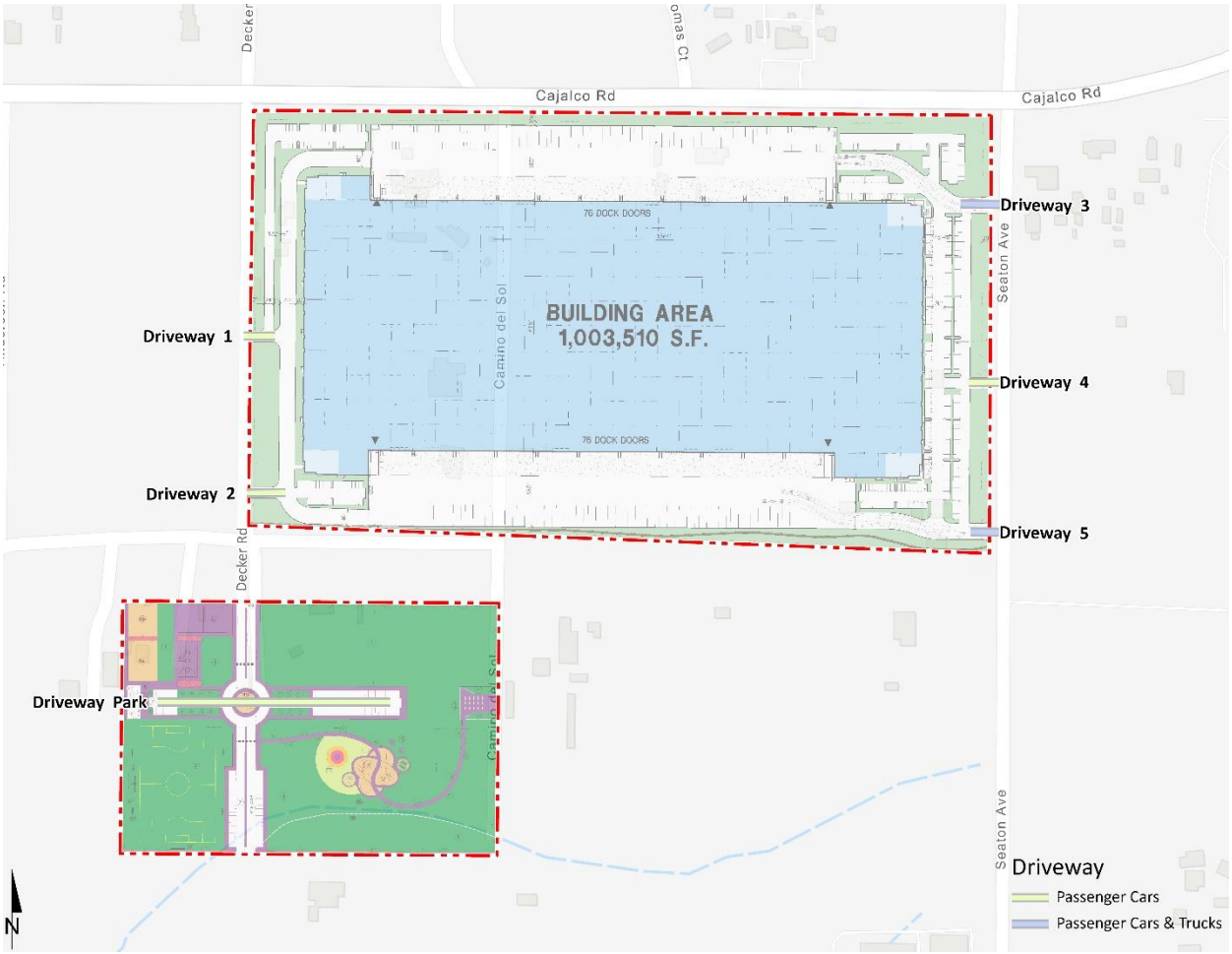


1.2 PROJECT OVERVIEW

A preliminary site plan for the proposed Project is shown on Exhibit 1-2. The Project is proposed to consist of the development of a 1,003,510 square foot warehouse building and an active park of up to 14.94 acres. For the purposes of the Traffic Study, the warehouse building has been evaluated assuming 852,984 square feet (or 85% of the overall building square footage) of high-cube fulfillment warehouse use (based on the WSP trip generation rates) and 150,526 square feet of high-cube cold storage warehouse use (remaining 15% of the overall building square footage). As indicated on Exhibit 1-2, vehicular access will be provided to Decker Road and Seaton Avenue only (no access is proposed directly onto Cajalco Road). Access to the Project site will be accommodated via Decker Road for passenger cars only at Driveway 1 and Driveway 2 for the warehouse building and a single Park Driveway south of the warehouse building. Driveway 4 on Seaton Avenue will accommodate site access for passenger cars only while Driveways 3 and 5 on Seaton Avenue will serve both passenger cars and trucks to the warehouse building. For the purposes of the Traffic Study, two access alternatives have been evaluated to identify potential effects to intersection operations and queuing: With and Without Driveway 3. For the With Driveway 3 Alternative, Driveway 3 is proposed to be restricted to right-in/right-out access only and will be controlled via a raised median along Seaton Avenue. The Traffic Study also evaluates an alternative where there is no access proposed at Driveway 3. Driveways 4 and 5 on Seaton Avenue are proposed to align with proposed driveways for the industrial development on the east side (PPT220042). Regional access to the Project site is available from the I-215 Freeway via Ramona Expressway and the new interchange located at Placentia Avenue (to the southeast). In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the High Cube Warehouse Trip Generation Study (WSP, January 2019) and Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). (2) (3) The Project is anticipated to generate a net total of 2,886 two-way trips per day with 150 AM peak hour trips and 218 PM peak hour trips (actual vehicles). 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.

Since the Project proposes a speculative warehouse (no known operator at this time), the Project will be conditioned to provide a trip generation memo to verify the Project traffic volumes and distributions are consistent with the assumptions in the Project Traffic Study. This memo will be required prior to building permit issuance or when the operator is identified, whichever comes first. If the Project traffic volumes and/or trip distributions are significantly different from the Project traffic study, a new traffic study will be required, identifying necessary measures and improvements to accommodate the increased trips and/or traffic patterns. The Project will be responsible for constructing the identified measures and improvements.

EXHIBIT 1-2: PRELIMINARY SITE PLAN



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 (2023) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2026) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2026) Conditions
- Horizon Year (2045) Without and With Project Conditions

1.3.1 EXISTING (2023) CONDITIONS

Information for Existing (2023) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. For a detailed discussion on the existing traffic counts, see Section 3.7 *Existing Traffic Counts*.

1.3.2 EAP (2026) CONDITIONS

The EAP (2026) 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 (2023) conditions of 6.12% (2 percent per year, compounded over 3 years) is included for EAP (2026) traffic conditions. The assumed ambient growth factor is based on the requirements per the County of Riverside traffic study guidelines. Consistent with 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 (2026) CONDITIONS

The EAPC (2026) 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 (2023) conditions of 6.12% (2 percent per year, compounded over 3 years) is included for EAPC (2026) traffic. 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 2026 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in the TA (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2026 conditions.

1.3.4 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the latest County of Riverside Transportation Analysis Model (RIVTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analyses will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Western Riverside

Council of Governments (WRCOG) TUMF and City Development Impact Fee (DIF) programs, can accommodate the long-range cumulative traffic at the target level of service (LOS) identified in the County of Riverside (lead agency) General Plan. (4) Each of these regional transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

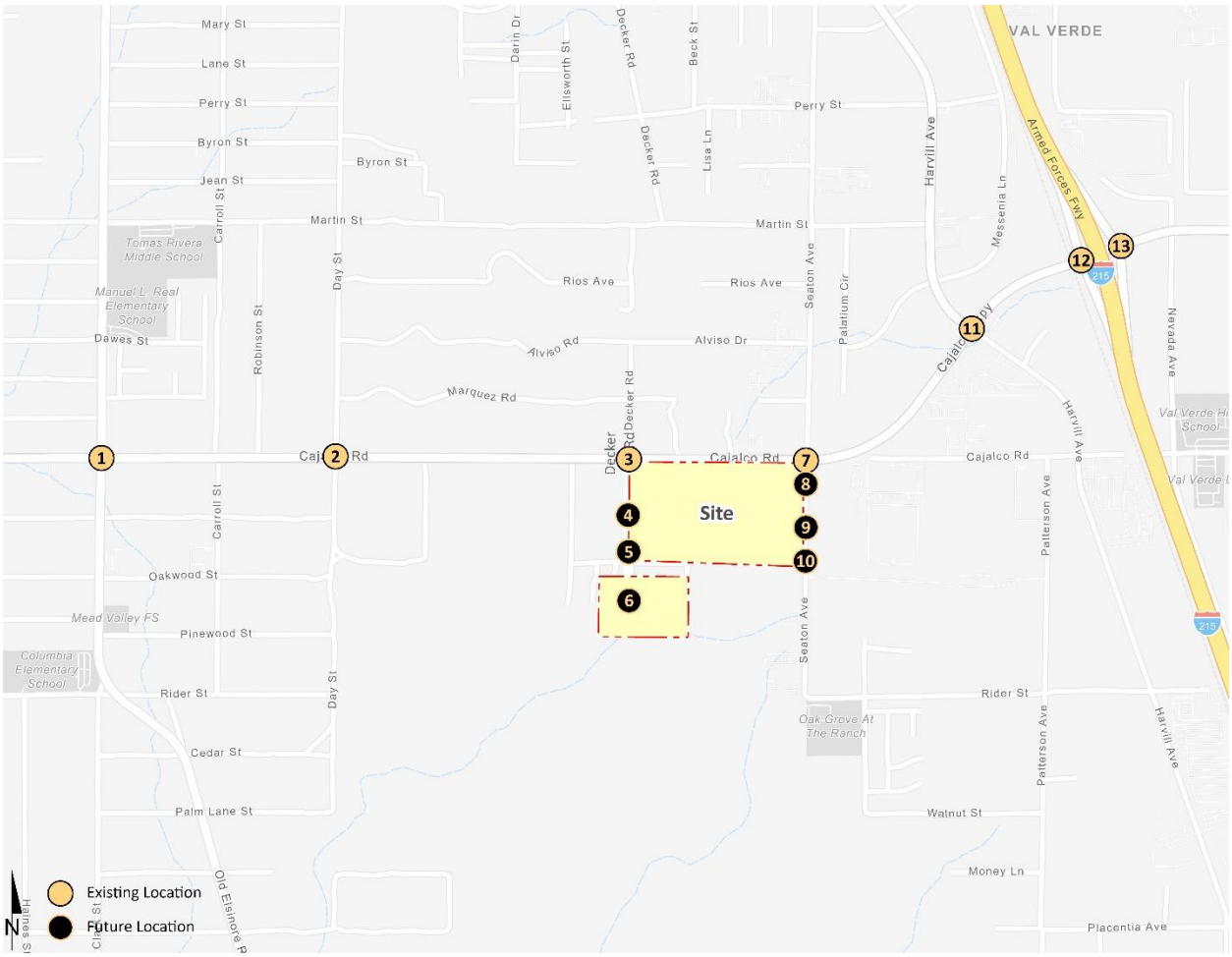
To ensure that this TA satisfies the County of Riverside's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by County of Riverside staff prior to the preparation of this report. This agreement provides an outline of the Project study area,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

The 13 study area intersections shown on Exhibit 1-3 and listed on 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 Guidelines. (1) The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and used throughout the County for the purposes of estimating a potential area of influence (i.e., study area).

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection	Jurisdiction	CMP?
1	Clark St. & Cajalco Rd.	County of Riverside	No
2	Day St. & Cajalco Rd.	County of Riverside	No
3	Decker Rd. & Cajalco Rd.	County of Riverside	No
4	Decker Rd. & Driveway 1	County of Riverside	No
5	Decker Rd. & Driveway 2	County of Riverside	No
6	Decker Rd. & Park Driveway	County of Riverside	No
7	Seaton Av. & Cajalco Rd.	County of Riverside	No
8	Seaton Av. & Driveway 3	County of Riverside	No
9	Seaton Av. & Driveway 4	County of Riverside	No
10	Seaton Av. & Driveway 5	County of Riverside	No
11	Harvill Av. & Cajalco Expressway	County of Riverside	No
12	I-215 SB Ramps & Ramona Exwy.	County, Perris, Caltrans	No
13	I-215 NB Ramps & Ramona Exwy.	County, Perris, Caltrans	No

EXHIBIT 1-3: STUDY AREA



The intent of a Congestion Management Program (CMP) is to more 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. (5) 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 5 *EAP (2026) Traffic Conditions*, Section 6 *EAPC (2026) Traffic Conditions*, and Section 7 *Horizon Year (2045) Traffic Conditions* include the detailed analysis. A summary of LOS results for all analysis scenarios is presented on Table 1-2.

TABLE 1-2: SUMMARY OF LOS

		Existing		EAP (2026)		EAPC (2026)		2045 NP		2045 WP	
#	Intersection	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Clark St. & Cajalco Rd.										
2	Day St. & Cajalco Rd.										
3	Decker Rd. & Cajalco Rd.										
4	Decker Rd. & Driveway 1	N/A	N/A					N/A	N/A		
5	Decker Rd. & Driveway 2	N/A	N/A					N/A	N/A		
6	Decker Rd. & Park Driveway	N/A	N/A					N/A	N/A		
7	Seaton Av. & Cajalco Rd.										
8	Seaton Av. & Driveway 3	N/A	N/A					N/A	N/A		
9	Seaton Av. & Driveway 4	N/A	N/A					N/A	N/A		
10	Seaton Av. & Driveway 5	N/A	N/A					N/A	N/A		
11	Harvill Av. & Cajalco Expressway										
12	I-215 SB Ramps & Ramona Exwy.										
13	I-215 NB Ramps & Ramona Exwy.										

LOS=A-D LOS=E LOS=F

1.5.1 EXISTING (2023) CONDITIONS

Intersections

The following study area intersections are currently operating at an unacceptable LOS during the peak hours:

- Decker Rd. & Cajalco Rd. (#3) – LOS F AM peak hour only
- Seaton Av. & Cajalco Rd. (#7) – LOS E AM peak hour only

Freeway Off-Ramp Queues

There are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows.

1.5.2 EAP (2026) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS with the addition of Project traffic:

- Decker Rd. & Cajalco Rd. (#3) – LOS F AM and PM peak hours
- Seaton Av. & Cajalco Rd. (#7) – LOS F AM peak hour; LOS E PM peak hour

Freeway Off-Ramp Queues

Consistent with Existing traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic for EAP (2026) traffic conditions.

1.5.3 EAPC (2026) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under EAPC (2026) traffic conditions:

- Day St. & Cajalco Rd. (#2) – LOS F AM and PM peak hours
- Decker Rd. & Cajalco Rd. (#3) – LOS F AM and PM peak hours
- Seaton Av. & Cajalco Rd. (#7) – LOS F AM and PM peak hours
- Harvill Av. & Cajalco Exwy. (#11) – LOS E AM peak hour; LOS F PM peak hour
- I-215 SB Ramps & Ramona Exwy. (#12) – LOS F AM and PM peak hours
- I-215 NB Ramps & Ramona Exwy. (#13) – LOS F AM and PM peak hours

Freeway Off-Ramp Queues

The following turning movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAPC (2026) traffic conditions:

- I-215 SB Ramps & Ramona Exwy. (#12): Southbound Left (AM and PM peak hours), Southbound Left-Through (AM and PM peak hours), and Southbound Right (AM peak hour only)
- I-215 NB Ramps & Ramona Exwy. (#13): Northbound Left (AM peak hour only), Northbound Right (AM peak hour only)

1.5.4 HORIZON YEAR (2045) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- Day St. & Cajalco Rd. (#2) – LOS F AM and PM peak hours
- Decker Rd. & Cajalco Rd. (#3) – LOS F AM and PM peak hours
- Seaton Av. & Cajalco Rd. (#7) – LOS F AM and PM peak hours
- Harvill Av. & Cajalco Exwy. (#11) – LOS F AM and PM peak hours
- I-215 SB Ramps & Ramona Exwy. (#12) – LOS F AM and PM peak hours
- I-215 NB Ramps & Ramona Exwy. (#13) – LOS F AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic.

Freeway Off-Ramp Queues

The following turning movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2045) Without and With Project traffic conditions:

- I-215 SB Ramps & Ramona Exwy. (#12): Southbound Left (AM and PM peak hours), Southbound Left-Through (AM and PM peak hours), and Southbound Right (AM and PM peak hours)
- I-215 NB Ramps & Ramona Exwy. (#13): Northbound Left (AM and PM peak hours), Northbound Right (AM and PM peak hours)

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

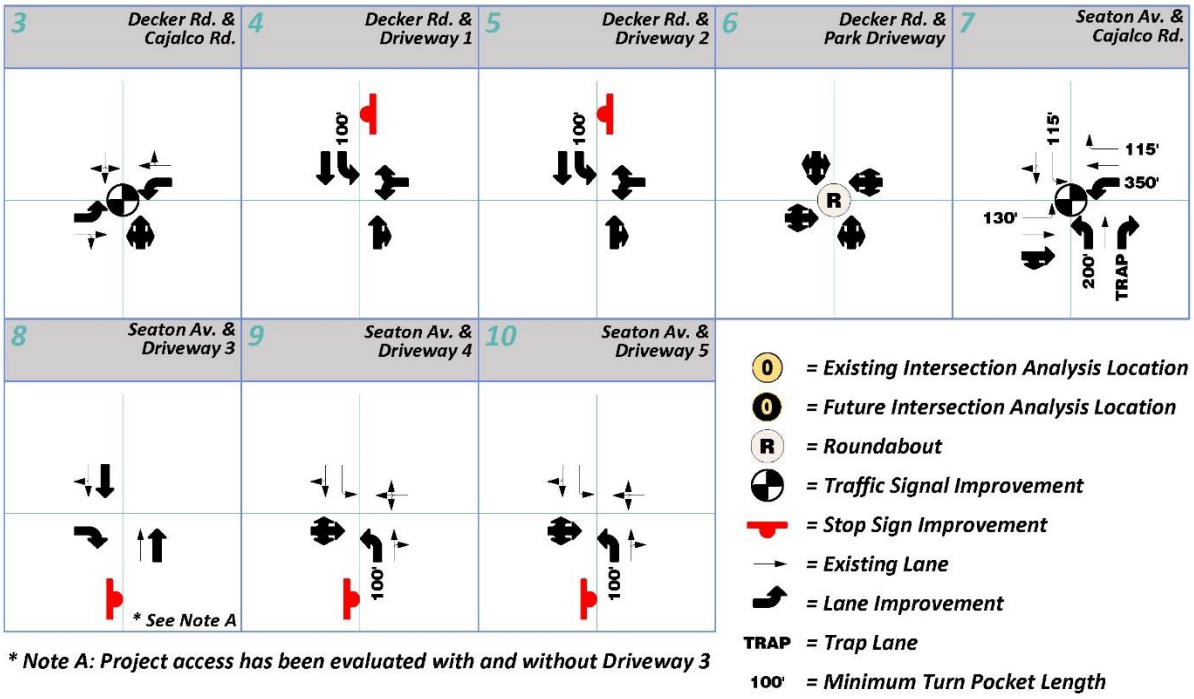
The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4.

Recommendation 1 – Decker Rd. & Cajalco Rd. (#3) – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal in conjunction with dedicated eastbound and westbound left turn lanes with a minimum of 200-feet of storage.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS





** Note A: Project access has been evaluated with and without Driveway 3*

Recommendation 2 – Decker Rd. & Driveway 1 (#4) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 1 will allow full access and will serve passenger cars only.
- Project should construct and accommodate a minimum 100-foot southbound left turn lane.

Recommendation 3 – Decker Rd. & Driveway 2 (#5) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 2 will allow full access and will serve passenger cars only.
- Project should construct and accommodate a minimum 100-foot southbound left turn lane.

Recommendation 4 – Decker Rd. & Park Driveway (#6) – The following improvements are necessary to accommodate site access:

- Project to construct a roundabout at Decker Road and Park Driveway. Park Driveway will serve passenger cars only associated with the proposed Active Park use.

Recommendation 5 – Seaton Av. & Cajalco Rd. (#7) – The following improvements are necessary to accommodate site access:

- Project to install traffic signal.
- The intersection should construct the intersection to accommodate:
    - Northbound left turn lane with a minimum of 200-feet of storage, one through lane, and one right turn lane (trap lane extending the full length of the street).
    - Eastbound left turn lane with a minimum of 130-feet of storage (existing), one through lane, and one shared through right turn lane. The shared through-right turn lane will be accommodated along the Project's frontage as part of the half-section street improvements and should align with the future frontage improvements of PPT220042 on the east side of Seaton Avenue.
    - Westbound left turn lane with a minimum of 350-feet feet of storage (improvement), one through lane, and one right turn lane with a minimum of 115-feet of storage (existing).
    - No changes are proposed to the southbound approach.

Recommendation 6 – Seaton Av. & Driveway 3 (#8) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 3 will allow right-in/right-out access only and will serve passenger cars and trucks. The right in-right-out access restriction will be maintained via the proposed raised median along Seaton Avenue.
- Seaton Avenue will have two travel lanes in each direction once the half-section street improvements have been completed by the Project and PPT220042.

An alternative analysis scenario has been evaluated in the Traffic Study for Without Driveway 3 conditions. For additional details about the alternative analysis, see Section 4.2 *Project Trip Distribution*.

Recommendation 7 – Seaton Av. & Driveway 4 (#9) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 4 will allow full access and will serve passenger cars only.
- Project should construct and accommodate a minimum 100-foot northbound left turn lane.
- Driveway 4 should align with the proposed driveway on the east side of Seaton Avenue for PPT220042.
- Seaton Avenue will have two travel lanes in each direction once the half-section street improvements have been completed by the Project and PPT220042.

Recommendation 8 – Seaton Av. & Driveway 5 (#10) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 5 will allow full access and will serve passenger cars and trucks.
- Project should construct and accommodate a minimum 100-foot northbound left turn lane.
- Driveway 5 should align with the proposed driveway on the east side of Seaton Avenue for PPT220042.
- Seaton Avenue will have two travel lanes in each direction once the half-section street improvements have been completed by the Project and PPT220042.

Recommendation 9 **– Decker Road** – Decker Road is a north-south street located along the Project's western boundary. The Project is to construct Decker Road at its ultimate half-section width along the Project's frontage as a Secondary Highway (100-foot right of way) from Cajalco Road to the Project's southern boundary consistent with the County's standards. Project to provide an additional 12-feet of pavement on the west side of Decker Road consistent with the County's standards, in order to facilitate two-way site access.

Recommendation 10 **– Seaton Avenue** – Seaton Avenue is a north-south street located along the Project's eastern boundary. The Project is to construct the ultimate half-section of Seaton Avenue as a Secondary Highway (100-foot right-of-way) along the Project's frontage from Cajalco Road to the Project's southern boundary consistent with the County's standards.

Recommendation 11 **– Cajalco Road** – Cajalco Road is an east-west street located along the Project's northern boundary. The Project is to construct the ultimate half-section of Cajalco Road as an Expressway (220-foot right-of-way) along the Project's frontage from Decker Road to Seaton Avenue consistent with the County's standards.

1.6.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the deficiencies identified under Existing (2023), EAP (2026), EAPC (2026), and Horizon Year (2045) traffic conditions are shown on Table 1-3. Improvements that appear under EAP (2026) would be the Project's responsibility to implement/construct in order to maintain acceptable LOS. For those remaining improvements listed on Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fair share or payment of fees (if applicable) that would be assigned to construction of the identified recommended

improvements. The Project Applicant would be required to pay fair share fees and participate in pre-existing fee programs consistent with the County's requirements (see Section 8 *Local and Regional Funding Mechanisms*).

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 1-5 for driveways). A WB-67 truck (53-foot trailer) has been utilized for the purposes of this analysis. As shown on Exhibit 1-5, Driveway 3 and Driveway 5 on Seaton Avenue are anticipated to accommodate the ingress and egress of heavy trucks with a proposed curb radius of 35-feet on the northwest and southwest corners.

1.8 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals. The results of the queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 and Appendix 1.3 of this report of Horizon Year (2045) With Project, With Driveway 3 and Without Driveway 3, traffic conditions, respectively, and have been used to verify the recommended pocket lengths shown previously on Exhibit 1-4. A summary of the queuing analysis results are shown in Table 1-4 and Table 1-5. The results in Table 1-4 assume Driveway 3 and queuing analysis results Without Driveway 3 are reported in Table 1-5. No site adjacent queues are anticipated with the proposed improvements.

It should be noted, although Driveway 3 is assumed for Table 1-4 for the With Driveway 3 analysis, the driveway is proposed to be cross-street stop controlled right-in/right-out access only. Since there are no southbound right turn or northbound left turn pockets at this intersection, there are no reported queuing movements, and therefore the queues are not provided in Table 1-4. The northbound and southbound through movement at this intersection are free movements (not stop controlled), and therefore do not have any queueing. As such, there are no anticipated queuing issues at Driveway 3.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

#	Intersection Location	Jurisdiction	Analysis Scenario					Improvements in DIF, TUMF, etc. [1]	Project Responsibility[2]	Project Fair Share[3]
			Existing (2022)	EAP (2026)	EAPC (2026)	2045 NP	2045 WP			
2	Day St. & Cajalco Rd.	County of Riverside	- None	- None	- Add 2nd EB through lane	- Same	- Same	Yes (TUMF)	Fees	--
					- Add 2nd WB through lane	- Same	- Same	Yes (TUMF)	Fees	
3	Decker Rd. & Cajalco Rd.	County of Riverside	- Install Traffic Signal	- Same	- Same	- Same	- Same	No	Construct	--
			- Add EB left turn lane	- Same	- Same	- Same	- Same	No	Construct	
			- Add WB left turn lane	- Same	- Same	- Same	- Same	No	Construct	
					- Add 2nd EB through lane	- Same	- Same	Yes (TUMF)	Fees	
					- Add 2nd WB through lane	- Same	- Same	Yes (TUMF)	Fees	
7	Seaton Av. & Cajalco Rd.	County of Riverside	- Install Traffic Signal	- Same	- Same	- Same	- Same	No	Construct	--
					- Add 2nd EB through lane	- Same	- Same	Yes (TUMF)	Construct	
					- Restripe WB approach to a left turn, through lane, and shared through-right turn lane	- Same	- Same	Yes (TUMF)	Fees	
11	Harvill Av. & Cajalco Expressway	County of Riverside	- None	- None	- Add 3rd EB through lane	- Same	- Same	Yes (TUMF)	Fees	3.4%
					- Add 3rd WB through lane	- Same	- Same	Yes (TUMF)	Fees	
						- Add NB right turn lane	- Same	No	Fair Share	
12	I-215 SB Ramps & Ramona Exwy.	County, Perris, Caltrans	- None	- None	- Add 2nd WB left turn lane	- Same	- Same	No	Fair Share	2.4%
					- Add 3rd EB through lane	- Same	- Same	Yes (TUMF)	Fees	
					- Add 3rd WB through lane	- Same	- Same	Yes (TUMF)	Fees	
					- Add 2nd SB left turn lane	- Same	- Same	No	Fair Share	
					- Add EB free-right turn lane	- Same	- Same	No	Fair Share	
						- Restripe SB approach to 2 left turn lanes, 1 shared left-through-right turn lane, and 1 right turn lane (with 850 feet of storage)	- Same	No	Fair Share	
						- Add 4th EB through lane	- Same	No	Fair Share	
13	I-215 NB Ramps & Ramona Exwy.	County, Perris, Caltrans	- None	- None	- Add 2nd EB left turn lane	- Same	- Same	Yes (TUMF)	Fees	1.2%
					- Add 3rd EB through lane	- Same	- Same	Yes (TUMF)	Fees	
					- Add 3rd WB through lane	- Same	- Same	Yes (TUMF)	Fees	
					- Add WB free-right turn lane	- Same	- Same	No	Fair Share	

[1] Improvements included in TUMF Nexus or 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 discretion of County.

Represents the fair share percentage for the Project during the most impacted peak hour. Identifies the Project's responsibility to construct an off-site improvement, contribute fair share, or fee payment towards the improvements shown. If identified as a Proj obligation/in a fee program, then no fair share percentage has been identified.

[3] Total project fair share is applicable to the improvements which are not already included in the County DIF/TUMF for those intersections wholly or partially within the County.

EXHIBIT 1-5: TRUCK TURNS (PAGE 1 OF 3)

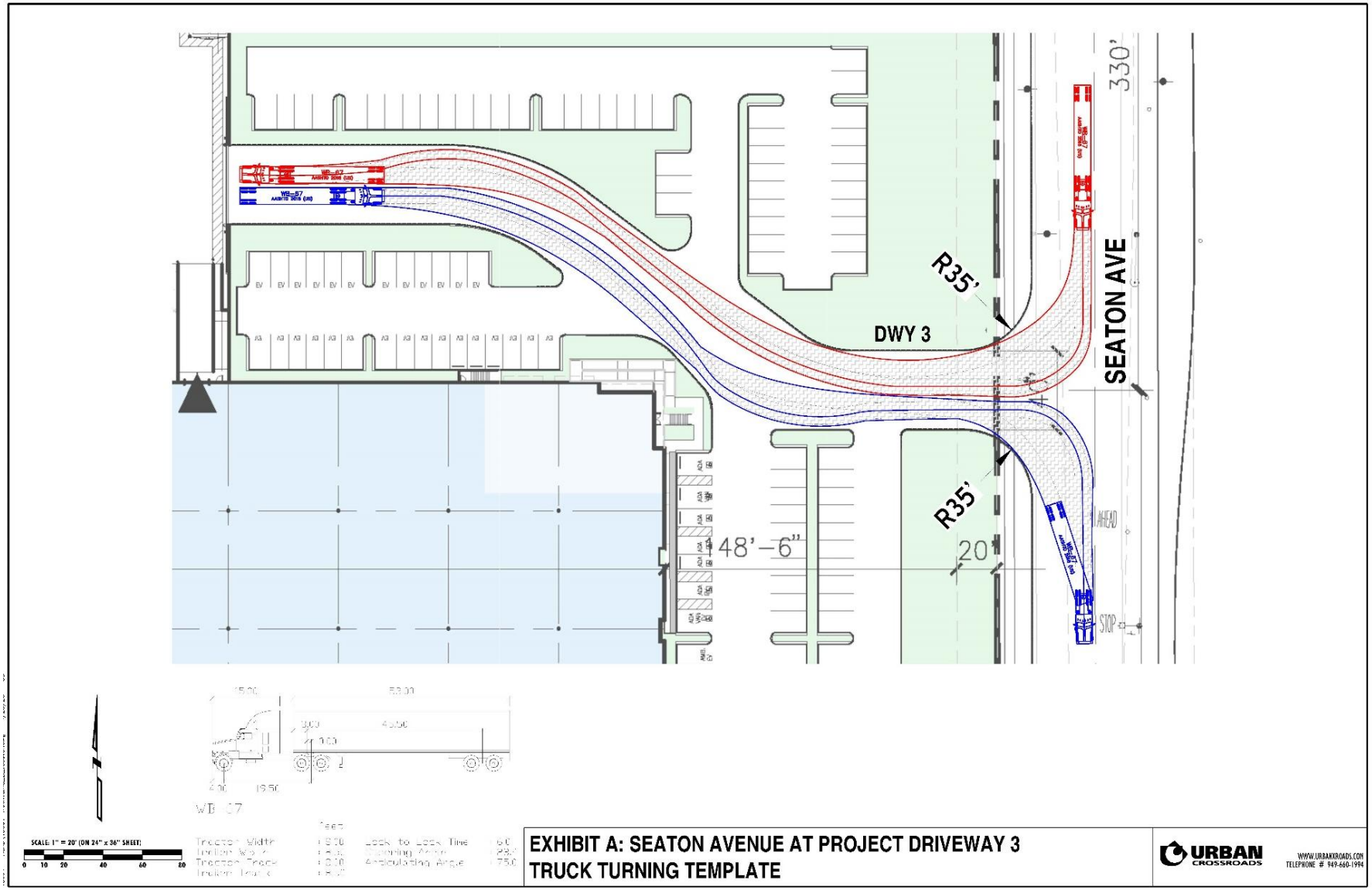


EXHIBIT 1-5: TRUCK TURNS (PAGE 2 OF 3)

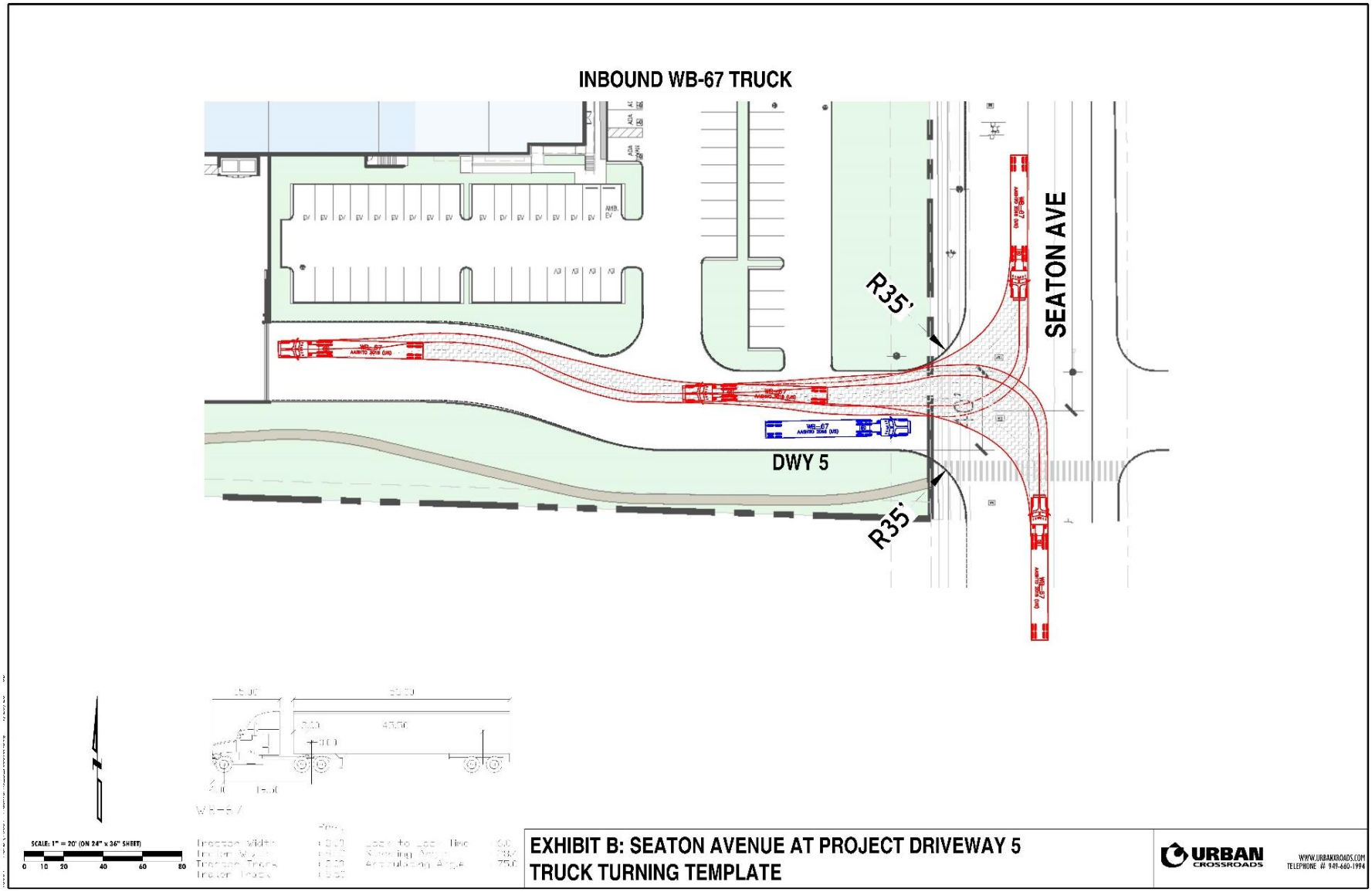


EXHIBIT 1-5: TRUCK TURNS (PAGE 3 OF 3)

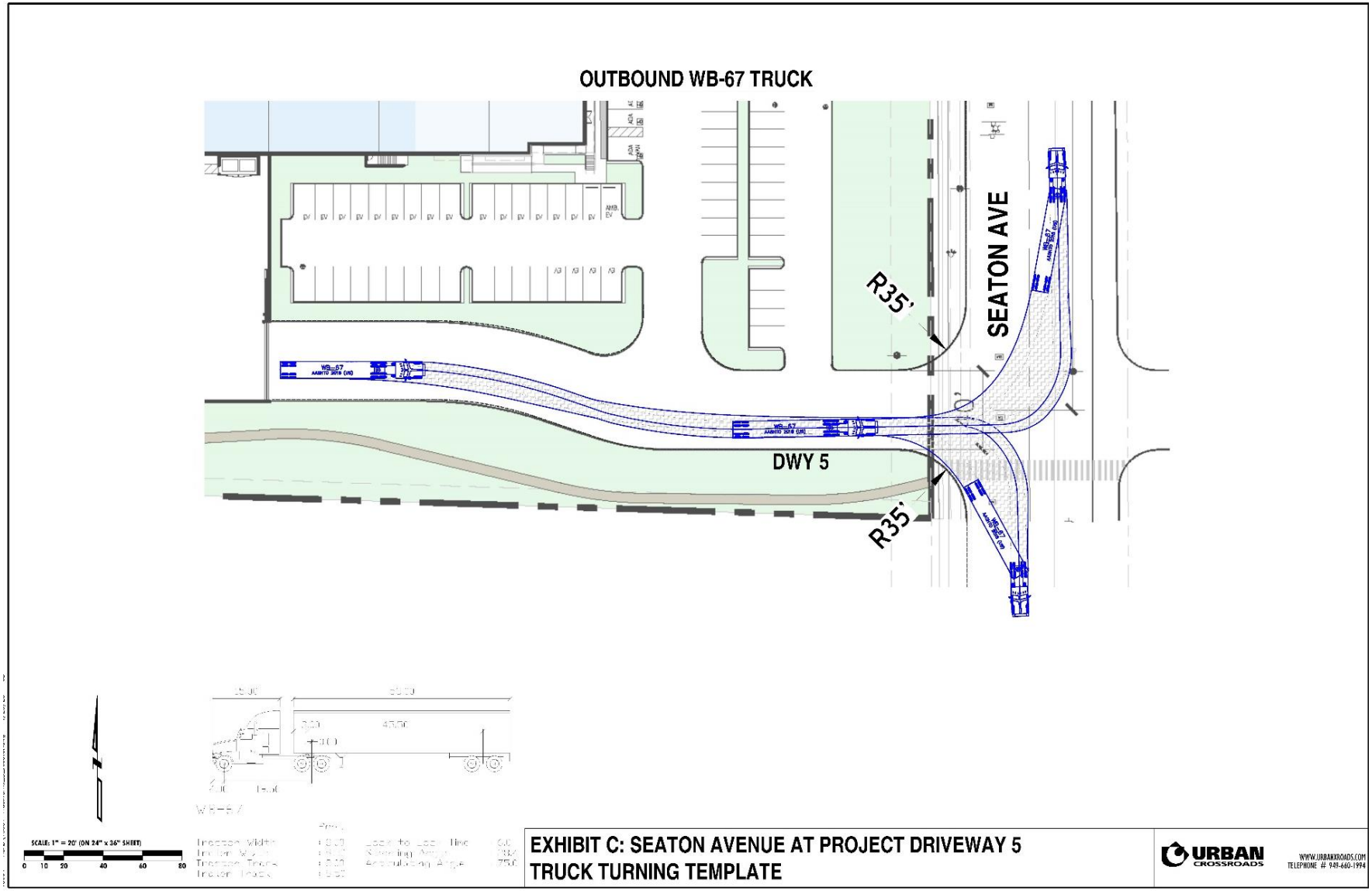


TABLE 1-4: PEAK HOUR QUEUING ANALYSIS FOR SITE ADJACENT INTERSECTIONS (WITH DRIVEWAY 3)

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak	95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM
Decker Rd. & Cajalco Rd.	WBL	150	60	121	Yes	Yes
Decker Rd. & Driveway 1	SBL	100	6	12	Yes	Yes
Decker Rd. & Driveway 2	SBL	100	4	0	Yes	Yes
Seaton Av. & Cajalco Rd.	NBL	200	111	0	Yes	Yes
	WBL	350	232	206	Yes	Yes
Seaton Av. & Driveway 4	NBL	100	23	0	Yes	Yes
Seaton Av. & Driveway 5	NBL	100	21	0	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] 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-215 Freeway mainline.

TABLE 1-5: PEAK HOUR QUEUING ANALYSIS FOR SITE ADJACENT INTERSECTIONS (WITHOUT DRIVEWAY 3)

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak	95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM
Decker Rd. & Cajalco Rd.	WBL	150	62	108	Yes	Yes
Decker Rd. & Driveway 1	SBL	100	10	4	Yes	Yes
Decker Rd. & Driveway 2	SBL	100	6	6	Yes	Yes
Seaton Av. & Cajalco Rd.	NBL	200	18	0	Yes	Yes
	WBL	350	181	170	Yes	Yes
Seaton Av. & Driveway 4	NBL	100	4	0	Yes	Yes
Seaton Av. & Driveway 5	NBL	100	8	28	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.

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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 the LOS at an intersection in terms of delay time for the various intersection approaches. (6) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The County of Riverside, City of Perris, and California Department of Transportation (Caltrans) require signalized intersection operations analysis based on the methodology described in the HCM. (6) Intersection LOS operations are based on an intersection's average control delay. Control delays include 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 on Table 2-1.

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.

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.

A saturation flow rate of 1900 has been utilized for all study area intersections. 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. (6)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (6) 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 for 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). (7)

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. (7) 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. Rural warrants have been used as posted speed limits on the major roadways with unsignalized intersections are over 40 miles per hour while urban warrants have been used where speeds are 40 miles per hour or below.

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 the 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 on Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
1	Driveway 1 & Rider St.
2	Patterson Av. & Rider St.
3	Patterson Av. & Driveway 2
4	Patterson Av. & Driveway 3
6	Harvill Av. & Rider St.
7	Harvill Av. & Placentia Av.
10	I-215 SB Ramps & Placentia Av.
11	I-215 NB Ramps & Placentia Av.

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 (2026) Traffic Conditions*, Section 6 *EAPC (2026) Traffic Conditions*, and Section 7 *Horizon Year (2045) Traffic 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 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-215 Freeway at the Ramona Expressway interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-215 Freeway mainline from the off-ramps. The 95th percentile queue has also been utilized to assess the queues at Ramona Expressway to identify any potential queuing.

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.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has 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 the Mead Valley Area Plan.

2.5.2 CITY OF PERRIS

Required LOS for roadway segments and intersections within the City of Perris is LOS D. An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. For the purposes of this traffic impact analysis, LOS D has also been considered the acceptable threshold for all intersections within the study area.

2.5.3 CALTRANS

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for

automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System (SHS). However, LOS D has been utilized as the target LOS for Caltrans facilities, consistent with the County of Riverside.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria has been utilized for the County of Riverside. 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 TUMF and/or DIF 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 contribution is determined based on the following equations, which are the ratio of Project traffic to net new traffic (where net new traffic is the future traffic less existing traffic):

Project Fair Share % = Project (2045) Traffic / (Horizon Year 2045 With Project Total Traffic – Existing 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 freeway off-ramp queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 13 existing and future intersections as shown previously on Exhibit 1-3, where the Project is anticipated to contribute 50 or more peak hour trips or were added at the County's request during the scoping process. 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 County of Riverside General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the County of Riverside General Plan Circulation Element and Exhibit 3-3 illustrates the County of Riverside General Plan roadway cross-sections.

Expressways are six to eight-lane divided roadways (typically divided by a raised median) with a 220-foot right-of-way and a 134-foot curb-to-curb measurement. These roadways serve regional through-traffic. The following study area roadway within the County of Riverside is classified as an Expressway:

- Cajalco Road

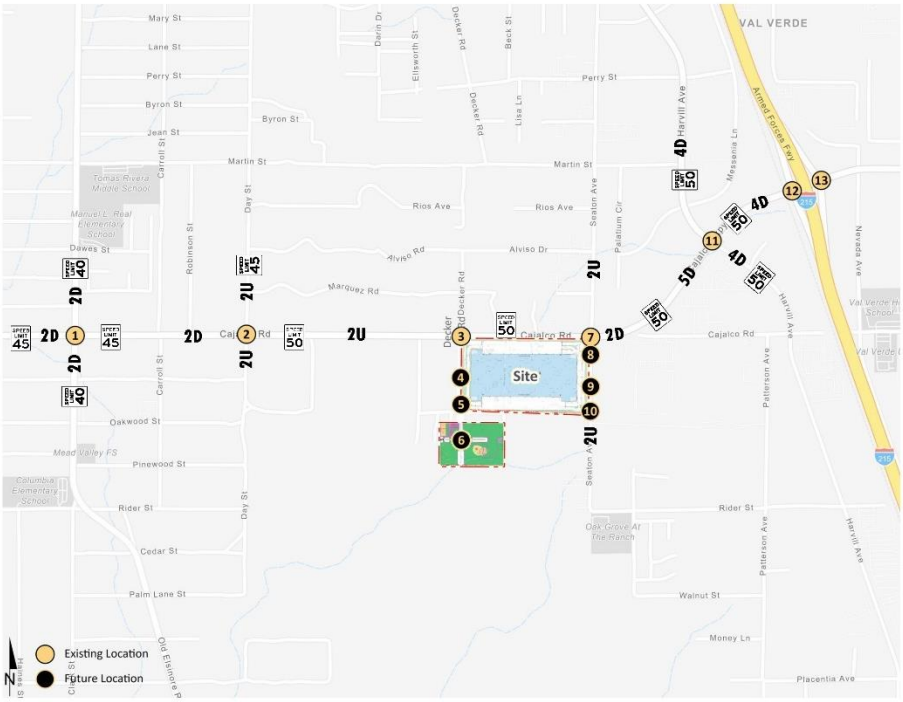
Arterial Highways can accommodate six travel lines. These facilities primarily serve through traffic to which access from abutting property shall be kept at a minimum. The following roadway is classified as an Arterial Highway within the study area:

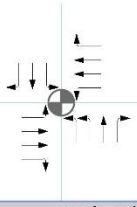
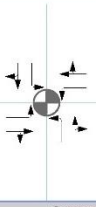
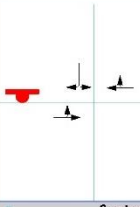
- Day Street

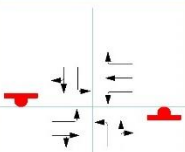
Major Highways are four-lane roadways and may include a painted median. These roadways typically have a 118-foot right-of-way and a 76-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas. The following study area roadway within the County of Riverside is classified as a Major Highway:

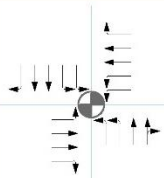
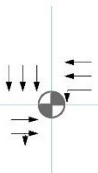
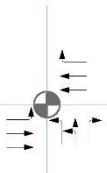
- Harvill Avenue

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 Clark St.& Cajalco Rd.	2 Day St.& Cajalco Rd.	3 Decker Rd.& Cajalco Rd.	4 Decker Rd. & Driveway 1	5 Decker Rd. & Driveway 2
			Future Intersection	Future Intersection

6 Decker Rd. & Park Driveway	7 Seaton Av. & Cajalco Rd.	8 Seaton Av. & Driveway 3	9 Seaton Av. & Driveway 4	10 Seaton Av. & Driveway 5
Future Intersection		Future Intersection	Future Intersection	Future Intersection

11 Harvill Av. & Cajalco Exwy.	12 I-215 SB Ramps & Ramona Exwy.	13 I-215 NB Ramps & Ramona Exwy.
		

2 = Number of Lanes
D = Divided
U = Undivided
50 = Speed Limit (MPH)
= Traffic Signal
= Stop Sign
= Existing Lane

EXHIBIT 3-2: COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

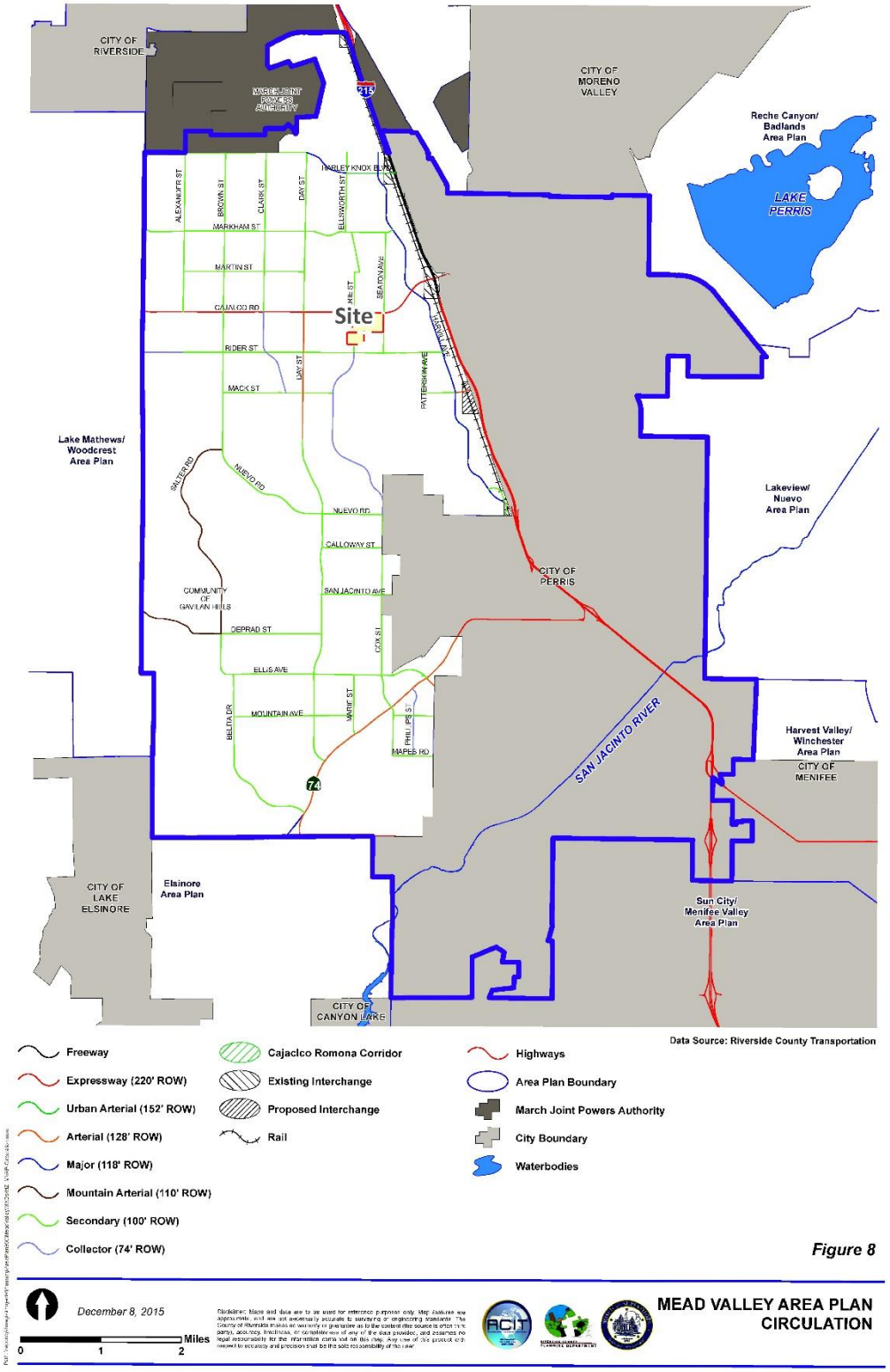
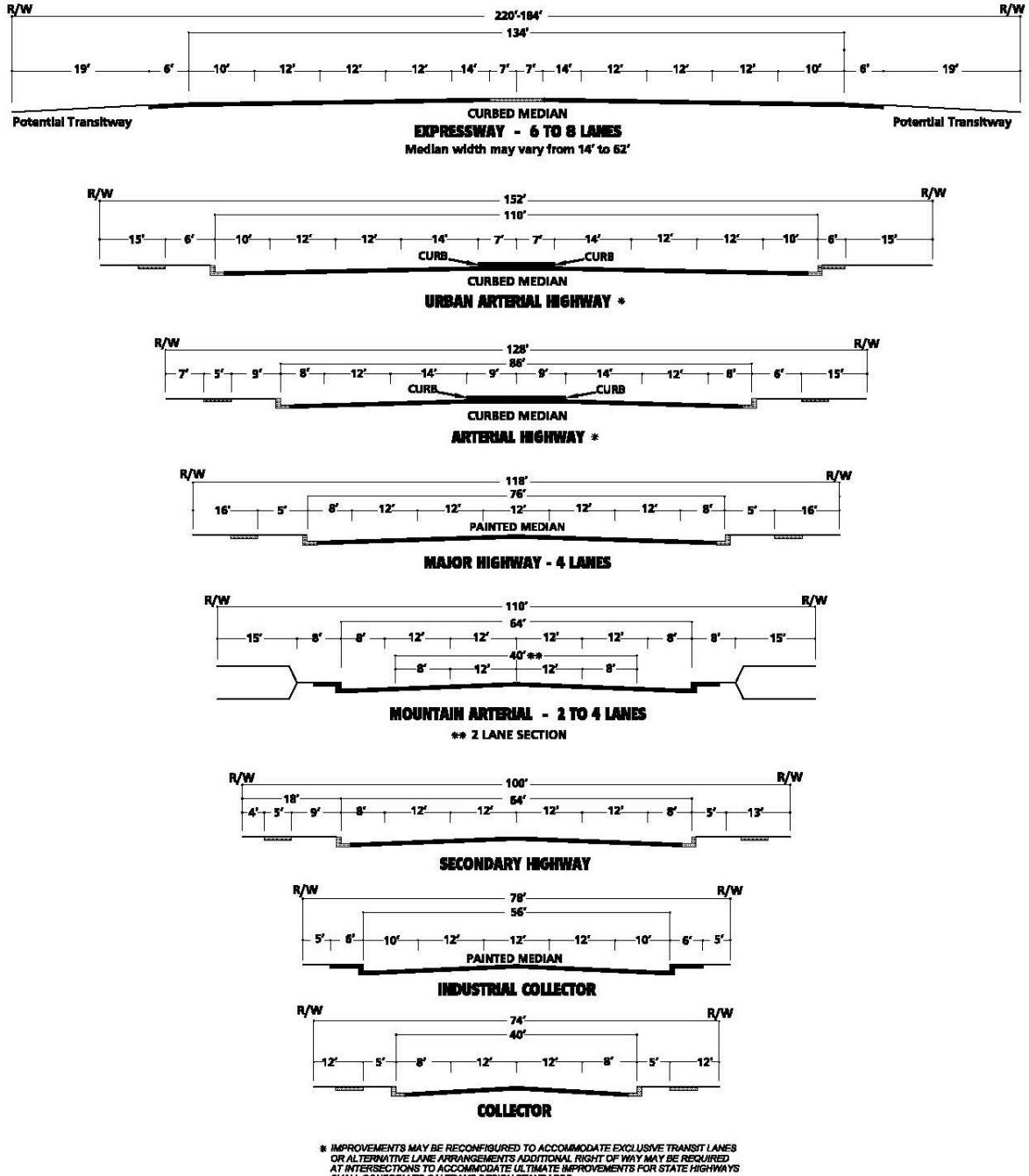


EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE
July 7, 2020

Secondary Highways are four-lane roadways. These roadways typically have a 100-foot right-of-way and a 64-foot curb-to-curb measurement. The following study area roadway within the County of Riverside is classified as a Secondary Highway:

- Seaton Avenue

3.3 BICYCLE & PEDESTRIAN FACILITIES

The County of Riverside bike networks are shown on Exhibit 3-4. As shown on Exhibit 3-4, there is a planned Class II (on-street, striped) bike lane along Cajalco Road west of Harvill Avenue. However, based on our understanding of the future Cajalco Road widening project, Class II bike lanes would only be implemented in select areas, which does not include the frontage of the proposed Project. Exhibit 3-4 illustrates the existing crosswalks throughout the study area. As shown on Exhibit 3-5, there are limited pedestrian facilities in place in the vicinity of the Project site. Development of the proposed Project would connect existing pedestrian facilities to those being constructed by the Project along its frontages on Cajalco Road, Seaton Avenue, and Decker Road.

3.4 TRANSIT SERVICE

The study area is currently served by Riverside Transit Agency (RTA) with bus service along Cajalco Road. RTA Route 41 runs along Cajalco Road and has existing bus stops at the intersection of Seaton Avenue and Cajalco Road. The transit services are illustrated on Exhibit 3-6. 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.

3.5 TRUCK ROUTES

The County of Riverside's General Plan does not provide designated truck routes. Trucks are prohibited on certain County roadways through the Municipal Code through weight restrictions. Truck routes for the proposed Project have been determined based on discussions with County staff and take into consideration the approved truck routes within the adjacent City of Perris. These truck routes serve both the proposed Project and future cumulative development projects throughout the study area. Sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.

EXHIBIT 3-4: COUNTY OF RIVERSIDE GENERAL PLAN BIKE NETWORK

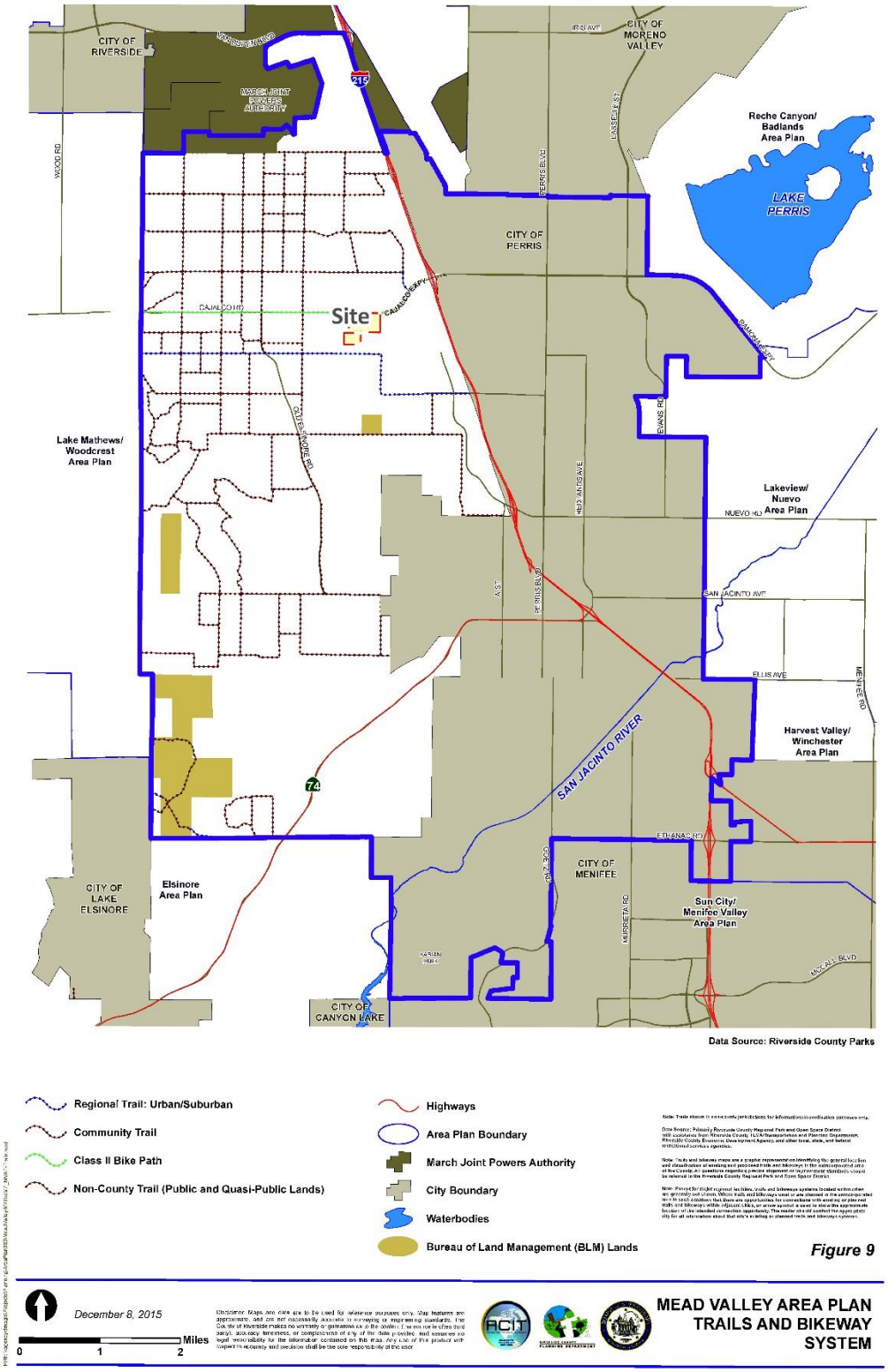


EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES

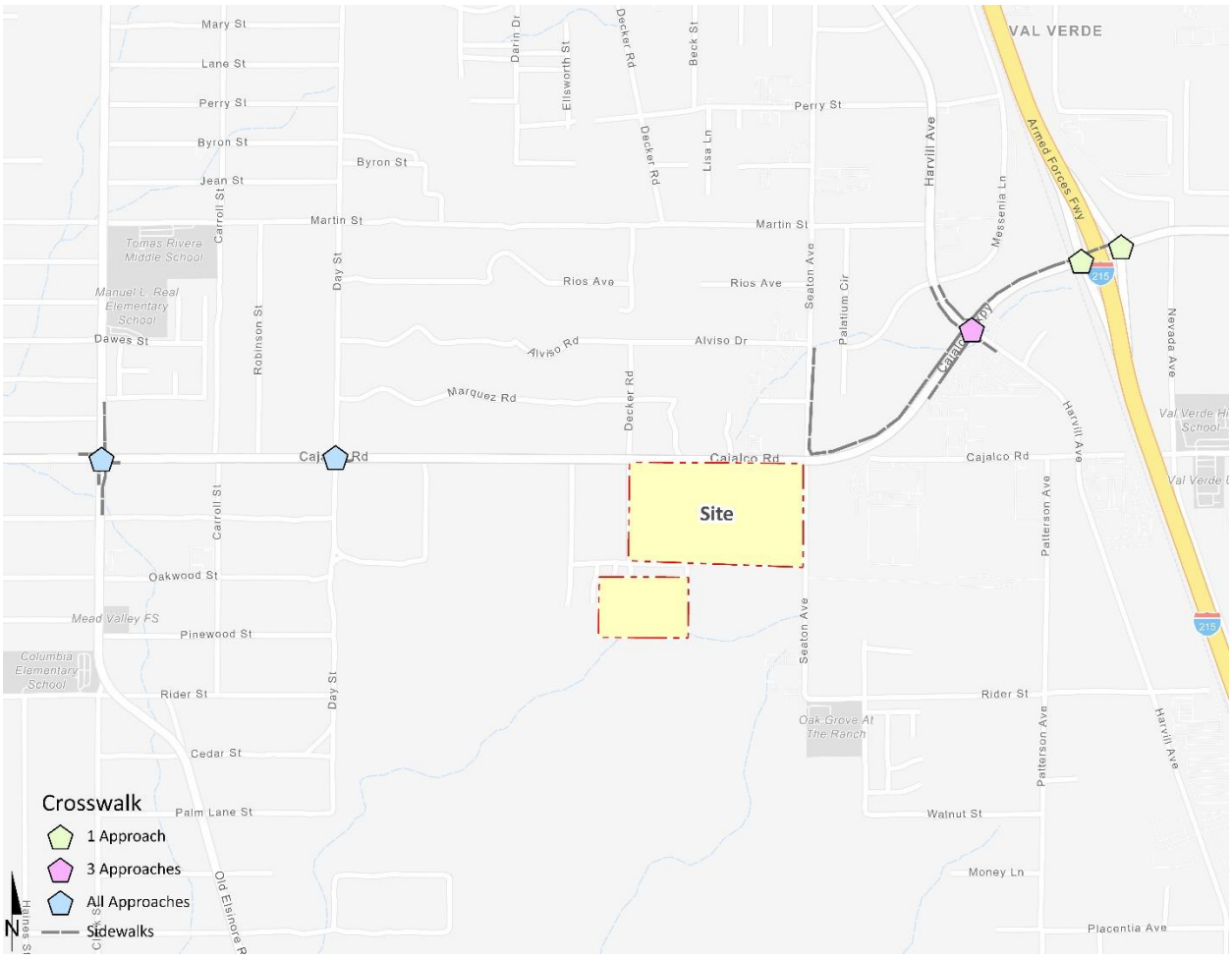
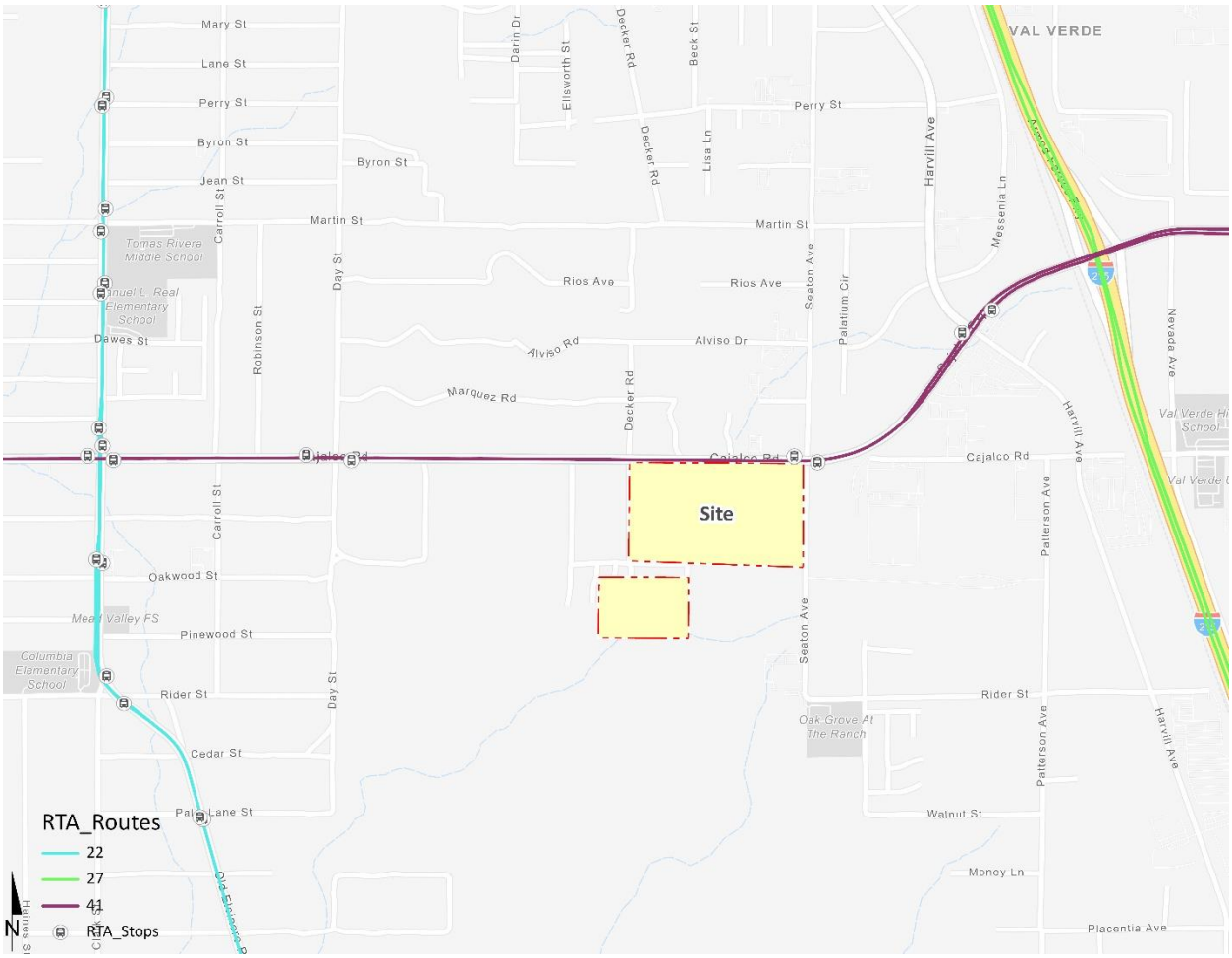


EXHIBIT 3-6: EXISTING TRANSIT ROUTES



3.6 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in February 2023 when local schools were in session and operating on normal bell schedules. 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)

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. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

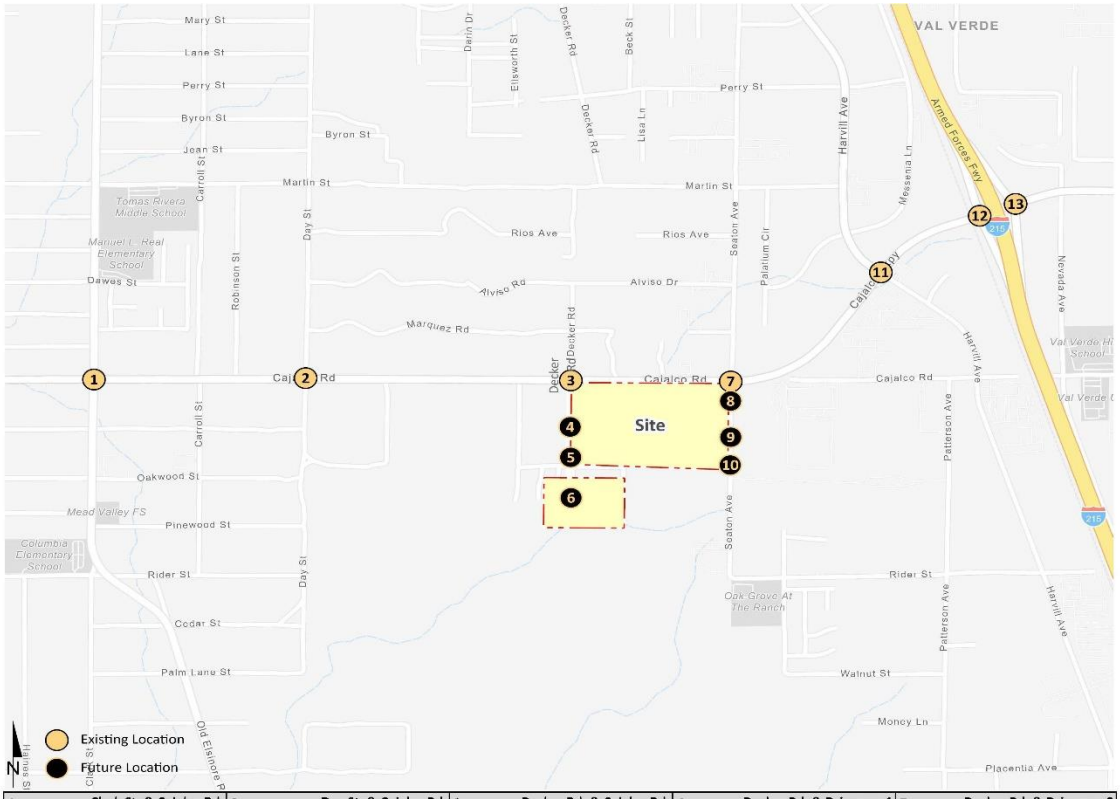
Existing weekday ADT volumes on arterial highways throughout the study area are shown on Exhibit 3-7. Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 12.4 = Leg Volume

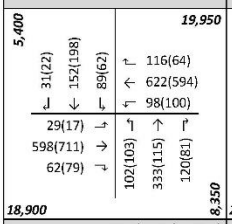
A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.1 percent. As such, the above equation utilizing a factor of 12.4 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 6.8 percent (i.e., 1/0.081 = 12.4) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. This factor is consistent with that used for other traffic studies within the study area. Existing weekday AM and weekday PM peak hour intersection volumes are shown on Exhibit 3-7.

Volumes reported on the exhibits are expressed in actual vehicles. However, consistent with the County's guidelines, the peak hour intersection operations analysis utilizes passenger car equivalent (PCE) volumes. 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. PCE volumes can be found in Appendix 3.1.

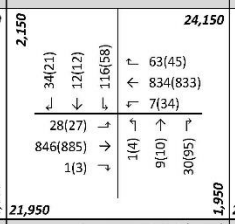
EXHIBIT 3-7: EXISTING (2023) TRAFFIC VOLUMES



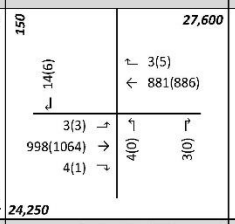
1 Clark St. & Cajalco Rd.



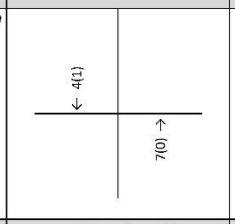
2 Day St. & Cajalco Rd.



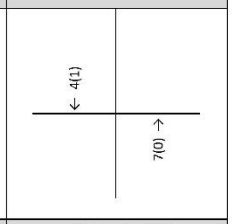
3 Decker Rd. & Cajalco Rd.



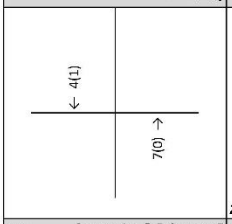
4 Decker Rd. & Driveway 1



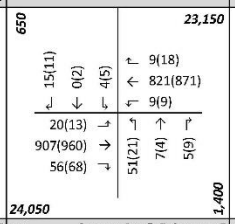
5 Decker Rd. & Driveway 2



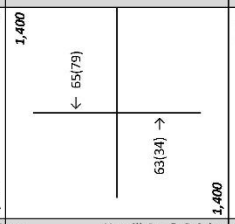
6 Decker Rd. & Park Driveway



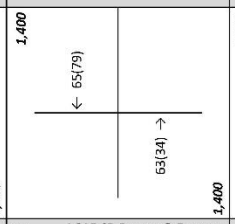
7 Seaton Av. & Cajalco Rd.



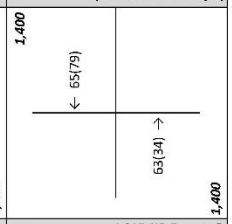
8 Seaton Av. & Driveway 3



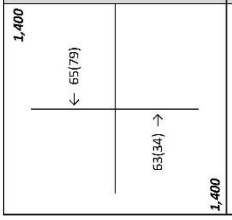
9 Seaton Av. & Driveway 4



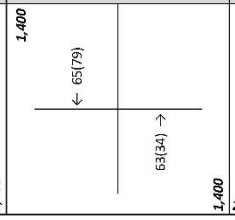
9 Seaton Av. & Driveway 4 (Without Driveway 3)



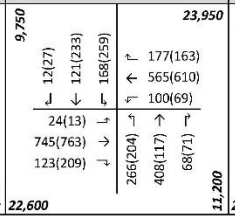
10 Seaton Av. & Driveway 5



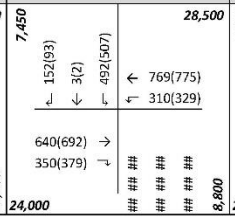
10 Seaton Av. & Driveway 5 (Without Driveway 3)



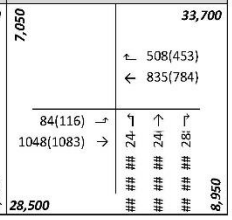
11 Harvill Av. & Cajalco Expressway



12 I-215 SB Ramps & Ramona Exwy.



13 I-215 NB Ramps & Ramona Exwy.



##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

3.7 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 on Table 3-1, which indicates that the existing study area intersections are currently operating at an acceptable LOS during the peak hours with the exception of the following intersections:

- Decker Rd. & Cajalco Rd. (#3) – LOS F AM peak hour only
- Seaton Av. & Cajalco Rd. (#7) – LOS E AM peak hour only

The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Intersection	Traffic Control[1]	Delay[2] (secs.) AM	Delay[2] (secs.) PM	Level of Service AM	Level of Service PM
1	Clark St. & Cajalco Rd.	TS	22.0	19.1	C	B
2	Day St. & Cajalco Rd.	TS	24.9	24.7	C	C
3	Decker Rd. & Cajalco Rd.	CSS	**77.2**	17.3	**F**	C
4	Decker Rd. & Driveway 1		Future Intersection			
5	Decker Rd. & Driveway 2		Future Intersection			
6	Decker Rd. & Park Driveway		Future Intersection			
7	Seaton Av. & Cajalco Rd.	CSS	**44.0**	32.2	**E**	D
8	Seaton Av. & Driveway 3		Future Intersection			
9	Seaton Av. & Driveway 4		Future Intersection			
10	Seaton Av. & Driveway 5		Future Intersection			
11	Harvill Av. & Cajalco Expressway	TS	22.6	20.6	C	C
12	I-215 SB Ramps & Ramona Exwy.	TS	33.1	32.3	C	C
13	I-215 NB Ramps & Ramona Exwy.	TS	14.5	18.0	B	B

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

1 TS = Traffic Signal; CSS = Cross-Street Stop

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.

3.8 TRAFFIC SIGNAL WARRANTS ANALYSIS

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

3.9 FREEWAY OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-215 Freeway at the Ramona Expressway interchange. Queuing analysis findings are presented on 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 on 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 (2023) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2023) CONDITIONS

#	Intersection	Movement	Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak Hour	95th Percentile Queue (Feet) PM Peak Hour	Acceptable? [1] AM	Acceptable? [1] PM
12	I-215 SB Ramps & Ramona Exwy.	SBL	530	406 [2]	344 [2]	Yes	Yes
		SBT	1,100	392 [2]	346 [2]	Yes	Yes
		SBR	530	74	46	Yes	Yes
13	I-215 NB Ramps & Ramona Exwy.	NBL	520	158	163	Yes	Yes
		NBT	1,120	158	163	Yes	Yes
		NBR	520	264	373	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.

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. The Project is proposed to consist of the development of a 1,003,510 square foot warehouse building and a 14.94-acre active park. Vehicular access will be provided to Decker Road and Seaton Avenue only (no access is proposed directly onto Cajalco Road). Access to the Project site will be accommodated via Decker Road for passenger cars only at Driveway 1 and Driveway 2 for the warehouse building and a single Park Driveway south of the warehouse building. Driveway 4 on Seaton Avenue will accommodate site access for passenger cars only while Driveways 3 and 5 on Seaton Avenue will serve both passenger cars and trucks to the warehouse building. For the purposes of the Traffic Study, two access alternatives have been evaluated to identify potential effects to intersection operations and queuing: With and Without Driveway 3. For the With Driveway 3 Alternative, Driveway 3 is proposed to be restricted to right-in/right-out access only and will be controlled via a raised median along Seaton Avenue. The Traffic Study also evaluates an alternative where there is no access proposed at Driveway 3. Driveways 4 and 5 on Seaton Avenue are proposed to align with proposed driveways for the industrial development on the east side (PPT220042). Regional access to the Project site is available from the I-215 Freeway via Ramona Expressway and the new interchange located at Placentia Avenue (to the southeast).

4.1 PROJECT TRIP GENERATION

4.1.1 PROPOSED 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 High Cube Warehouse Trip Generation Study (WSP, January 2019) and ITE Trip Generation Manual (11th Edition, 2021) were used to estimate the Project's trip generation. (2) (3) For the purposes of the Traffic Study, the warehouse building has been evaluated assuming 852,984 square feet (or 85% of the overall building square footage) of high-cube fulfillment warehouse use (based on the WSP trip generation rates) and 150,526 square feet of high-cube cold storage warehouse use (remaining 15% of the overall building square footage).

The following trip generation rates and vehicle mix were utilized for calculating the trip generation for the proposed Project:

- High-Cube Fulfillment Center Warehouse has been used to derive site-specific trip generation estimates for up to 852,984 square feet (85% of the warehouse square footage). The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfilment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the WRCOG in support of the TUMF update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual (11th Edition, 2021) for Land Use Code 154 have been utilized.
- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 150,150 square feet (remaining 15% of the warehouse square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the latest ITE Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- The San Diego Municipal Code Land Development Code Trip Generation Manual (May 2003) has been utilized to calculate the trip generation associated with the proposed 14.94-acre Active Park.

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 LOS analyses. The PCE factors are consistent with the recommended PCE factors In the County's Guidelines. Trip generation rates are summarized on Table 4-1 for actual vehicles and PCE.

TABLE 4-1: 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									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM-84.4%, PM-87.3%, Daily-82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM-6.6%, PM-6.7%, Daily-7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks (AM-9.0%, PM-6.0%, Daily-10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Soccer Complex	Fields	488	0.60	0.39	0.99	10.84	5.59	16.43	71.33
Passenger Car Equivalent (PCE) Trip Generation Rates									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[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 % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.
[4] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

Per the County's Guidelines, peak hour intersection operations analyses are to utilize the PCE trip generation. The trip generation summary illustrating daily and peak hour trip generation estimates for the Project in actual vehicles are shown on Table 4-2. The proposed Project (industrial component only) is anticipated to generate 2,886 two-way trip-ends per day with 150 AM peak hour trips and 218 PM peak hour trips (see actual vehicle trips Table 4-2). PCE based trip generation for the Project is summarized separately on Table 4-3. The PCE trip generation shown on Table 4-3 has been utilized for the purposes of the peak hour intersection operations analyses.

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

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:									
High-Cube Cold Storage	150.526	TSF							
Passenger Cars:			11	1	12	3	11	14	206
2-axle Trucks:			0	1	1	1	1	2	40
3-axle Trucks:			0	0	0	0	0	0	12
4+-axle Trucks:			1	2	3	1	1	2	62
Total Truck Trips (Actual Vehicles):			1	3	4	2	2	4	114
Total Trips (Actual Vehicles)[2]			12	4	16	5	13	18	320
High-Cube Fulfillment	852.984	TSF							
Passenger Cars:			68	20	88	34	88	122	1,494
2-4axle Trucks:			3	3	6	4	5	9	138
5+-axle Trucks:			5	5	10	4	5	9	186
Total Truck Trips (Actual Vehicles):			8	8	16	8	10	18	324
Total Trips (Actual Vehicles)[2]			76	28	104	42	98	140	1,818
Active Park	14.94	Acres	15	15	30	30	30	60	748
Passenger Cars			94	36	130	67	129	196	2,448
Trucks			9	11	20	10	12	22	438
Total Trips (Actual Vehicles)[2]			**103**	**47**	**150**	**77**	**141**	**218**	**2,886**

[1] TSF = thousand square feet
[2] Total Trips = Passenger Cars + Truck Trips.

TABLE 4-3: PROJECT TRIP GENERATION SUMMARY (PCE)

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
Passenger Car Equivalent (PCE):									
High-Cube Cold Storage	150.526	TSF							
Passenger Cars:			11	1	12	3	11	14	206
2-axle Trucks:			1	2	3	1	1	2	60
3-axle Trucks:			0	1	1	1	0	1	26
4+-axle Trucks:			2	5	7	4	4	8	184
Total Truck Trips (PCE):			3	8	11	6	5	11	270
Total Trips (PCE)[2]			14	9	23	9	16	25	476
High-Cube Fulfillment	852.984	TSF							
Passenger Cars:			68	20	88	34	88	122	1,494
2-4axle Trucks:			7	7	14	9	10	19	276
5+-axle Trucks:			14	14	28	12	14	26	556
Total Truck Trips (PCE):			21	21	42	21	24	45	832
Total Trips (PCE)[2]			89	41	130	55	112	167	2,326
Active Park	14.94	Acres	15	15	30	30	30	60	748
Passenger Cars			94	36	130	67	129	196	2,448
Trucks			24	29	53	27	29	56	1,102
Total Trips (PCE)[2]			**118**	**65**	**183**	**94**	**158**	**252**	**3,550**

[1] TSF = thousand square feet

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

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks. Exhibits 4-1 and 4-2 show the Project truck trip distribution patterns for the warehouse component. Exhibits 4-3 and 4-4 show the Project passenger car trip distribution patterns for the warehouse component. Exhibits 4-1 and 4-3 show distribution patterns With Driveway 3 (as right-in/right-out) and Exhibits 4-2 and 4-4 reflect the Alternative distribution pattern, Without Driveway 3. Lastly, Exhibit 4-5 shows the trip distribution patterns for the proposed active park. Existing passenger car and truck trip distribution patterns have been reviewed based on recent intersection counts conducted for locations along the Cajalco Road corridor and are also consistent with the distribution patterns within the immediate vicinity of the proposed Project.

EXHIBIT 4-1: PROJECT (TRUCK – WITH DRIVEWAY 3) TRIP DISTRIBUTION

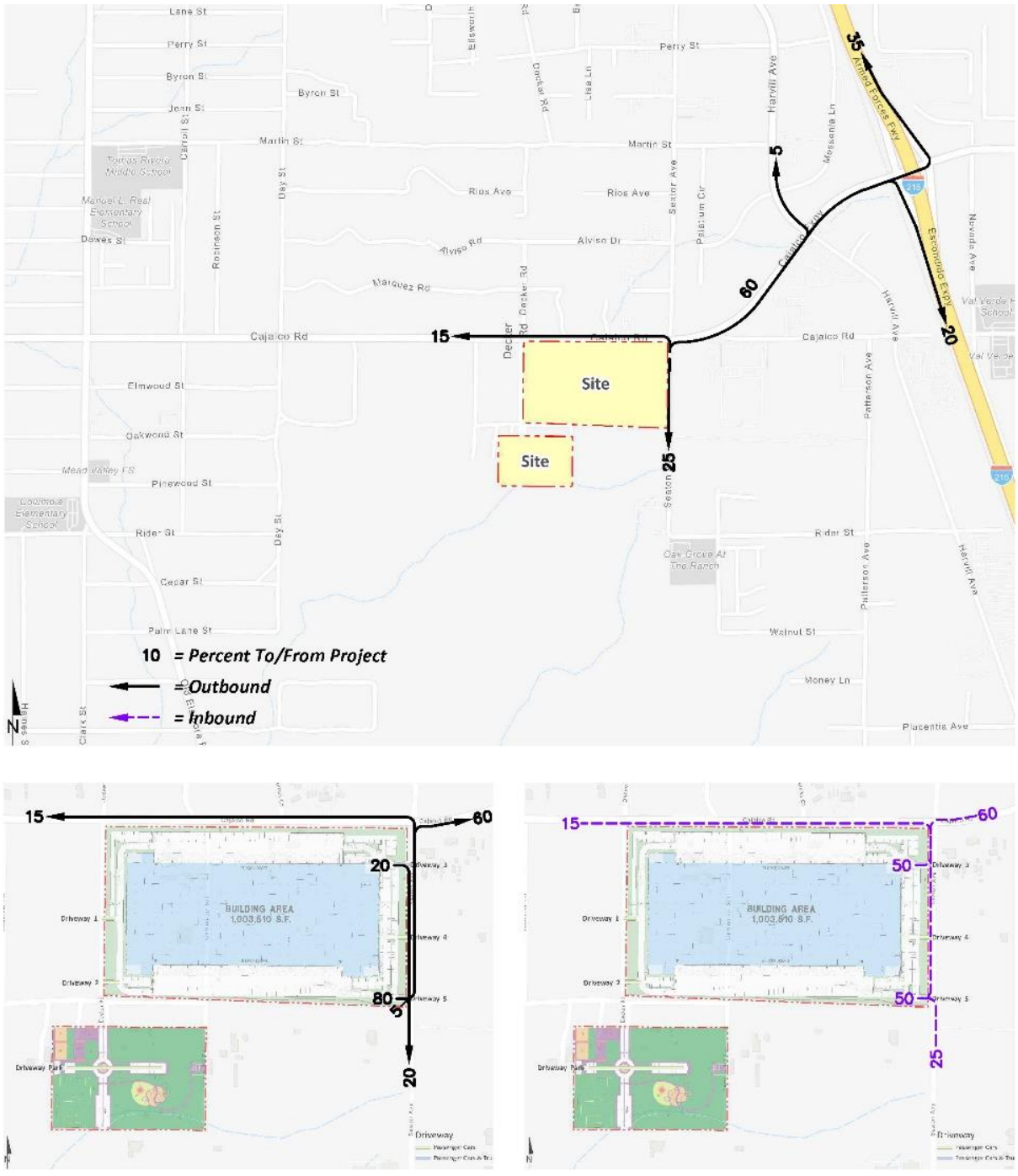


EXHIBIT 4-2: PROJECT (TRUCK – WITHOUT DRIVEWAY 3) TRIP DISTRIBUTION

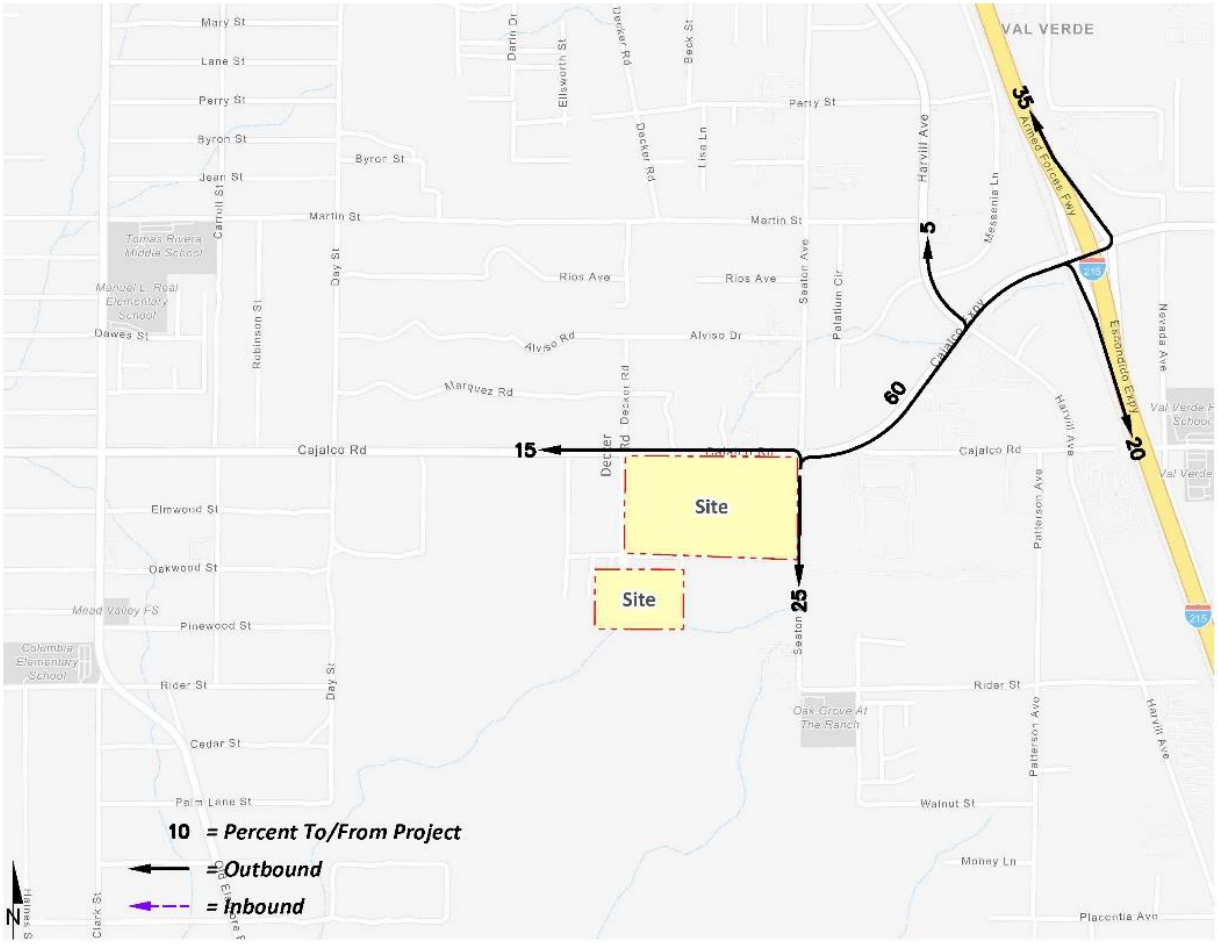






EXHIBIT 4-3: PROJECT (PASSENGER CAR – WITH DRIVEWAY 3) TRIP DISTRIBUTION

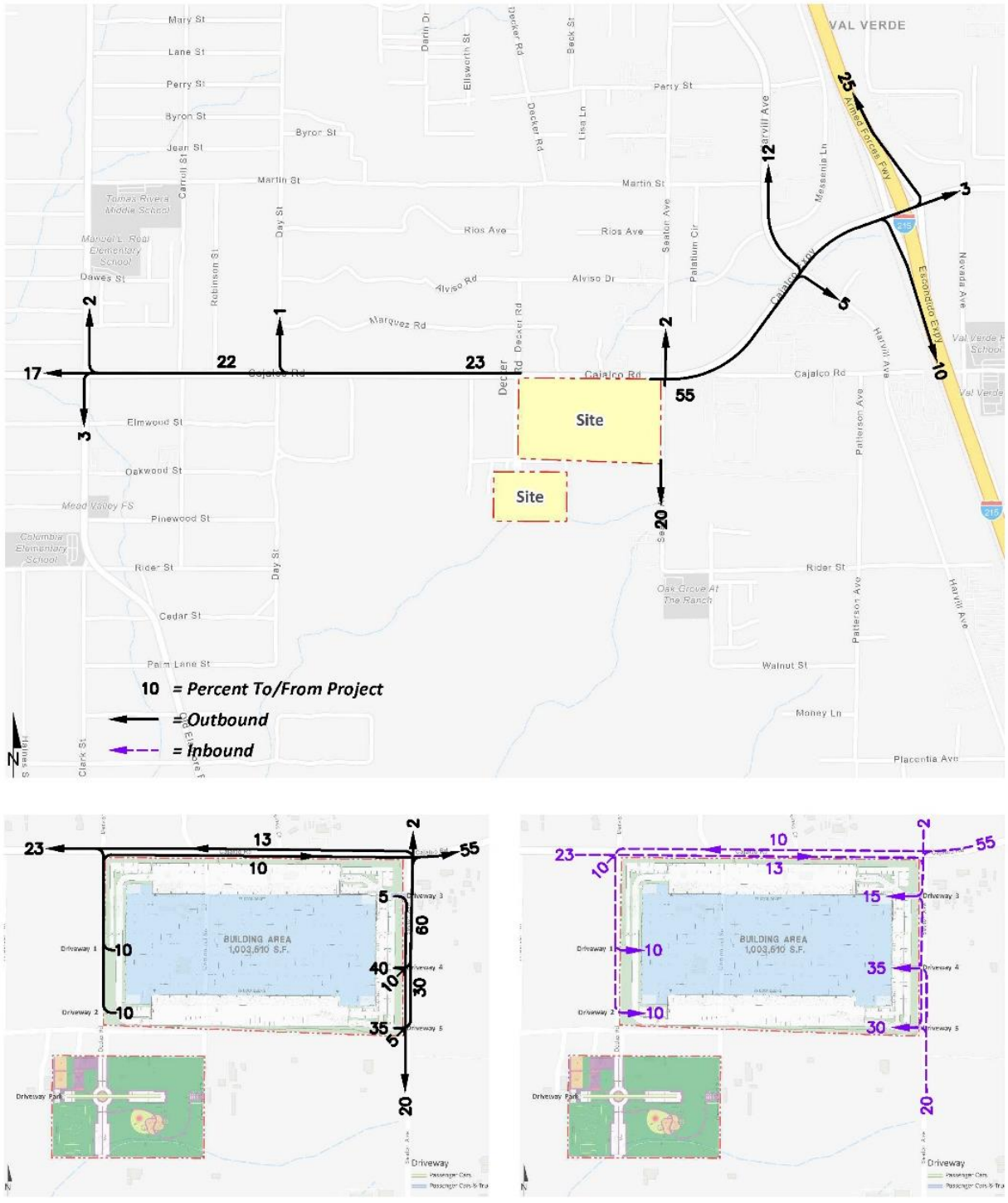
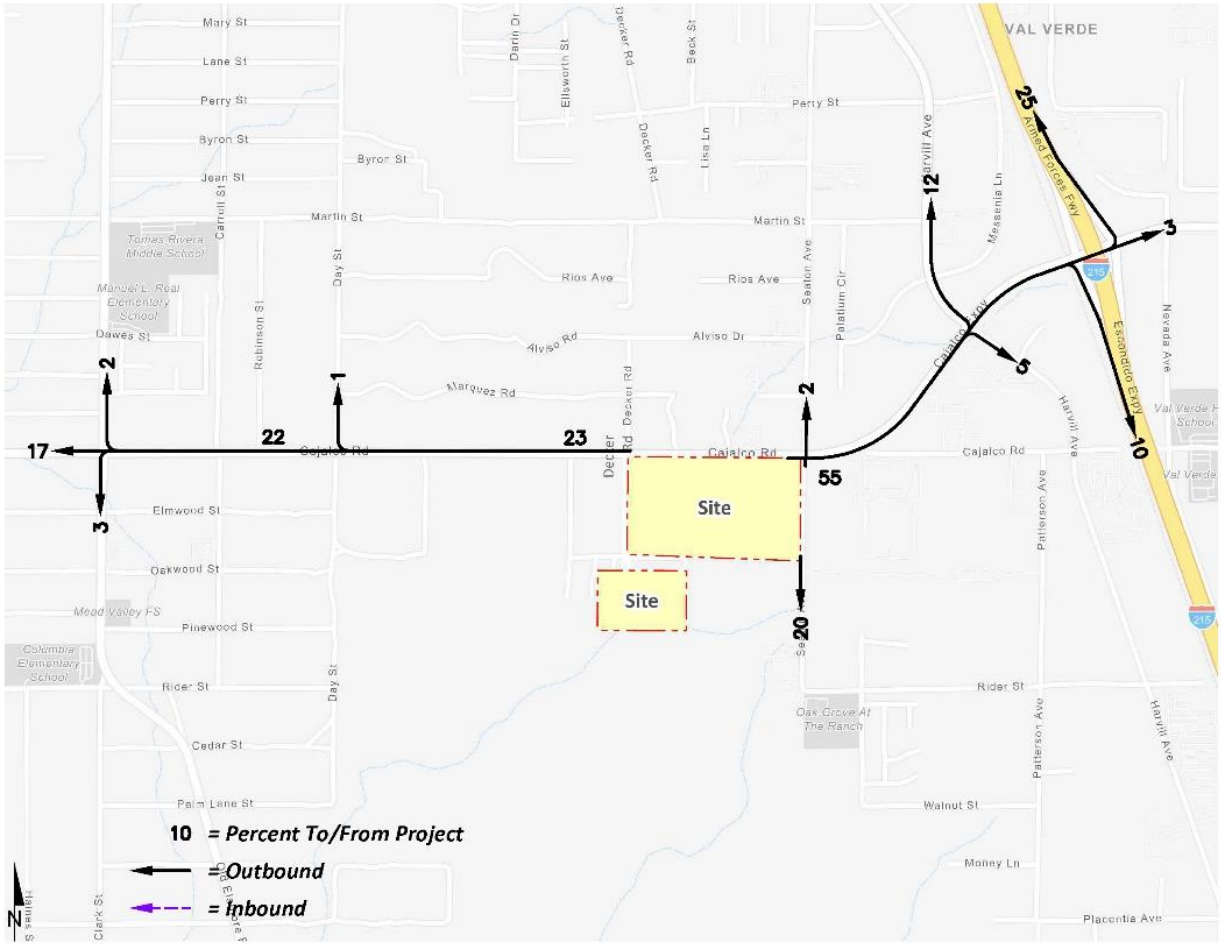


EXHIBIT 4-4: PROJECT (PASSENGER CAR – WITHOUT DRIVEWAY 3) TRIP DISTRIBUTION



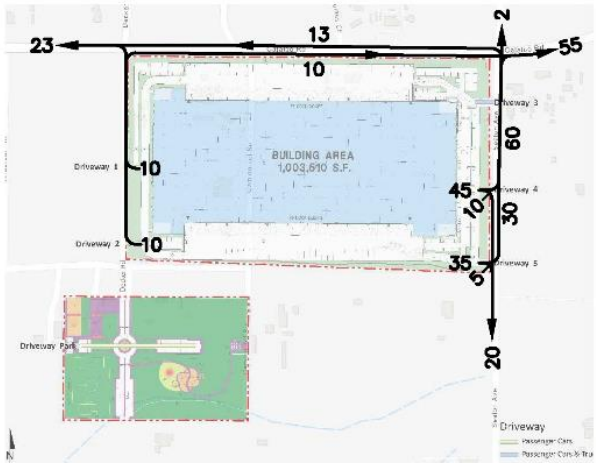
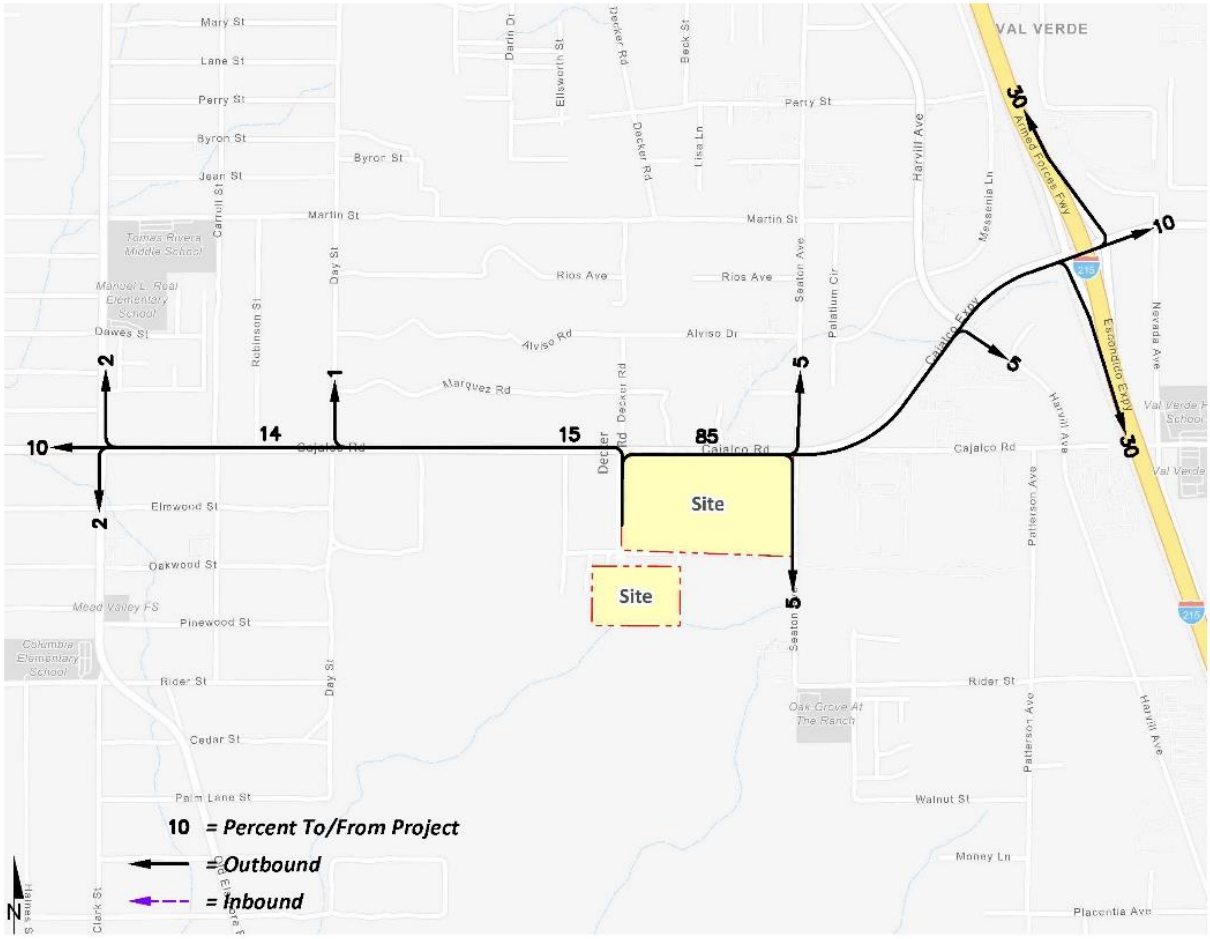
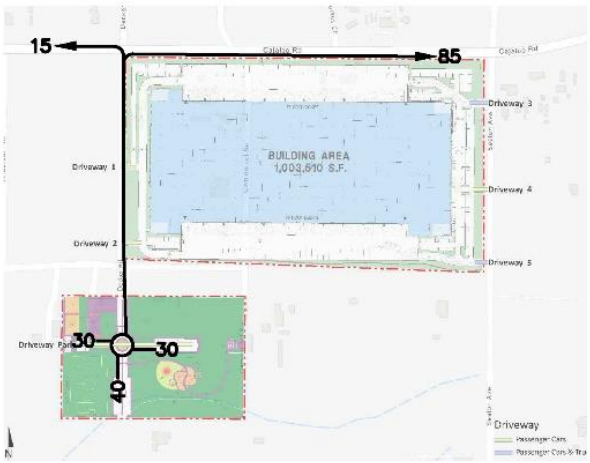




EXHIBIT 4-5: PROJECT (ACTIVE PARK) TRIP DISTRIBUTION







4.3 MODAL SPLIT

The potential for Project trips (non-truck) 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

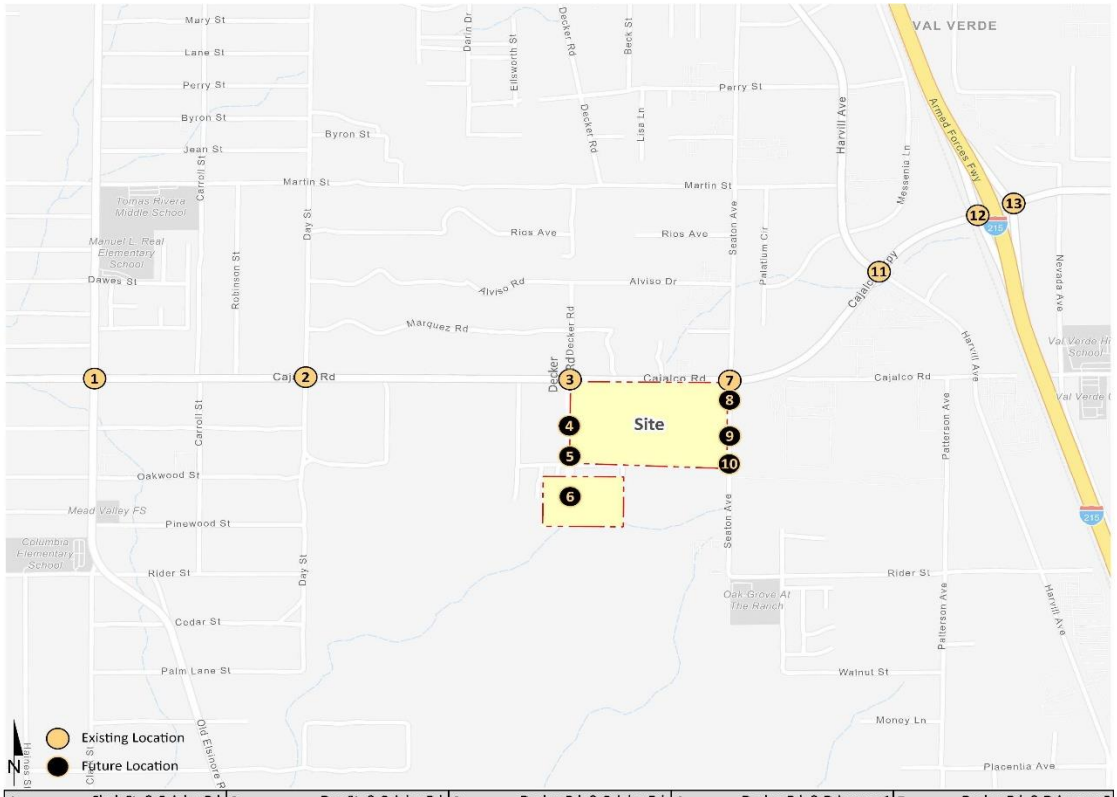
The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, the Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-6.

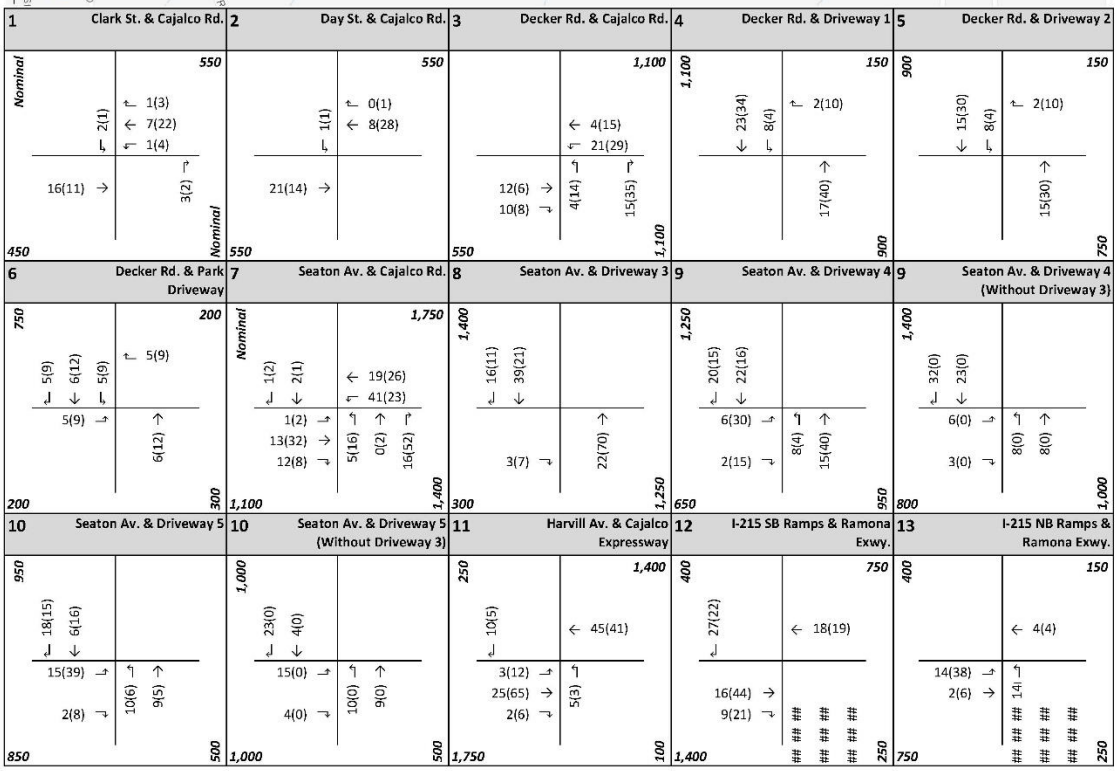
4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2026 conditions. The total ambient growth is 6.12% for 2026 traffic conditions (compounded growth of 2 percent per year over 3 years or $1.02^{3\ years}$). 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 addition to 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.

The currently adopted Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecasts for the County of Riverside identifies projected growth in population of 370,500 in 2016 to 525,600 in 2045, or a 41.9 percent increase over the 29-year period. (8) The change in population equates to roughly a 1.21 percent growth rate, compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 59.2 percent, or 1.62 percent annual growth rate. Finally, growth in employment over the same 29-year period is projected to increase by 83.4 percent, or a 2.11 percent annual growth rate. This results in an average of 1.65 percent annual growth rate. As such, the 2.0 percent per year ambient growth rate utilized in this TA would appear to conservatively estimate annual traffic growth and overstate as opposed to understating future traffic forecasts.

EXHIBIT 4-6: PROJECT ONLY TRAFFIC VOLUMES





##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

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 project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-7, listed on Table 4-4, and have been considered for inclusion. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative development projects shown on Exhibit 4-7 and listed on Table 4-4. Cumulative Only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-8.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2026) and EAPC (2026) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2026 from the year 2023. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2026 roadway network is similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Existing Plus Ambient Growth Plus Project (2026)
    - Existing 2023 counts
    - Ambient growth traffic (6.12%)
    - Project traffic
- Existing Plus Ambient Growth Plus Project Plus Cumulative (2026)
    - Existing 2023 counts
    - Ambient growth traffic (6.12%)
    - Cumulative Development traffic
    - Project traffic

EXHIBIT 4-7: CUMULATIVE DEVELOPMENT LOCATION MAP

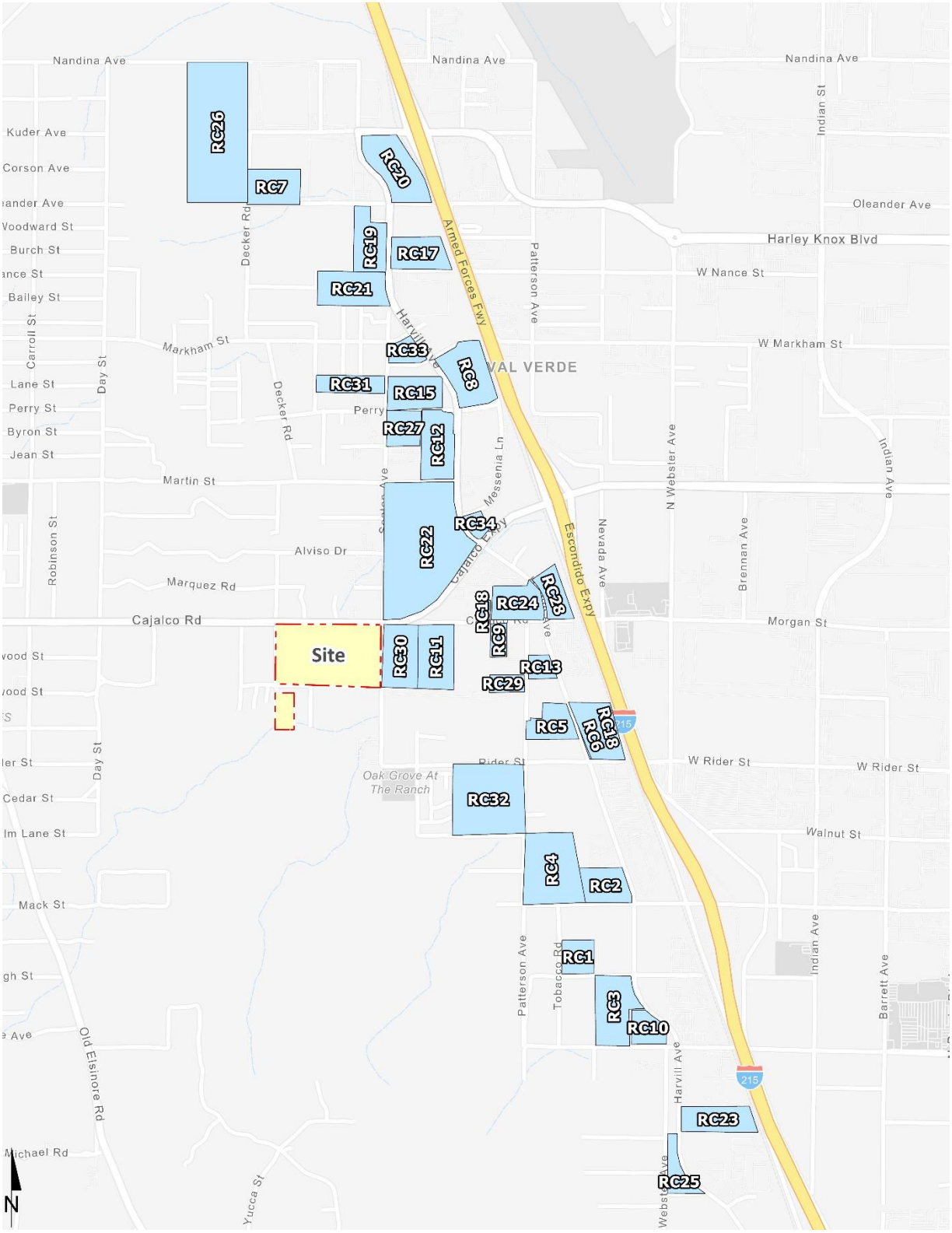
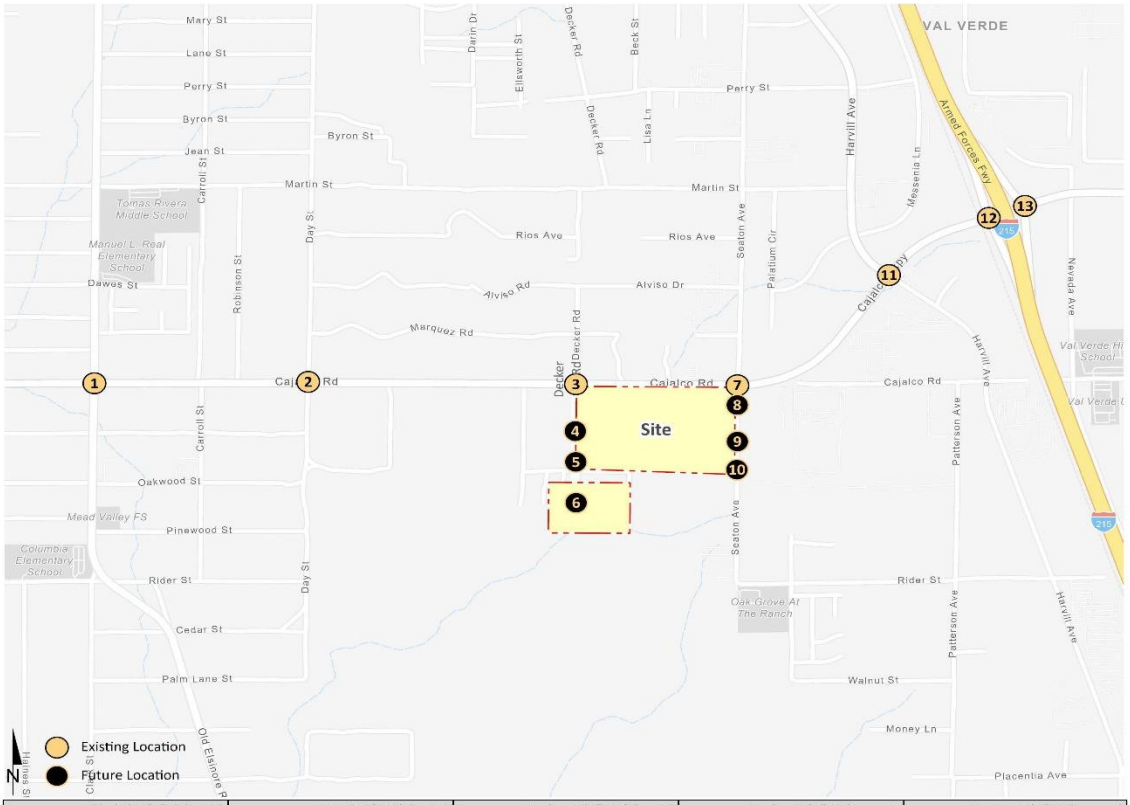
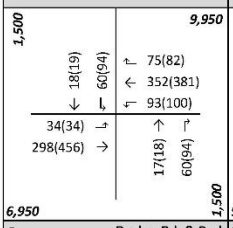


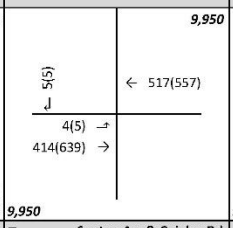
EXHIBIT 4-8: CUMULATIVE ONLY TRAFFIC VOLUMES



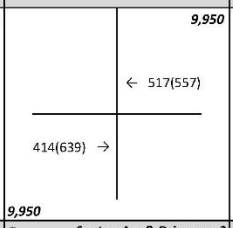
1 Clark St. & Cajalco Rd.



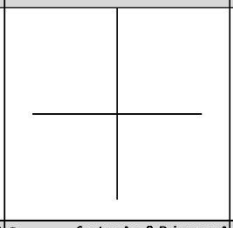
2 Day St. & Cajalco Rd.



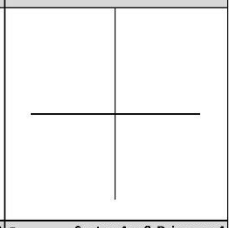
3 Decker Rd. & Cajalco Rd.



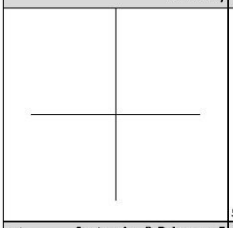
4 Decker Rd. & Driveway 1



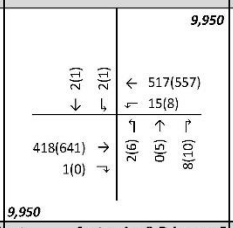
5 Decker Rd. & Driveway 2



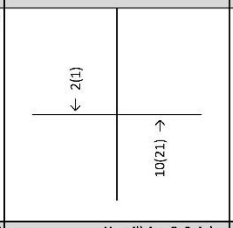
6 Decker Rd. & Park Driveway



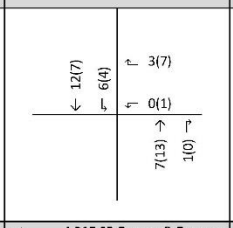
7 Seaton Av. & Cajalco Rd.



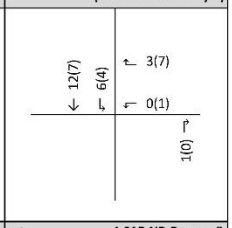
8 Seaton Av. & Driveway 3



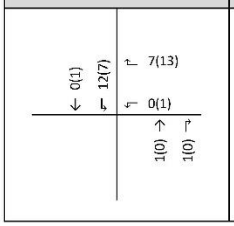
9 Seaton Av. & Driveway 4



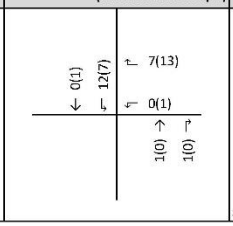
9 Seaton Av. & Driveway 4 (Without Driveway 3)



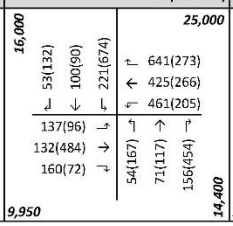
10 Seaton Av. & Driveway 5



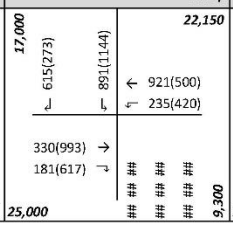
10 Seaton Av. & Driveway 5 (Without Driveway 3)



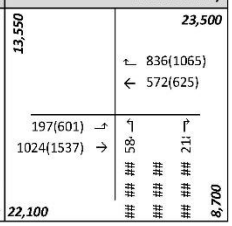
11 Harvill Av. & Cajalco Expressway



12 I-215 SB Ramps & Ramona Exwy.



13 I-215 NB Ramps & Ramona Exwy.



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 4-4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name	Address/Location	Land Use[1]	Quantity	Units[2]
County of Riverside:					
RC1	PPT220047	NEC of Tobacco Rd. & Water Av.	Warehousing	192.249	TSF
RC2	Placentia Truck Drop Lot	NWC of Harvill Av. & Placentia Av.	Truck Trailer Storage	8.06	AC
RC3	Harvill & Water Logistics	SWC of Harvill Av. & Water St.	High-Cube Fulfillment Center Warehouse	304.376	TSF
			High-Cube Cold Storage Warehouse	130.447	TSF
RC4	Barker Logistics	NWC of Patterson Av. & Placentia Av.	High-Cube Fulfillment Center Warehouse	699.630	TSF
RC5	Dedeaux Harvill Truck Terminal	North of Rider St., west of Harvill Av.	Truck Terminal	55.700	TSF
RC6	Harvill & Rider Warehouse	NEC of Harvill Av. & Rider St.	General Light Industrial	50.249	TSF
			High-Cube Transload Short-Term Warehouse	284.746	TSF
RC7	Building 21 & 22	NEC of Decker Rd. & Oleander Av.	Warehousing	215.424	TSF
RC8	Majestic Freeway Busines Center Building 11	SEC of Harvill Ave./Commerce Center Dr.	High-Cube Fulfillment Center Warehouse	391.045	TSF
RC9	PPT190029	South of Old Cajalco Rd., west of Patterson Av.	Warehousing	36.000	TSF
RC10	PPT210021	NWC of Harvill Av. & Orange Av.	Trailer Maintenance Facility/Storage	16.200	TSF
RC11	PPT210133	SEC of Seaton Av. & Cajalco Exwy.	Warehousing	350.481	TSF
RC12	Majestic Freeway Busines Center (Building 13)	SWC of Harvill Av. & Perry St.	High-Cube Fulfillment Center Warehouse	322.997	TSF
RC13	Patterson & Harvill Warehouse	East of Patterson Av., South of Old Cajalco Rd.	Warehousing & Cold Storage	100.190	TSF
RC14	Majestic Freeway Busines Center Building 12	NEC Harvill Ave./Commerce Center Dr.	Warehousing	155.000	TSF
RC15	Majestic Freeway Busines Center (Buildings 14A,14B)	SWC of Harvill Av. & Commerce Center Dr.	Warehousing	354.583	TSF
RC16	Cajalco Road Commercial Center	SWC of Clark St. & Cajalco Rd.	Convenience Store/Gas Station	16	VFP
			High-Turnover Sit-Down Restaurant	4.998	TSF
			Car Wash	1.481	TSF
			Restaurant w/ Drive-Thru	1.632	TSF
RC17	Majestic Freeway Business Center Building 17	East of Harvill, South of Old Oleander Av.	General Light Industrial	256.148	TSF
RC18	28840 Rider Street	East of Harvill, North of Rider	Animal Production Facility	54.450	TSF
RC19	Majestic Freeway Business Center Building 18	SWC of Harvil Av. & Old Oleander Av.	Warehousing	333.648	TSF
RC20	PPT190031	SEC of Harvill Av. & Harley Knox Bl.	Industrial Manufacturing Building (Warehousing)	418.000	TSF
RC21	Majestic Freeway Business Center Building 19 & 20	South of Old Oleander, West of Harvill Av.	Warehousing	754.168	TSF
RC22	Majestic Freeway Business Center Buildings 1, 3, & 4	NEC of Seaton Av. & Cajalco Rd.	High-Cube Warehouse/Warehousing	1244.670	TSF
RC23	PPT190005	NEC of Harvill Av. & Lemon St.	Warehousing	333.553	TSF
RC24	PPT190006	NWC of Harvill Av. & Cajalco Rd.	Warehousing	289.556	TSF
RC25	PPT190028	NWC of Harvill Av. & Citrus Av.	Warehousing	197.856	TSF
RC26	Oleander Business Park	SWC of Harley Knox Bl. & Nandina Av.	Warehousing	711.734	TSF
RC27	Seaton Commerce Center	SEC of Seaton Av. & Perry St.	High-Cube Fulfillment Center Warehouse	210.800	TSF
RC28	Harvill & Cajalco Warehouse	NEC of Harvill Av. & Old Cajalco Rd.	General Light Industrial & Truck Yard	99.770	TSF
RC29	Patterson & Cajalco Warehouse	West of Patterson Av., South of Old Cajalco Rd.	Warehousing & Cold Storage	107.968	TSF
RC30	Seaton & Cajalco High Cube Warehouse	SEC of Seaton Av. & Cajalco Rd.	Warehousing & Cold Storage	350.481	TSF
RC31	PPT210022	NWC of Harvill Av. & Orange Av.	General Light Industrial	98.940	TSF
RC32	Rider & Patterson Business Center	SWC Patterson Ave./Rider St.	High-Cube Fulfillment Center Warehouse	591.203	TSF
RC33	Majestic Freeway Business Center Building 15	SEC of Seaton Av. & Markham St.	Warehousing	90.000	TSF
RC34	Retail	NEC of Harvill Av. & Cajalco Rd.	Retail	16.306	TSF

[1] TSF = Thousand Square Feet; AC = Acres; VFP = Vehicle Fueling Postions

4.8 HORIZON YEAR (2045) CONDITIONS

"Buildout" traffic projections for Horizon Year conditions are based on traffic model forecasts and were derived from the RIVTAM using accepted procedures for model forecast refinement and smoothing for study area intersections located within the County of Riverside. The Horizon Year traffic conditions analyses was utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the TUMF, can accommodate the long-range traffic at the target LOS identified in the County of Riverside General Plan.

The traffic forecasts reflect the area-wide growth anticipated between Existing (2023) conditions and Horizon Year (2045) traffic conditions. 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 in February 2023. The RIVTAM has a base (validation) year of 2012 and a horizon (future forecast) year of 2040. An ambient growth factor of 1.65 percent per year, compounded annually for 5 years, has been applied to the 2040 future forecasts to reflect 2045 conditions. This growth rate is consistent with the growth for the County of Riverside, based on the SCS RTP, as discussed in Section 4.5 *Background Traffic*.

The refined future peak hour approach and departure volumes obtained from the model output data 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.

Since the RIVTAM model includes future facilities such as the Mid-County Parkway (MCP), there may be potential reductions to traffic forecasts in comparison to Existing, EAP, and EAPC traffic conditions. Horizon Year turning volumes were compared to EAPC volumes in order to ensure a minimum growth as a part of the refinement process (to applicable intersections and turning movements). The minimum growth includes any additional growth between EAPC and Horizon Year (2045) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2023) and EAPC conditions.

The future Horizon Year (2045) Without Project peak hour turning movements were then reviewed by Urban Crossroads, Inc. 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 adjacent driveway 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. Post-processing worksheets for Horizon Year (2040) Without Project traffic conditions are provided in Appendix 4.1.

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5 EAP (2026) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2026) conditions and the resulting intersection operations, traffic signal warrant, and freeway off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2026) conditions are consistent with those shown previously on 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 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 EAP (2026) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 6.12% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2026) traffic conditions are shown on Exhibit 5-1.

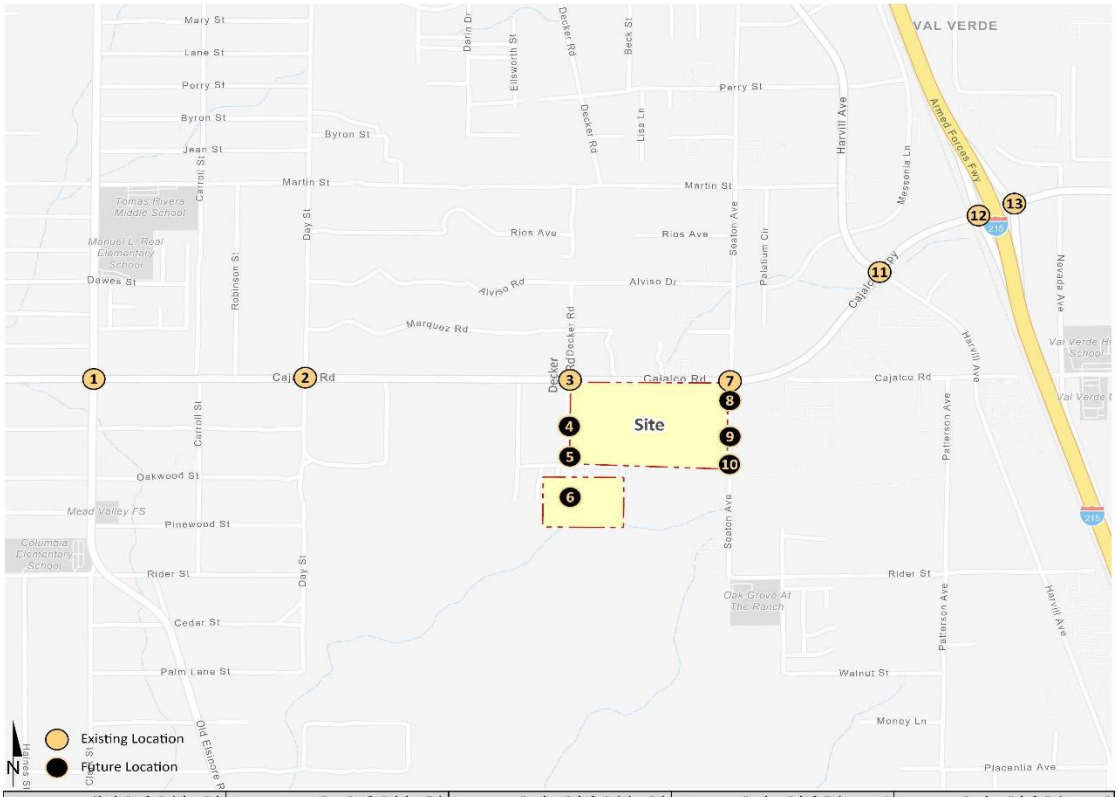
5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2026) 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 on Table 5-1 for EAP traffic conditions, which indicate the following study area intersections are anticipated to operate at an unacceptable LOS with the addition of Project traffic under EAP traffic conditions:

- Decker Rd. & Cajalco Rd. (#3) – LOS F AM and PM peak hours
- Seaton Av. & Cajalco Rd. (#7) – LOS F AM peak hour; LOS E PM peak hour

The intersection operations analysis worksheets for EAP (2026) traffic conditions are included in Appendix 5.1 of this TA.

EXHIBIT 5-1: EAP (2026) TRAFFIC VOLUMES



1 Clark St. & Cajalco Rd.	2 Day St. & Cajalco Rd.	3 Decker Rd. & Cajalco Rd.	4 Decker Rd. & Driveway 1	5 Decker Rd. & Driveway 2
5,800 / 21,700 33(23) 161(210) 96(67) 124(71) ← 667(652) ← 105(110) 31(18) → 651(766) → 66(84) 108(109) 353(122) 130(88) 20,450 / 8,950	2,300 / 26,200 36(22) 13(13) 124(63) 67(49) ← 893(912) ← 7(36) 30(29) → 919(953) → 1(3) 1(4) 10(11) 32(101) 23,850 / 2,100	200 / 30,400 15(6) 3(5) ← 939(955) ← 21(29) 3(3) → 1071(1135) → 14(9) 8(14) 18(35) 26,300 / 1,100	1,100 / 150 27(35) 8(4) 2(10) 24(40) 950	950 / 150 19(31) 8(4) 2(10) 22(30) 750

6 Decker Rd. & Park Driveway	7 Seaton Av. & Cajalco Rd.	8 Seaton Av. & Driveway 3	9 Seaton Av. & Driveway 4	9 Seaton Av. & Driveway 4 (Without Driveway 3)
750 / 200 5(9) 10(13) 5(9) 5(9) → 5(9) 13(12) 200 / 300	750 / 26,350 17(14) 2(3) 4(5) 10(19) ← 890(950) ← 51(33) 22(16) → 976(1051) → 71(80) 59(38) 7(6) 21(62) 26,600 / 2,850	2,850 16(11) 108(105) 3(7) 89(106) 300 / 2,700	2,700 20(9) 91(103) 6(30) → 2(10) 8(4) 82(76) 650 / 2,400	2,850 32(15) 92(100) 6(30) → 3(15) 8(4) 8(4) 800 / 2,500

10 Seaton Av. & Driveway 5	10 Seaton Av. & Driveway 5 (Without Driveway 3)	11 Harvill Av. & Cajalco Expressway	12 I-215 SB Ramps & Ramona Exwy.	13 I-215 NB Ramps & Ramona Exwy.
2,400 18(10) 75(103) 15(39) → 2(6) 10(6) 76(41) 850 / 1,950	2,500 23(15) 73(100) 15(39) → 4(8) 10(6) 76(41) 1,000 / 1,950	10,600 / 26,800 23(34) 128(247) 178(275) 188(173) ← 645(688) ← 106(73) 28(26) → 816(875) → 133(228) 287(219) 433(124) 72(75) 25,750 / 12,000	8,300 / 31,000 188(121) 3(2) 522(538) 834(841) ← 329(349) 695(778) → 380(423) ## ## ## ## ## ## ## ## ## 26,900 / 9,550	7,850 / 35,900 539(481) ← 890(836) 103(161) → 1114(1155) → ## ## ## 27 ## ## 25 ## ## 30 ## ## ## 31,000 / 9,750

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2026) CONDITIONS

#	Intersection	Traffic Control[2]	Existing (2023) Delay[1] (secs.) AM	PM	Level of Service AM	PM	EAP (2026) Delay[1] (secs.) AM	PM	Level of Service AM	PM
1	Clark St. & Cajalco Rd.	TS	22.0	19.1	C	B	23.6	19.7	C	B
2	Day St. & Cajalco Rd.	TS	24.9	24.7	C	C	29.9	30.6	C	C
3	Decker Rd. & Cajalco Rd.	CSS	**77.2**	17.3	**F**	C	**99.7**	**>100.0**	**F**	**F**
4	Decker Rd. & Driveway 1	**CSS**	Future Intersection				8.4	8.5	A	A
5	Decker Rd. & Driveway 2	**CSS**	Future Intersection				8.4	8.5	A	A
6	Decker Rd. & Park Driveway	**RB**	Future Intersection				2.7	2.8	A	A
7	Seaton Av. & Cajalco Rd.	CSS	**44.0**	32.2	**E**	D	**67.5**	**44.6**	**F**	**E**
8	Seaton Av. & Driveway 3	**CSS**	Future Intersection				9.0	9.0	A	A
	- Alternative Access						Does Not Exist			
9	Seaton Av. & Driveway 4	**CSS**	Future Intersection				9.8	10.0	A	B
	- Without Driveway 3						9.8	10.0	A	B
10	Seaton Av. & Driveway 5	**CSS**	Future Intersection				10.0	10.0	B	B
	- Without Driveway 3						9.9	10.0	A	B
11	Harvill Av. & Cajalco Expressway	TS	22.6	20.6	C	C	24.1	21.6	C	C
12	I-215 SB Ramps & Ramona Exwy.	TS	33.1	32.3	C	C	35.1	34.8	D	C
13	I-215 NB Ramps & Ramona Exwy	TS	14.5	18.0	B	B	15.6	20.1	B	C

* **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.

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

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2026) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following study area intersections is anticipated to meet peak hour or planning level (ADT) warrants under EAP traffic conditions (see Appendix 5.2):

- Seaton Av. & Cajalco Rd. (#7)

5.5 QUEUING ANALYSIS

Queuing analysis findings for EAP (2026) are presented on Table 5-2. As shown on 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 with the addition of Project traffic. Worksheets for EAP (2026) traffic conditions queuing analysis are provided in Appendix 5.3.

TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR EAP (2026) 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 (2026) 95th Percentile Queue (Feet) AM Peak	EAP (2026) 95th Percentile Queue (Feet) PM Peak	EAP (2026) Acceptable? [1] AM	EAP (2026) Acceptable? [1] PM
12	I-215 SB Ramps & Ramona Exwy.	SBL	530	406 [2]	344 [2]	Yes	Yes	429 [2]	400 [2]	Yes	Yes
		SBT	1,100	392 [2]	346 [2]	Yes	Yes	444 [2]	406 [2]	Yes	Yes
		SBR	530	74	46	Yes	Yes	146	54	Yes	Yes
13	I-215 NB Ramps & Ramona Exwy.	NBL	520	158	163	Yes	Yes	175	185	Yes	Yes
		NBT	1,120	158	163	Yes	Yes	181	185	Yes	Yes
		NBR	520	264	373	Yes	Yes	289	419	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.

5.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of Project deficiencies and recommended improvements. Based on the County of Riverside deficiency criteria discussed in Section 2.6 *Deficiency Criteria*, roadway intersections were found to be deficient. Improvements necessary to improve project-related traffic deficiencies are shown on Table 5-3. Table 5-3 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under EAP (2026) traffic conditions. The improvements have been identified to bring the EAP (2026) deficiencies back to acceptable levels. Intersection analysis worksheets for EAP (2026) traffic conditions, with improvements, are provided in Appendix 5.4. The intersection of Decker Road and Cajalco Road is not anticipated to meet traffic signal warrants. As such, if the intersection is not signalized, an alternative improvement to bring the LOS back to acceptable levels would be to restrict the access to right-in/right-out access only.

TABLE 5-3: INTERSECTION ANALYSIS FOR EAP (2026) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Delay [2] (secs.) AM	Delay [2] (secs.) PM	Level of Service AM	Level of Service PM
3	Decker Rd. & Cajalco Rd.																	
	Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	**77.2**	17.3	**F**	C
	With Improvements	**TS**	0	1	0	0	1	0	**1**	1	0	**1**	1	0	6.1	6.2	A	A
7	Seaton Av. & Cajalco Rd.																	
	Without Improvements	CSS	1	1	0	1	1	0	1	1	0	1	1	1	**44.0**	32.2	**E**	D
	With Improvements	**TS**	1	1	0	1	1	0	1	1	0	1	1	1	6.9	7.4	A	A

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

[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

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

As shown previously on 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 (2026) traffic conditions. As such, no improvements have been identified for the off-ramps.

6 EAPC (2026) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAPC (2026) conditions and the resulting intersection operations, traffic signal warrant, and freeway off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC (2026) conditions are consistent with those shown previously on 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 (2026) conditions only (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 (2026) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

6.2 EAPC (2026) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 6.12%, traffic from pending and approved cumulative development projects, and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAPC (2026) traffic conditions are shown on Exhibit 6-1.

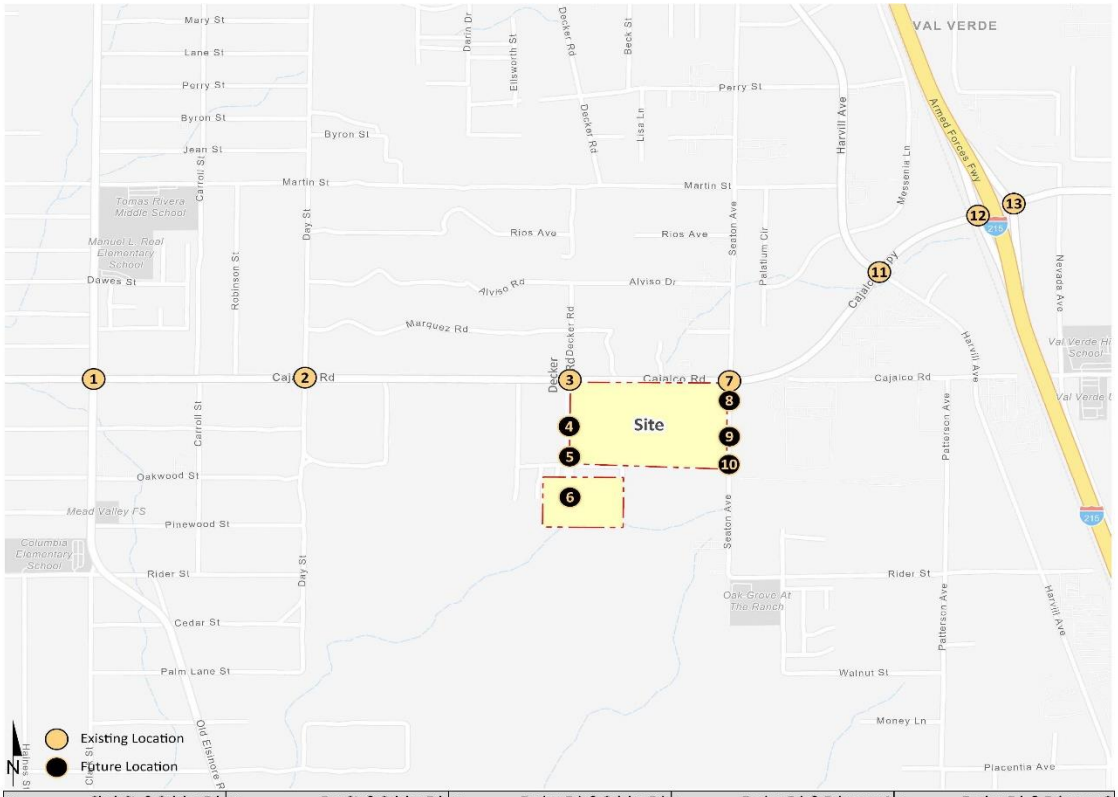
6.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under EAPC (2026) conditions with roadway and intersection geometrics consistent with Section 6.1 *Roadway Improvements*. As shown on Table 6-1, the study area intersections are anticipated to operate at an acceptable LOS under EAPC (2026) traffic conditions with the exception of the following intersections:

- Day St. & Cajalco Road (#2) – LOS F AM and PM peak hours
- Decker Rd. & Cajalco Road. (#3) – LOS F AM and PM peak hours
- Seaton Av. & Cajalco Road (#7) – LOS F AM and PM peak hours
- Harvill Av. & Cajalco Expressway (#11) – LOS E AM peak hour; LOS F PM peak hour
- I-215 SB Ramps & Ramona Exwy. (#12) – LOS E AM peak hour; LOS F PM peak hour
- I-215 NB Ramps & Ramona Exwy. (#13) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for EAPC (2026) traffic conditions are included in Appendix 6.1 of this TA.

EXHIBIT 6-1: EAPC (2026) TRAFFIC VOLUMES



1 Clark St. & Cajalco Rd.	2 Day St. & Cajalco Rd.	3 Decker Rd. & Cajalco Rd.	4 Decker Rd. & Driveway 1	5 Decker Rd. & Driveway 2
7,250 / 31,650 33(23) 179(229) 157(161) ← 200(152) ← 1019(1033) ← 198(210) 65(52) → 108(109) 949(1221) → 370(140) 66(84) → 191(182) 27,400 / 10,450	2,300 / 36,100 41(27) 13(13) 124(63) ← 67(49) ← 1410(1469) ← 7(36) 34(33) → 1(4) 10(11) 32(101) 1333(1592) → 1(3) 33,750 / 2,100	200 / 40,300 15(6) ← 3(5) ← 1456(1512) ← 21(29) 3(3) → 8(14) 18(35) 1486(1774) → 14(9) → 36,250 / 1,100	1,100 / 150 27(35) 8(4) ← 2(10) 24(40) → 950	950 / 150 19(31) 8(4) ← 2(10) 22(30) → 750

6 Decker Rd. & Park Driveway	7 Seaton Av. & Cajalco Rd.	8 Seaton Av. & Driveway 3	9 Seaton Av. & Driveway 4	9 Seaton Av. & Driveway 4 (Without Driveway 3)
750 / 200 5(9) 10(13) 5(9) ← 5(9) 5(9) → 13(12) → 200 / 300	750 / 36,300 17(14) 4(4) 6(6) ← 10(19) ← 1407(1507) ← 66(41) 22(16) → 61(44) 7(11) 29(72) 1394(1692) → 72(80) → 36,550 / 2,850	2,850 16(11) 110(106) 3(7) → 99(127) → 300 / 2,700	2,700 20(9) 103(110) 6(4) ← 3(7) ← 0(1) 6(30) → 8(4) 89(89) 1(0) 2(10) → 650 / 2,400	2,850 32(15) 104(107) 6(4) ← 3(7) ← 0(1) 6(30) → 8(4) 8(4) 1(0) 3(15) → 800 / 2,500

10 Seaton Av. & Driveway 5	10 Seaton Av. & Driveway 5 (Without Driveway 3)	11 Harvill Av. & Cajalco Expressway	12 I-215 SB Ramps & Ramona Exwy.	13 I-215 NB Ramps & Ramona Exwy.
2,400 / 850 18(10) 75(104) 12(7) ← 7(13) ← 0(1) 15(39) → 10(6) 77(41) 1(0) 2(6) → 1,950	2,500 / 1,000 23(15) 73(101) 12(7) ← 7(13) ← 0(1) 15(39) → 10(6) 77(41) 1(0) 4(8) → 1,950	26,600 / 35,650 76(166) 229(337) 399(949) ← 829(446) ← 1069(954) ← 567(279) 165(122) → 341(386) 504(241) 228(529) 948(1359) → 292(300) → 26,400	25,300 / 51,850 803(394) 3(2) 1413(1682) ← 1755(1341) ← 564(769) 1025(1771) → 561(1040) → ## ## ## ## ## ## ## ## ## ## ## ## 18,900	21,450 / 53,150 ← 1375(1546) ← 1462(1461) 300(762) → 85 25 52 2138(2692) → ## ## ## ## ## ## ## ## ## ## ## ## 18,400

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2026) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Clark St. & Cajalco Rd.	TS	43.6	35.5	D	D
2	Day St. & Cajalco Rd.	TS	**172.2**	**>200.0**	**F**	**F**
3	Decker Rd. & Cajalco Rd.	CSS	**>100.0**	**90.6**	**F**	**F**
4	Decker Rd. & Driveway 1	**CSS**	8.4	8.5	A	A
5	Decker Rd. & Driveway 2	**CSS**	8.4	8.5	A	A
6	Decker Rd. & Park Driveway	**RB**	2.7	2.8	A	A
7	Seaton Av. & Cajalco Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**
8	Seaton Av. & Driveway 3	**CSS**	9.0	9.0	A	A
	- Alternative Access		Does Not Exist			
9	Seaton Av. & Driveway 4	**CSS**	10.1	10.3	B	B
	- Alternative Access		10.1	10.2	B	B
10	Seaton Av. & Driveway 5	**CSS**	10.3	10.3	B	B
	- Alternative Access		10.1	10.2	B	B
11	Harvill Av. & Cajalco Expressway	TS	**76.3**	**129.0**	**E**	**F**
12	I-215 SB Ramps & Ramona Exwy.	TS	**>200.0**	**>200.0**	**F**	**F**
13	I-215 NB Ramps & Ramona Exwy.	TS	**131.9**	**>200.0**	**F**	**F**

* **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

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

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAPC (2026) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no study area additional intersections anticipated to meet either peak hour or planning level (ADT) warrants for EAPC (2026) traffic conditions in addition to the locations previously warranted under EAP traffic conditions (see Appendix 6.2).

6.5 QUEUING ANALYSIS

Queuing analysis findings for EAPC (2026) are presented on Table 6-2. As shown on Table 6-2, the following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAPC (2026) traffic conditions

- I-215 SB Ramps & Ramona Exwy. (#12): Southbound Left (AM and PM peak hours, Southbound Left-Through (AM and PM peak hours), and Southbound Right (AM peak hour only)
- I-215 NB Ramps & Ramona Exwy. (#13): Northbound Left (AM peak hour only); Northbound Right (AM peak hour only)

Worksheets for EAPC (2026) traffic conditions queuing analysis are provided in Appendix 6.3.

TABLE 6-2: PEAK HOUR QUEUING SUMMARY FOR EAPC (2026) CONDITIONS

#	Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak	95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM
12	I-215 SB Ramps & Ramona Exwy.	SBL	530	**1282** [2]	**1471** [2]	**No**	**No**
		SBT	1,100	**1294** [2]	**1475** [2]	**No**	**No**
		SBR	530	**1214** [2]	493 [2]	**No**	Yes
13	I-215 NB Ramps & Ramona Exwy.	NBL	520	**684** [2]	553 [2,3]	**No**	Yes
		NBT	1,120	700 [2]	555 [2]	Yes	Yes
		NBR	520	**928** [2]	1017 [2,3]	**No**	Yes

BOLD = 95th percentile queue exceeds the available storage.

[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-10 Freeway mainline.

6.6 NEAR-TERM DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

6.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

This section provides a summary of Project deficiencies and recommended improvements. Based on the County of Riverside deficiency criteria discussed in Section 2.6 *Deficiency Criteria*, roadway intersections were found to be deficient. Improvements necessary to improve project-related traffic deficiencies are shown on Table 6-3. Table 6-3 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under EAPC (2026) traffic conditions. The improvements have been identified to improve the EAPC (2026) deficiencies back to acceptable levels. Intersection analysis worksheets for EAPC (2026) traffic conditions, with improvements, are provided in Appendix 6.4.

TABLE 6-3: INTERSECTION ANALYSIS FOR EAPC (2026) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay[2] (secs.) AM	PM	Level of Service AM	PM
2	Day St. & Cajalco Rd.																	
	Without Improvements	TS	1	1	0	1	1	0	1	1	0	1	1	0	**172.2**	**>200.0**	**F**	**F**
	With Improvements	TS	1	1	0	1	1	0	1	**2**	0	1	**2**	0	16.9	18.4	B	B
3	Decker Rd. & Cajalco Rd.																	
	Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**90.6**	**F**	**F**
	With Improvements	**TS**	0	1	0	0	1	0	**1**	**2**	0	**1**	**2**	0	4.5	4.2	A	A
7	Seaton Av. & Cajalco Rd.																	
	Without Improvements	CSS	1	1	0	1	1	0	1	1	0	1	1	1	**>100.0**	**>100.0**	**F**	**F**
	With Improvements	**TS**	1	1	0	1	1	0	1	**2**	0	1	**2**	1	4.8	4.5	A	A
11	Harvill Av. & Cajalco Expressway																	
	Without Improvements	TS	2	2	0	2	2	0	1	2	1	2	2	1>	**76.3**	**129.0**	**E**	**F**
	With Improvements	TS	2	2	0	2	2	0	1	**3**	1	2	**3**	1>	42.0	54.1	D	D
12	I-215 SB Ramps & Ramona Exwy.																	
	Without Improvements	TS	0	0	0	1	1	1	0	2	0	1	2	0	**>200.0**	**>200.0**	**F**	**F**
	With Improvements	TS	0	0	0	**2**	1	1	0	**3**	**1>>**	**2**	**3**	0	41.5	53.6	D	D
13	I-215 NB Ramps & Ramona Exwy.																	
	Without Improvements	TS	1	1	1	0	0	0	1	2	0	0	2	1	**131.9**	**>200.0**	**F**	**F**
	With Improvements	TS	1	1	1	0	0	0	**2**	**3**	0	0	**3**	**1>>**	24.5	26.0	C	C

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

[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; > = Right-Turn Overlap Phasing; **1** = Improvement

[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] CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal; **TS** = Improvement

6.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under EAPC (2026) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 6-3. The effectiveness of the recommended improvement strategies to address EAPC (2026) off-ramp deficiencies are presented on Table 6-4. Worksheets for EAPC (2026) conditions, with improvements, off-ramp queueing analysis worksheets are provided in Appendix 6.5.

TABLE 6-4: PEAK HOUR QUEUING SUMMARY FOR EAPC (2026) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Stacking Distance (Feet)[3]	95th Percentile Queue (Feet) AM Peak	95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM
12 I-215 SB Ramps & Ramona Exwy.	SBL	1,100	414	681 [2,3]	Yes	Yes
	SBT	1,100	471	764 [2]	Yes	Yes
	SBR	530	1012 [2,3]	397 [2]	Yes	Yes
13 I-215 NB Ramps & Ramona Exwy.	NBL	520	460	350	Yes	Yes
	NBT	1,120	470	351	Yes	Yes
	NBR	520	737 [2,3]	812 [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 15 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-215 Freeway mainline.

7 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2045) Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, and freeway off-ramp 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 on 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 Horizon Year (2045) conditions only (e.g., intersection and roadway improvements along 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 Horizon Year (2045) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).
- MCP assumed to be in place.

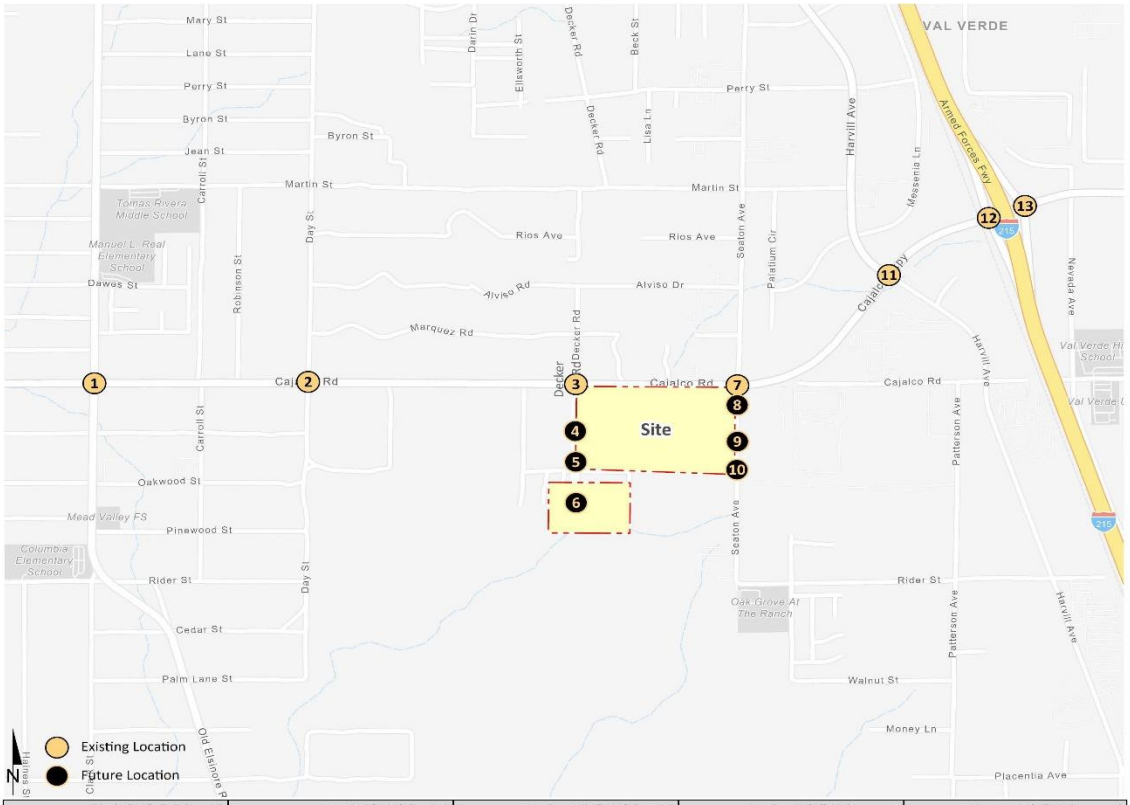
7.2 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from RIVTAM (see Section 4.8 *Horizon Year Volume Development* of this TA for a detailed discussion on the post-processing methodology). The Horizon Year (2045) Without Project traffic forecasts reflect the future roadway network contemplated by the County's General Plan, which includes the MCP. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2045) Without Project traffic conditions are shown on Exhibit 7-1.

7.3 HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RIVTAM plus proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2045) With Project traffic conditions are shown on Exhibit 7-2.

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



1 Clark St. & Cajalco Rd.

8,200			34,200
71(69) ↳	210(252) ↓	172(177) ↳	↰ 220(168)
			← 1121(1136)
			↱ 218(231)
71(57) →	↰	↑	↱
1044(1344) →	169(168)	407(154)	210(200)
145(106) ↲			11,400
29,700			

2 Day St. & Cajalco Rd.

3,300			39,100
45(29) ↳	14(14) ↓	137(69) ↳	↰ 83(54)
			← 1551(1616)
			↱ 8(40)
37(36) →	↰	↑	↱
1467(1751) →	1(5)	11(12)	35(111)
1(4) ↲			2,300
36,550			

3 Decker Rd. & Cajalco Rd.

200			43,150
16(7) ↳			↰ 4(6)
			← 1601(1664)
			↱ 23(32)
4(4) →	↰	↑	↱
1634(1952) →	9(15)		20(39)
16(10) ↲			1,650
39,250			

4 Decker Rd. & Driveway 1

	30(39) ↓	9(4) ↳
		↱ 2(11)
		↑ 27(44)

5 Decker Rd. & Driveway 2

	21(34) ↓	9(4) ↳
		↱ 2(11)
		↑ 25(33)

6 Decker Rd. & Park Driveway

6(10) ↳	11(14) ↓	6(10) ↳
		↱ 6(10)
6(10) →		↑
		15(13)

7 Seaton Av. & Cajalco Rd.

750			37,950
23(15) ↳	4(5) ↓	7(7) ↳	↰ 15(21)
			← 1548(1658)
			↱ 72(45)
25(17) →	↰	↑	↱
1533(1861) →	67(49)	8(12)	32(79)
80(88) ↲			1,650
39,000			

8 Seaton Av. & Driveway 3

1,650		
18(12) ↳	121(116) ↓	
		↑ 109(140)
3(8) ↲		1,650

9 Seaton Av. & Driveway 4

1,650			
22(10) ↳	113(121) ↓	7(4) ↳	↰ 3(8)
			↱ 0(1)
7(33) →	↰	↑	↱
2(11) ↲	9(4)	98(98)	1(0)
			1,650

9 Seaton Av. & Driveway 4 (Without Driveway 3)

1,650			
54(25) ↳	136(137) ↓	7(4) ↳	↰ 3(8)
			↱ 0(1)
13(63) →	↰	↑	↱
5(26) ↲	17(8)	17(8)	1(0)
			1,650

10 Seaton Av. & Driveway 5

1,650			
20(11) ↳	82(114) ↓	13(8) ↳	↰ 8(14)
			↱ 0(1)
17(43) →	↰	↑	↱
2(7) ↲	11(7)	85(45)	1(0)
			1,650

10 Seaton Av. & Driveway 5 (Without Driveway 3)

1,650			
43(26) ↳	86(130) ↓	13(8) ↳	↰ 8(14)
			↱ 0(1)
32(82) →	↰	↑	↱
6(15) ↲	21(13)	94(50)	1(0)
			1,650

11 Harvill Av. & Cajalco Expressway

29,050			55,450
84(183) ↳	252(562) ↓	439(1044) ↳	↰ 911(490)
			← 1176(1050)
			↱ 623(307)
182(134) →	↰	↑	↱
1042(1494) →	375(425)	565(265)	251(582)
322(525) ↲			28,900
37,300			

12 I-215 SB Ramps & Ramona Exwy.

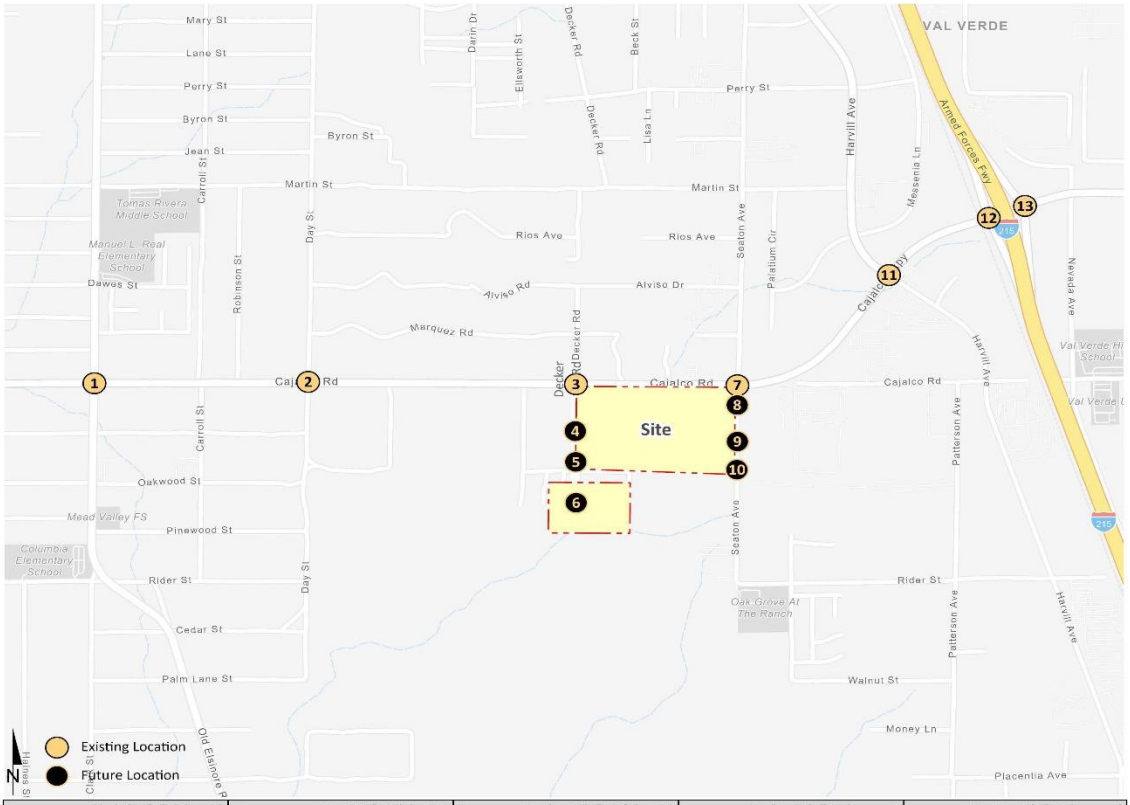
27,350			57,600
883(434) ↳	4(2) ↓	1554(1850) ↳	
			← 1931(1475)
			↱ 772(846)
1128(1948) →			
617(1144) ↲	##	##	##
	##	##	##
	##	##	##
55,500			20,500

13 I-215 NB Ramps & Ramona Exwy.

23,150			65,200
			↰ 1513(1700)
			← 1669(1712)
330(839) →	↰	↑	↱
2352(2961) →	94	28	64
	##	##	##
	##	##	##
	##	##	##
57,600			20,000

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

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



1 Clark St. & Cajalco Rd.	2 Day St. & Cajalco Rd.	3 Decker Rd. & Cajalco Rd.	4 Decker Rd. & Driveway 1	5 Decker Rd. & Driveway 2
8,250 / 34,750	3,350 / 39,650	200 / 44,250	1,100 / 150	950 / 150
71(69) ↲ 210(252) ↓ 174(178) ↳	45(29) ↲ 14(14) ↓ 138(70) ↳	16(7) ↲	53(73) ↓ 17(8) ↳	36(64) ↓ 17(8) ↳
↰ 221(171) ← 1128(1158) ↱ 219(235)	↰ 83(55) ← 1559(1644) ↱ 8(40)	↰ 4(6) ← 1605(1679) ↱ 44(61)	↰ 4(21)	↰ 4(21)
71(57) ↳ 1060(1355) → 145(106) ↲	37(36) ↳ 1488(1765) → 1(4) ↲	4(4) ↳ 1646(1958) → 26(18) ↲	44(84) →	40(63) →
↰ ↑ ↱ 169(168) 407(154) 213(202)	↰ ↑ ↱ 1(5) 11(12) 35(111)	↰ ↑ ↱ 13(29) 35(74)		
30,100 / 11,450	37,100 / 2,300	39,800 / 1,100	950	750

6 Decker Rd. & Park Driveway	7 Seaton Av. & Cajalco Rd.	8 Seaton Av. & Driveway 3	9 Seaton Av. & Driveway 4	9 Seaton Av. & Driveway 4 (Without Driveway 3)
750 / 200	850 / 39,750	3,000	2,850	3,000
11(19) ↲ 17(26) ↓ 11(19) ↳	24(17) ↲ 6(6) ↓ 7(7) ↳	34(23) ↲ 160(137) ↓	42(19) ↲ 135(140) ↓ 7(4) ↳	54(25) ↲ 136(137) ↓ 7(4) ↳
↰ 11(19)	↰ 15(21) ← 1567(1684) ↱ 113(68)		↰ 3(8) ↰ 0(1)	↰ 3(8) ↰ 0(1)
11(19) ↳	26(19) ↳ 1546(1893) → 92(96) ↲	6(15) ↲	13(63) ↳ 4(21) ↲	13(63) ↳ 5(26) ↲
↑ 21(25)	↰ ↑ ↱ 72(65) 8(14) 48(131)	↑ 131(210)	↰ ↑ ↱ 17(8) 113(138) 1(0)	↰ ↑ ↱ 17(8) 17(8) 1(0)
200 / 300	40,100 / 3,000	300 / 2,850	650 / 2,550	800 / 2,650

10 Seaton Av. & Driveway 5	10 Seaton Av. & Driveway 5 (Without Driveway 3)	11 Harvill Av. & Cajalco Expressway	12 I-215 SB Ramps & Ramona Exwy.	13 I-215 NB Ramps & Ramona Exwy.
2,550 / 2,100	2,650 / 2,100	29,250 / 56,850	27,750 / 58,400	23,550 / 65,300
38(21) ↲ 88(133) ↓ 13(8) ↳	43(26) ↲ 86(130) ↓ 13(8) ↳	94(188) ↲ 252(562) ↓ 439(1044) ↳	910(456) ↲ 4(2) ↓ 1554(1850) ↳	
↰ 8(14) ↰ 0(1)	↰ 8(14) ↰ 0(1)	↰ 911(490) ← 1221(1091) ↱ 623(307)	← 1949(1494) ↱ 772(846)	↰ 1513(1700) ← 1673(1716)
32(82) ↳ 4(13) ↲	32(82) ↳ 6(15) ↲	185(146) ↳ 1067(1559) → 324(531) ↲	1144(1992) → 626(1165) ↲	344(877) ↳ 2354(2967) →
↰ ↑ ↱ 21(13) 94(50) 1(0)	↰ ↑ ↱ 21(13) 94(50) 1(0)	↰ ↑ ↱ 380(428) 565(265) 251(582)	## ## ## ## ## ##	## ## ## ## ## ##
850 / 2,100	1,000 / 2,100	39,050 / 29,000	56,900 / 20,750	58,350 / 20,250

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

7.4 INTERSECTION OPERATIONS ANALYSIS

7.4.1 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC CONDITIONS

Level of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2045) Without Project traffic conditions with existing roadway and intersection geometrics consistent with those described under Section 7.1 *Roadway Improvements*. As shown on Table 7-1, the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- Day St. & Cajalco Road (#2) – LOS F AM and PM peak hours
- Decker Rd. & Cajalco Road. (#3) – LOS F AM and PM peak hours
- Seaton Av. & Cajalco Road (#7) – LOS F AM and PM peak hours
- Harvill Av. & Cajalco Expressway (#11) – LOS F AM and PM peak hours
- I-215 SB Ramps & Ramona Exwy. (#12) – LOS F AM and PM peak hours
- I-215 NB Ramps & Ramona Exwy. (#13) – LOS F AM and PM peak hours

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) WITHOUT MID-COUNTY PARKWAY CONDITIONS

			2045 Without Project				2045 With Project			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
#	Intersection	Traffic Control[2]	AM	PM	AM	PM	AM	PM	AM	PM
1	Clark St. & Cajalco Rd.	TS	52.7	46.1	D	D	54.3	47.8	D	D
2	Day St. & Cajalco Rd.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
3	Decker Rd. & Cajalco Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
4	Decker Rd. & Driveway 1	**CSS**	Future Intersection				8.5	8.8	A	A
5	Decker Rd. & Driveway 2	**CSS**	Future Intersection				8.5	8.7	A	A
6	Decker Rd. & Park Driveway	**RB**	Future Intersection				2.8	2.9	A	A
7	Seaton Av. & Cajalco Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
8	Seaton Av. & Driveway 3	**CSS**	Future Intersection				9.4	9.3	A	A
	- Alternative Access						Does Not Exist			
9	Seaton Av. & Driveway 4	**CSS**	Future Intersection				11.1	11.9	B	B
	- Alternative Access						11.2	11.9	B	B
10	Seaton Av. & Driveway 5	**CSS**	Future Intersection				11.5	11.9	B	B
	- Alternative Access						11.3	11.9	B	B
11	Harvill Av. & Cajalco Expressway	TS	**112.9**	**164.5**	**F**	**F**	**116.9**	**176.2**	**F**	**F**
12	I-215 SB Ramps & Ramona Exwy.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
13	I-215 NB Ramps & Ramona Exwy	TS	**182.2**	**>200.0**	**F**	**F**	**187.0**	**>200.0**	**F**	**F**

* **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.

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

The intersection operations analysis worksheets for Horizon Year (2045) Without Project traffic conditions are included in Appendix 7.1 of this report.

7.4.2 HORIZON YEAR (2045) WITH PROJECT TRAFFIC CONDITIONS

As shown on Table 7-1, there are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to the intersections previously identified under Horizon Year (2045) Without Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2045) With Project traffic conditions are included in Appendix 7.2 of this report.

7.5 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 study area additional intersections anticipated to meet either peak hour or planning level (ADT) warrants for Horizon Year (2045) Without Project conditions in addition to the locations previously warranted under EAPC traffic conditions (see Appendix 7.3). The following study area intersection is anticipated to meet either peak hour or planning level (ADT) warrants for Horizon Year (2045) With Project conditions in addition to the locations previously warranted under EAPC traffic conditions (see Appendix 7.4):

- Decker Rd. & Cajalco Road (#3)

7.6 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Horizon Year (2045) Without and With Project traffic conditions are presented on Table 7-2. As shown on Table 7-2, the following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2045) Without and With Project traffic conditions:

- I-215 SB Ramps & Ramona Exwy. (#12): Southbound Left (AM and PM peak hours), Southbound Left-Through (AM and PM peak hours), and Southbound Right (AM and PM peak hours)
- I-215 NB Ramps & Ramona Exwy. (#13): Northbound Left (AM and PM peak hours), Northbound Right (AM and PM peak hours)

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

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

#	Intersection	Movement	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
12	I-215 SB Ramps & Ramona Exwy.	SBL	530	**1450** [2]	**1622** [2]	**No**	**No**	**1450** [2]	**1633** [2]	**No**	**No**
		SBT	1,100	**1463** [2]	**1626** [2]	**No**	**No**	**1463** [2]	**1638** [2]	**No**	**No**
		SBR	530	**1375** [2]	**560** [2]	**No**	**No**	**1437** [2]	**631** [2]	**No**	**No**
13	I-215 NB Ramps & Ramona Exwy.	NBL	520	**781** [2]	**620** [2]	**No**	**No**	**797** [2]	**650** [2]	**No**	**No**
		NBT	1,120	803 [2]	622 [2]	Yes	Yes	818 [2]	650 [2]	Yes	Yes
		NBR	520	**1055** [2]	**1135** [2]	**No**	**No**	**1055** [2]	**1145** [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-10 Freeway mainline.

7.7 HORIZON YEAR DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

7.7.1 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 on Table 7-3. If not constructed by the Project, the Project Applicant shall contribute to these improvements through payment of County DIF/TUMF fees or fair share contribution as identified on Table 1-3. Worksheets for Horizon Year (2045) With Project conditions, with improvements, HCM calculation worksheets are provided in Appendix 7.7.

7.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Horizon Year (2045) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 7-3. The effectiveness of the recommended improvement strategies to address Horizon Year (2045) off-ramp deficiencies are presented in Table 7-4. Worksheets for Horizon Year (2045) With Project conditions, with improvements, off-ramp queueing analysis worksheets are provided in Appendix 7.8.

TABLE 7-3: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) WITHOUT MID-COUNTY PARKWAY CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay[2] (secs.) AM	PM	Level of Service AM	PM
2	Day St. & Cajalco Rd.																	
	Without Improvements	TS	1	1	0	1	1	0	1	1	0	1	1	0	**>200.0**	**>200.0**	**F**	**F**
	With Improvements	TS	1	1	0	1	1	0	1	**2**	0	1	**2**	0	19.6	22.4	B	C
3	Decker Rd. & Cajalco Rd.																	
	Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	With Improvements	**TS**	0	1	0	0	1	0	**1**	**2**	0	**1**	**2**	0	4.2	4.8	A	A
7	Seaton Av. & Cajalco Rd.																	
	Without Improvements	CSS	1	1	0	1	1	0	1	1	0	1	1	1	**>100.0**	**>100.0**	**F**	**F**
	With Improvements	**TS**	1	1	0	1	1	0	1	**2**	0	1	**2**	1	6.7	8.4	A	A
11	Harvill Av. & Cajalco Expressway																	
	Without Improvements	TS	2	2	0	2	2	0	1	2	1	2	2	1>	**112.9**	**164.5**	**F**	**F**
	With Improvements	TS	2	2	0	2	2	0	1	**3**	1	2	**3**	1>	51.4	54.2	D	D
12	I-215 SB Ramps & Ramona Exwy.																	
	Without Improvements	TS	0	0	0	1	1	1	0	2	0	1	2	0	**>200.0**	**>200.0**	**F**	**F**
	With Improvements	TS	0	0	0	**2**	1	1	0	**3**	**1>>**	**2**	**3**	0	44.8	52.5	D	D
13	I-215 NB Ramps & Ramona Exwy.																	
	Without Improvements	TS	1	1	1	0	0	0	1	2	0	0	2	1	**182.2**	**>200.0**	**F**	**F**
	With Improvements	TS	1	1	1	0	0	0	**2**	**3**	0	0	**3**	**1>>**	43.6	41.8	D	D

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

[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; > = Right-Turn Overlap Phasing; **1** = Improvement

[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] CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal; **TS** = Improvement

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

Intersection	Movement	Available Stacking Distance (Feet)[3]	95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
12 I-215 SB Ramps & Ramona Exwy.	SBL	1,100	744 [2]	816 [2,3]	Yes	Yes
	SBT	1,100	868 [2]	891 [2]	Yes	Yes
	SBR	**850**	834 [2,3]	483 [2]	Yes	Yes
13 I-215 NB Ramps & Ramona Exwy.	NBL	520	533 [3]	410	Yes	Yes
	NBT	1,120	554 [2]	410	Yes	Yes
	NBR	520	854 [2,3]	940 [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 15 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 suf storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

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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. Fee programs applicable to the Project are described below.

8.1 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (4) 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. The Project is located within the Northwest Zone.

8.2 RIVERSIDE COUNTY DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Mead Valley 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. (9) 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 County's DIF program includes a traffic signal list and associated costs. Only traffic signals included in the DIF program are eligible for DIF credit. Credit is only available up to the amount identified in the DIF program which is subject to discussions with County staff.

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 2038. Measure A funds a wide variety of transportation projects and services throughout the County. 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 a fee credit or reimbursement through the program where appropriate. 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 on Table 8-1 for the applicable deficient study area intersections. 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	Project	2045 With Project	Total New Traffic	Project % of New Traffic
11	Harvill Av. & Cajalco Expressway						
		AM:	3,014	110	6,682	3,668	3.0%
		PM:	2,943	153	7,429	4,486	**3.4%**
12	I-215 SB Ramps & Ramona Exwy.						
		AM:	3,136	88	7,669	4,533	1.9%
		PM:	2,972	125	8,270	5,298	**2.4%**
13	I-215 NB Ramps & Ramona Exwy.						
		AM:	3,448	43	8,278	4,830	0.9%
		PM:	3,424	72	9,226	5,802	**1.2%**

BOLD = Denotes highest fair share percentage.

9 REFERENCES

1. **County of Riverside Transportation Department.** *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.
2. **WSP.** *TUMF High-Cube Warehouse Trip Generation Study.* County of Riverside : s.n., January 29, 2019.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
4. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 10, 2017.
5. **VRPA Technologies, Inc. for Riverside County Transportation Commission.** *Riverside County Long Range Transportation Study.* County of Riverside : VRPA Technologies, Inc., December 2019.
6. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
7. **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).
8. **Southern California Association of Governments (SCAG).** *2020 Regional Transportation Plan / Sustainable Communities Strategy.* Adopted September 2020.
9. **Willdan Financial Services.** *County of Riverside Development Impact Fee Study Update.* County of Riverside : s.n., 2013.

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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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.	PPT220050
Related Cases-	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Mead Valley Commerce Center (MVCC)
Project Address:	South of Cajalco Road between Decker Road and Seaton Avenue
Project Description:	852,984 square feet of high-cube fulfillment (WSP) and 150,526 square feet of high-cube cold storage warehouse use (total of 1,003,510 SF), 14.94 Acre active park

	Consultant	Developer Representative
Name:	Urban Crossroads Inc. - Charlene So	T&B Planning - Tracy Zinn
Address:	1133 Camelback St. #8329	3200 El Camino Real, Suite 100
	Newport Beach, CA 92658	Irvine, CA 92602
Telephone:	(949) 861-0177	714-505-6360
email:	cso@urbanxroads.com	tzinn@tbplanning.com

A. Trip Generation Source: WSP, January 2019 + ITE Trip Generation Manual (11th Edition, 2021)

Current GP Land Use	Commercial Retail, RC VLDR	Proposed Land Use	Light Industrial	
Current Zoning	A-1-1 & R-A-1, CZ	Proposed Zoning	I-P	

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips				**118**	**65**	**183**	(PCE)
PM Trips				**94**	**158**	**252**	(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: 2026 Annual Ambient Growth Rate: 2 %

Phase Year(s) N/A

Other area Projects to be analyzed: To be provided by the County

Model/Forecast Methodology: RivTAM

URBAN CROSSROADS

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. Clark St. & Cajalco Rd.
2. Day St. & Cajalco Rd.
3. Decker Rd. & Cajalco Rd.
4. Decker Rd. & Driveway 1
5. Decker Rd. & Driveway 2
6. Decker Rd. & Park Driveway
7. Seaton Av. & Cajalco Rd.
8. Seaton Av. & Driveway 3 - RIRO and No Dwy Alternatives
9. Seaton Av. & Driveway 4
10. Seaton Av. & Driveway 5
11. Harvill Av. & Cajalco Expressway
12. I-215 SB Ramps & Ramona Expressway
13. I-215 NB Ramps & Ramona Expressway
14.
15.
16.
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: Caltrans - I-215 Freeway, City of Perris

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.

I. Existing Conditions
Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts: February 2023

***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 10/12/2022

Consultant's Representative — Date

Approved Scoping Agreement:

Eva Covarrubias 4/26/2023

Riverside County Transportation Department — Date

Scoping Agreement Revised on 4/20/2023

As previously discussed, the County has not approved the opening and location for Driveway 3. The applicant is allowed to analyze scenarios that include Driveway 3 as a RIRO access. The alternative scenario is to remove Driveway 3 entirely. The County will review the analysis and determine if Driveway 3 can be supported if the study demonstrates that the Project will not cause operational and safety issues.

URBAN CROSSROADS

April 20, 2023

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

MEAD VALLEY COMMERCE CENTER TRAFFIC ANALYSIS SCOPING AGREEMENT

Mr. Kevin Tsang,

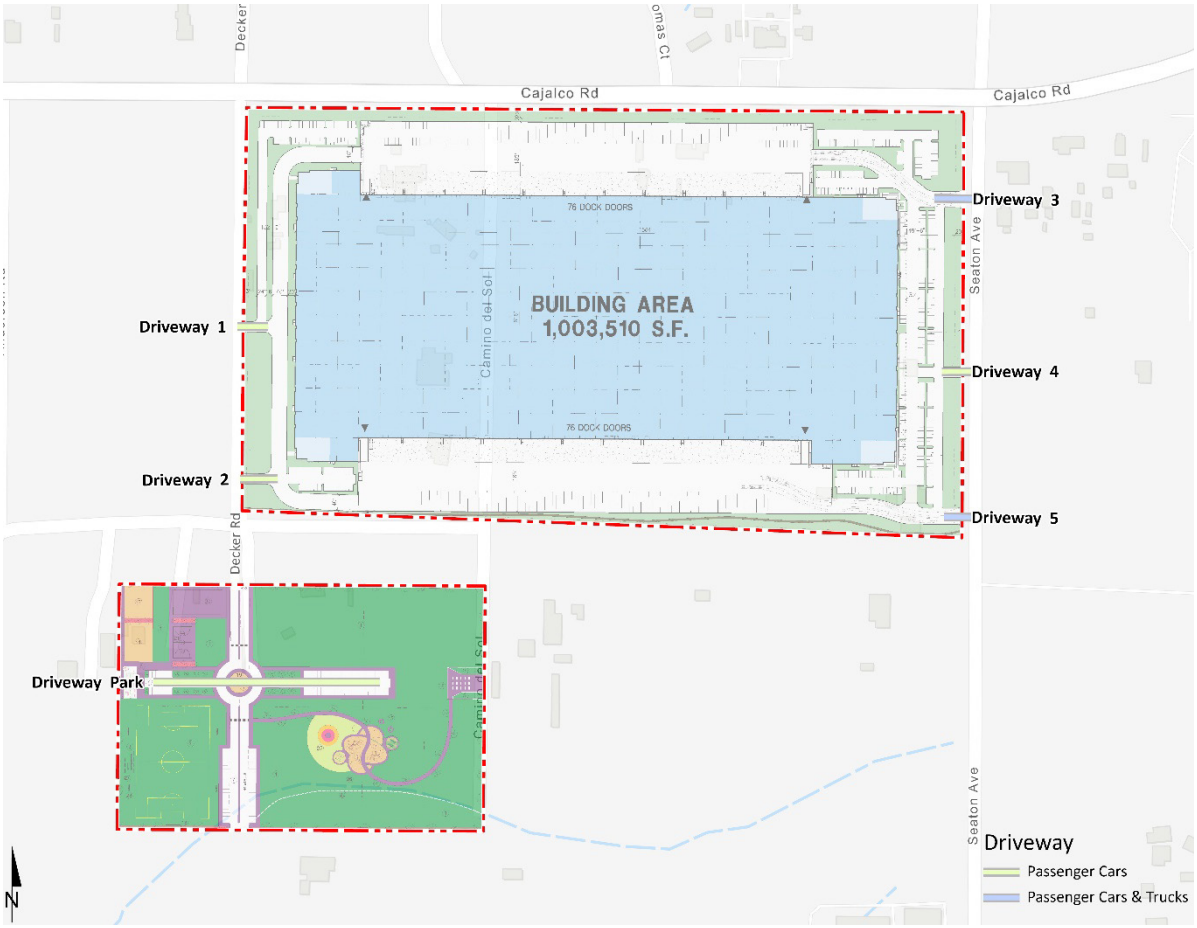
The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Mead Valley Commerce Center (**MVCC**) development (**Project**), which is located south of Cajalco Road between Decker Road and Seaton Avenue in the County of Riverside. This letter describes 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 2026. The Project consists of the development of a 1,003,510 square foot warehouse building and an active park with up to 14.94 acres. For the purposes of the Traffic Study, the warehouse building will assume 852,984 square feet (or 85% of the overall building square footage) of high-cube fulfillment warehouse use (based on the WSP trip generation rates) and 150,526 square feet of high-cube cold storage warehouse use (remaining 15% of the overall building square footage). A preliminary site plan for the proposed Project is shown on Exhibit 1.

Access to the Project site will be accommodated via Decker Road for passenger cars only at Driveway 1 and Driveway 2 for the warehouse building and a single Park Driveway south of the warehouse building. Driveway 4 on Seaton Avenue will accommodate site access for passenger cars only while Driveways 3 and 5 on Seaton Avenue will serve both passenger cars and trucks to the warehouse building. Driveway 3 is proposed to be restricted to right-in/right-out access only. The Traffic Study will also evaluate an alternative where there is no access proposed at Driveway 3. Driveways 4 and 5 on Seaton Avenue are proposed to align with proposed driveways for the industrial development on the east side (PPT210133).

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 High Cube Warehouse Trip Generation Study (WSP, January 2019), Institute of Transportation Engineers (**ITE**) Trip Generation Manual (11th Edition, 2021), and San Diego Municipal Code Land Development Code Trip Generation Manual (May 2003) were used to estimate the Project's trip generation. The following trip generation rate and vehicle mix were utilized for calculating the trip generation for the proposed Project:

- High-Cube Fulfillment Center Warehouse has been used to derive site-specific trip generation estimates for up to 852,984 square feet (85% of the warehouse square footage). The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time.

Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfilment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (**WRCOG**) in support of the Transportation Uniform Mitigation Fee (**TUMF**) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual (11th Edition, 2021) for Land Use Code 154 have been utilized.

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 150,150 square feet (remaining 15% of the warehouse square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the latest ITE Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- The San Diego Municipal Code Land Development Code Trip Generation Manual (May 2003) has been utilized to calculate the trip generation associated with the proposed 14.94-acre Active Park.

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									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
High-Cube Fulfillment Center Warehouse	TSF	--[4]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM-84.4%, PM-87.3%, Daily-82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM-6.6%, PM-6.7%, Daily-7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks (AM-9.0%, PM-6.0%, Daily-10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Active Park	Acres	--[5]	1.00	1.00	2.00	2.00	2.00	4.00	50.00
Passenger Car Equivalent (PCE) Trip Generation Rates									
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222
High-Cube Fulfillment Center Warehouse	TSF	--[4]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[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 % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

[4] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

[5] Trip Generation Source: San Diego Municipal Code Land Development Code, Trip Generation Manual, May 2003.

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 (industrial and residential components) is anticipated to generate 2,886 two-way trip-ends per day with 150 AM peak hour trips and 218 PM peak hour trips (see Table 2). PCE based trip generation for the Project is summarized on Table 3.

TABLE 2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

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:									
High-Cube Cold Storage	150.526	TSF							
Passenger Cars:			11	1	12	3	11	14	206
2-axle Trucks:			0	1	1	1	1	2	40
3-axle Trucks:			0	0	0	0	0	0	12
4+-axle Trucks:			1	2	3	1	1	2	62
Total Truck Trips (Actual Vehicles):			1	3	4	2	2	4	114
Total Trips (Actual Vehicles)[2]			12	4	16	5	13	18	320
High-Cube Fulfillment	852.984	TSF							
Passenger Cars:			68	20	88	34	88	122	1,494
2-4axle Trucks:			3	3	6	4	5	9	138
5+-axle Trucks:			5	5	10	4	5	9	186
Total Truck Trips (Actual Vehicles):			8	8	16	8	10	18	324
Total Trips (Actual Vehicles)[2]			76	28	104	42	98	140	1,818
Active Park	14.94	Acres	15	15	30	30	30	60	748
Passenger Cars			94	36	130	67	129	196	2,448
Trucks			9	11	20	10	12	22	438
Total Trips (Actual Vehicles)[2]			**103**	**47**	**150**	**77**	**141**	**218**	**2,886**

[1] TSF = thousand square feet

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

TABLE 3: PROJECT TRIP GENERATION SUMMARY (PCE)

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
Passenger Car Equivalent (PCE):									
High-Cube Cold Storage	150.526	TSF							
Passenger Cars:			11	1	12	3	11	14	206
2-axle Trucks:			1	2	3	1	1	2	60
3-axle Trucks:			0	1	1	1	0	1	26
4+-axle Trucks:			2	5	7	4	4	8	184
Total Truck Trips (PCE):			3	8	11	6	5	11	270
Total Trips (PCE)[2]			14	9	23	9	16	25	476
High-Cube Fulfillment	852.984	TSF							
Passenger Cars:			68	20	88	34	88	122	1,494
2-4axle Trucks:			7	7	14	9	10	19	276
5+-axle Trucks:			14	14	28	12	14	26	556
Total Truck Trips (PCE):			21	21	42	21	24	45	832
Total Trips (PCE)[2]			89	41	130	55	112	167	2,326
Active Park	14.94	Acres	15	15	30	30	30	60	748
Passenger Cars			94	36	130	67	129	196	2,448
Trucks			24	29	53	27	29	56	1,102
Total Trips (PCE)[2]			**118**	**65**	**183**	**94**	**158**	**252**	**3,550**

[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. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks. Exhibit 2A/2B shows the Project truck trip distribution patterns for the warehouse component. Exhibit 3A/3B shows the Project passenger car trip distribution patterns for the warehouse component. Exhibit 2A/2B and Exhibit 3A/3B reflect the different distribution patterns for with Driveway 3 (as right-in/right-out) and without Driveway 3. Lastly, Exhibit 4 shows the trip distribution patterns for the proposed active park. Existing passenger car and truck trip distribution patterns have been reviewed based on recent intersection counts conducted for locations along the Cajalco Road corridor and are also consistent with the distribution patterns within the immediate vicinity of the proposed Project.

EXHIBIT 2A: PROJECT (TRUCK – RIRO DRIVEWAY 3) TRIP DISTRIBUTION

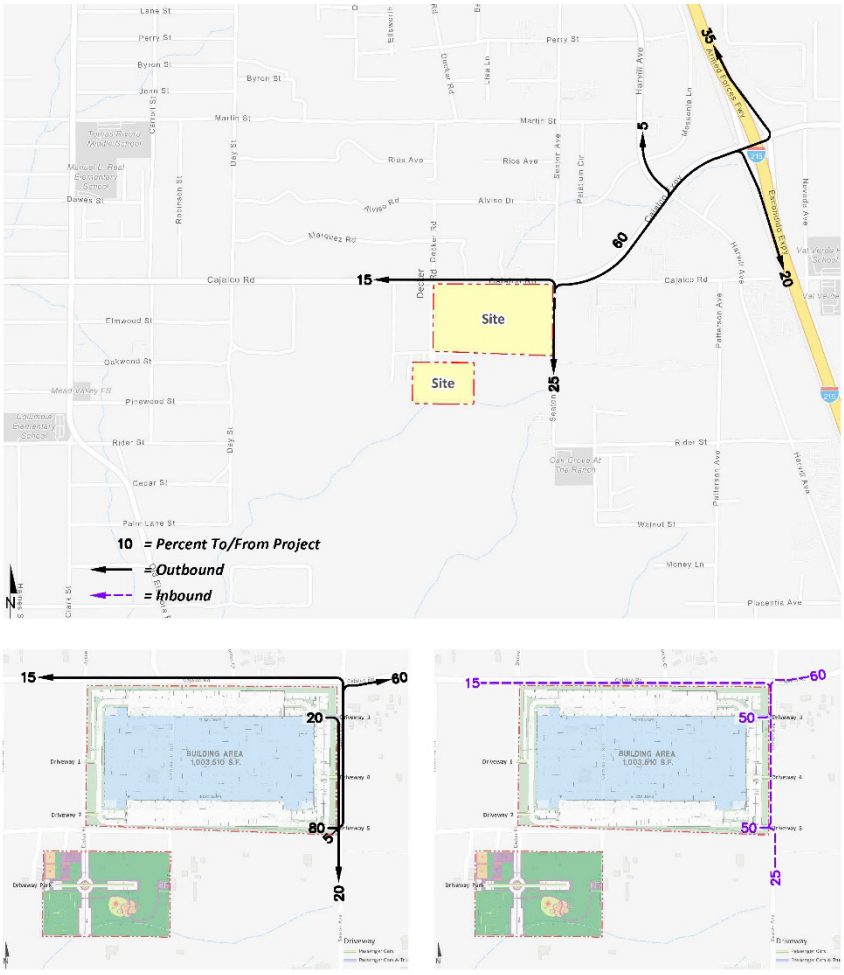
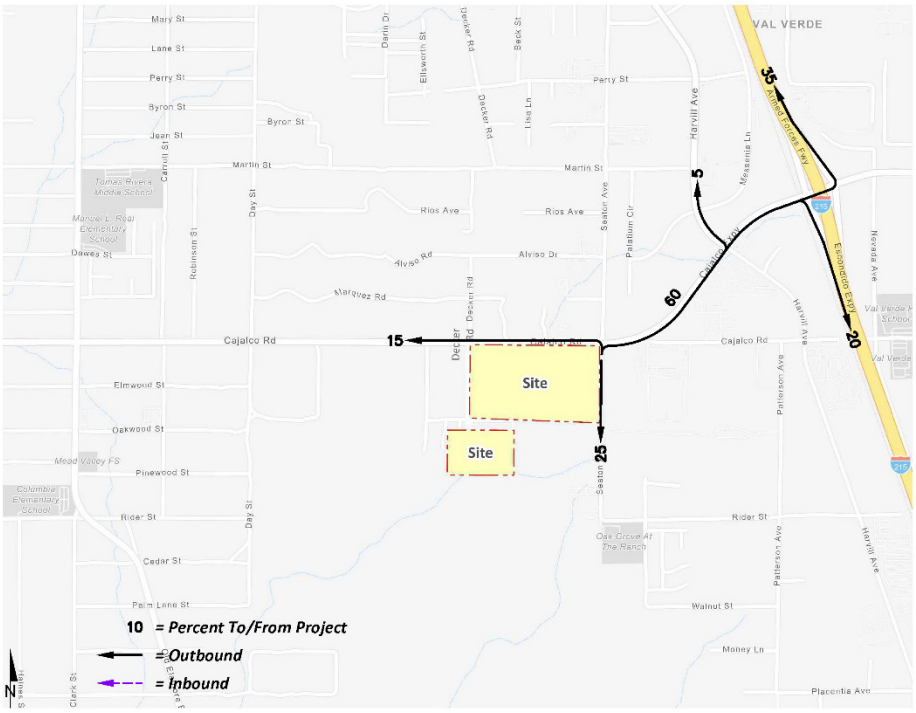
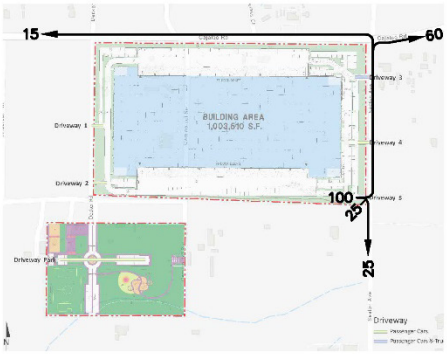


EXHIBIT 2B: PROJECT (TRUCK – WITHOUT DRIVEWAY 3) TRIP DISTRIBUTION





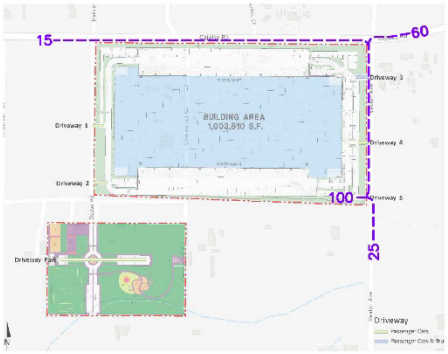
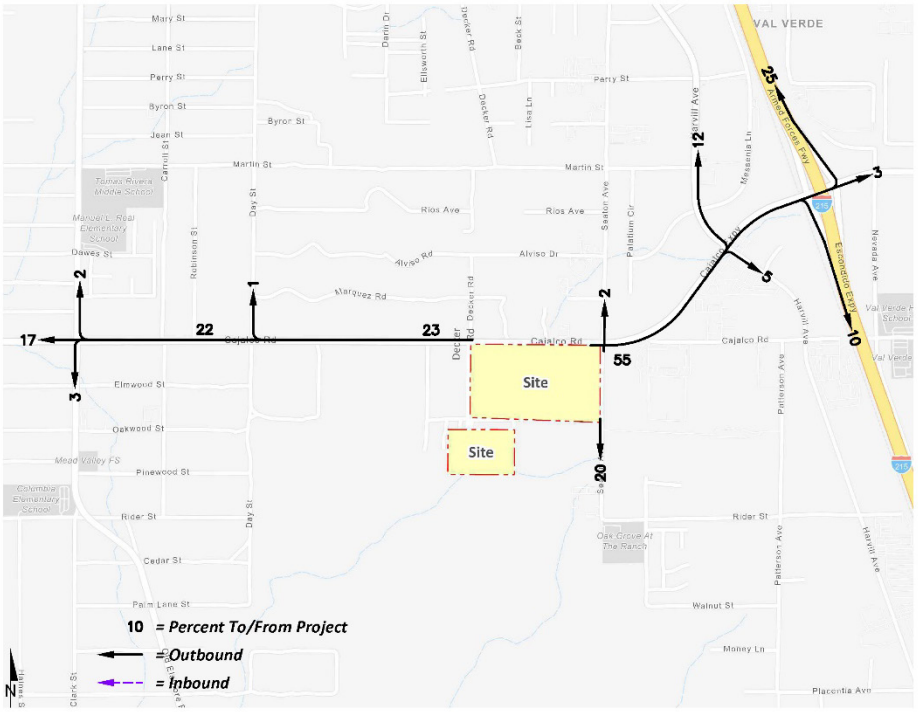
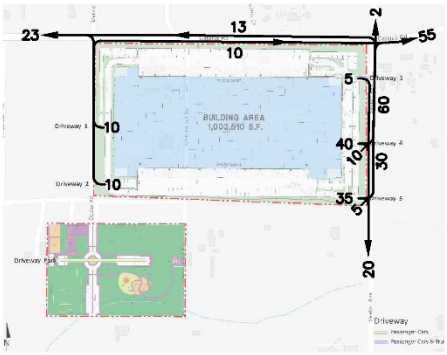


EXHIBIT 3A: PROJECT (PASSENGER CAR – RIRO DRIVEWAY 3) TRIP DISTRIBUTION





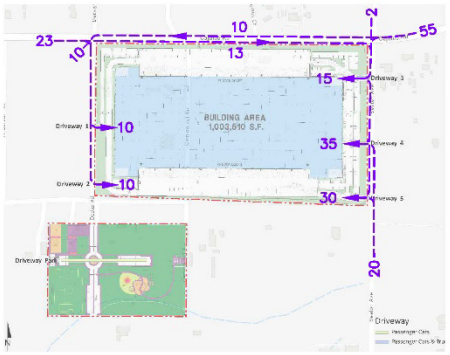


EXHIBIT 3B: PROJECT (PASSENGER CAR – WITHOUT DRIVEWAY 3) TRIP DISTRIBUTION

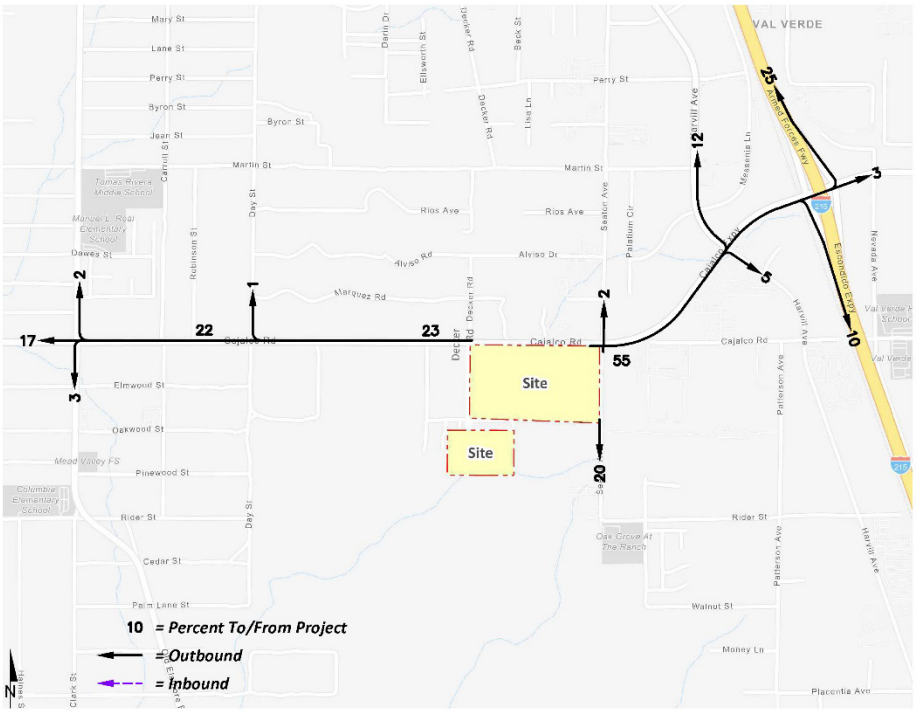
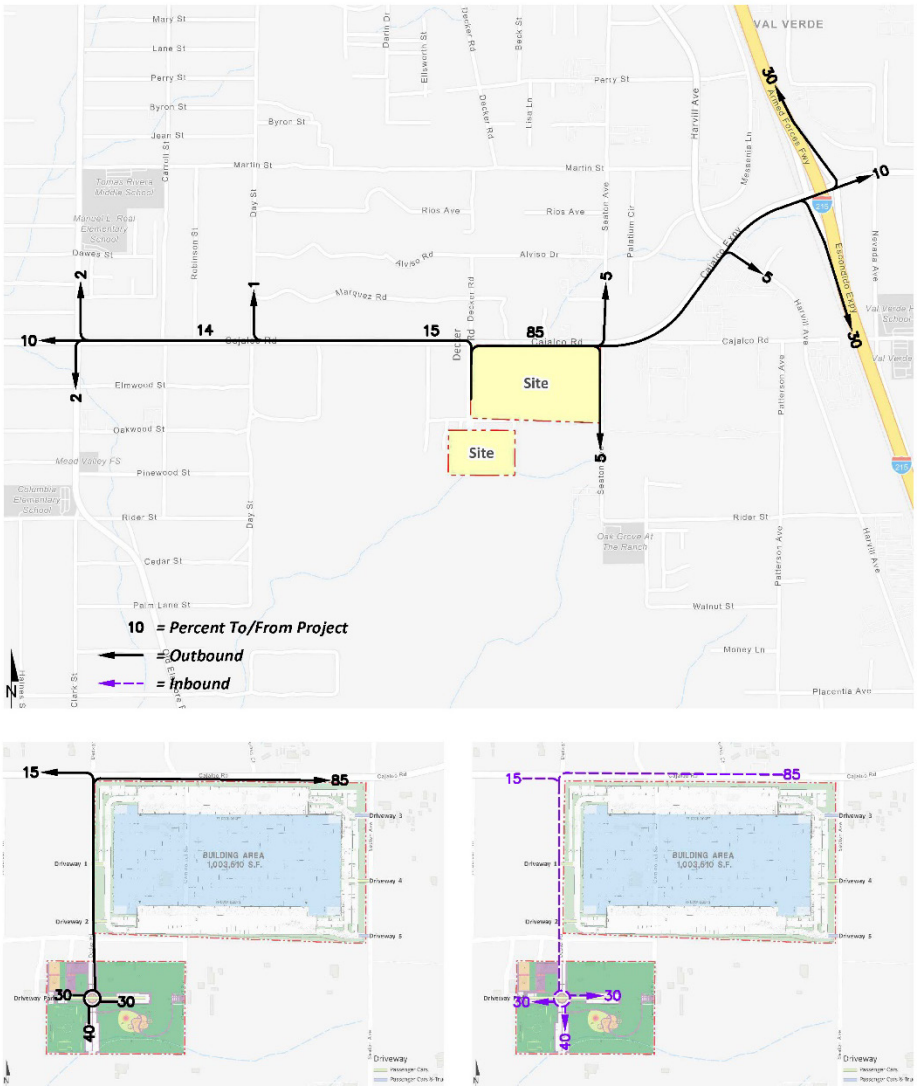






EXHIBIT 4: PROJECT (ACTIVE PARK) TRIP DISTRIBUTION



ANALYSIS SCENARIOS

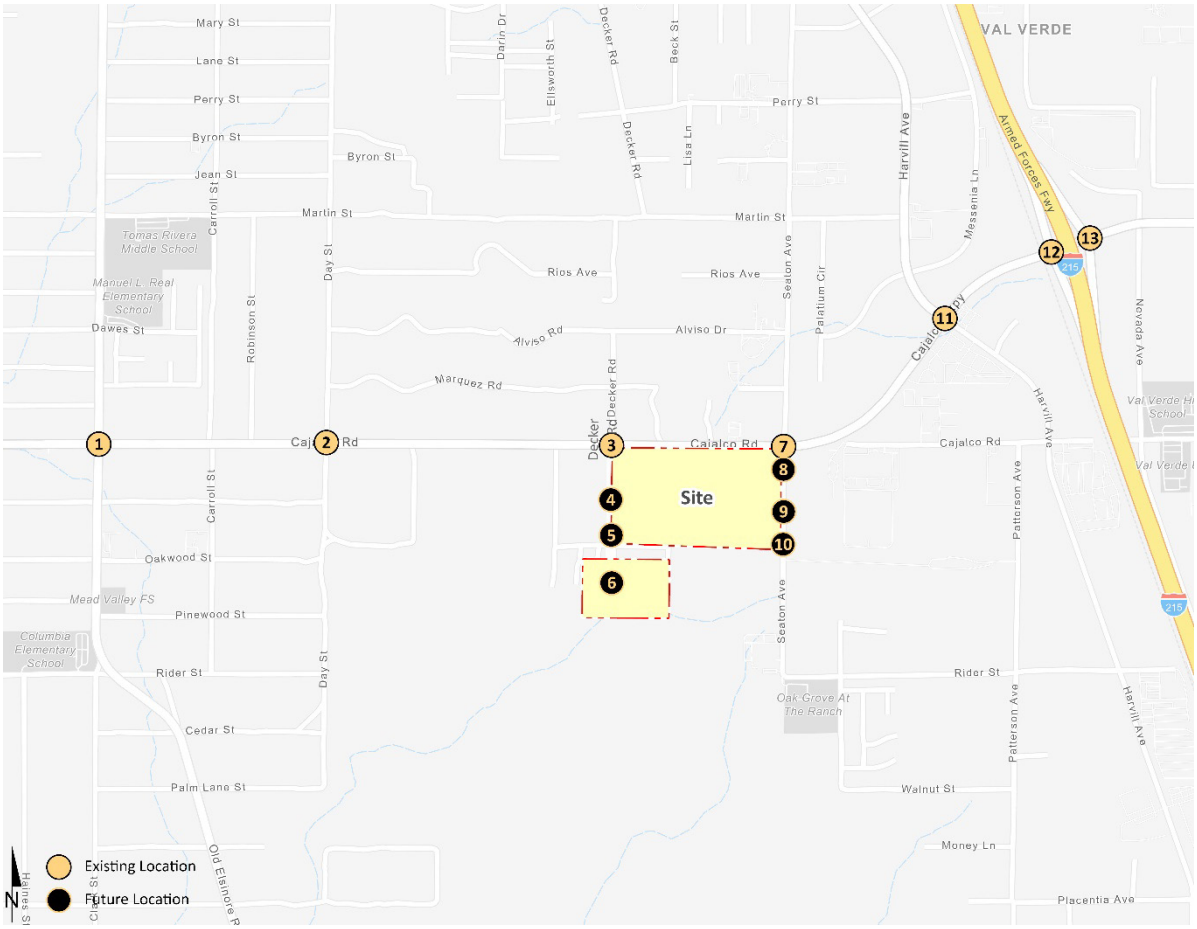
Consistent with the County's Guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2023) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2026) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2026) Conditions
- Horizon Year (2045) Without and With Project conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. The RIVTAM 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 5.

EXHIBIT 5: STUDY AREA



ID	Intersection
1	Clark St. & Cajalco Rd.
2	Day St. & Cajalco Rd.
3	Decker Rd. & Cajalco Rd.
4	Decker Rd. & Driveway 1
5	Decker Rd. & Driveway 2
6	Decker Rd. & Park Driveway
7	Seaton Av. & Cajalco Rd.
8	Seaton Av. & Driveway 3
9	Seaton Av. & Driveway 4
10	Seaton Av. & Driveway 5
11	Harvill Av. & Cajalco Expressway
12	I-215 SB Ramps & Ramona Exwy.
13	I-215 NB Ramps & Ramona Exwy.

TRAFFIC COUNTS

Traffic counts (classified by vehicle type) were conducted during a typical weekday in February 2023 (February 15, 2023) when local schools were in session. No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of volume balancing between closely spaced intersections.

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 6 and Table 4.

EXHIBIT 6: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP

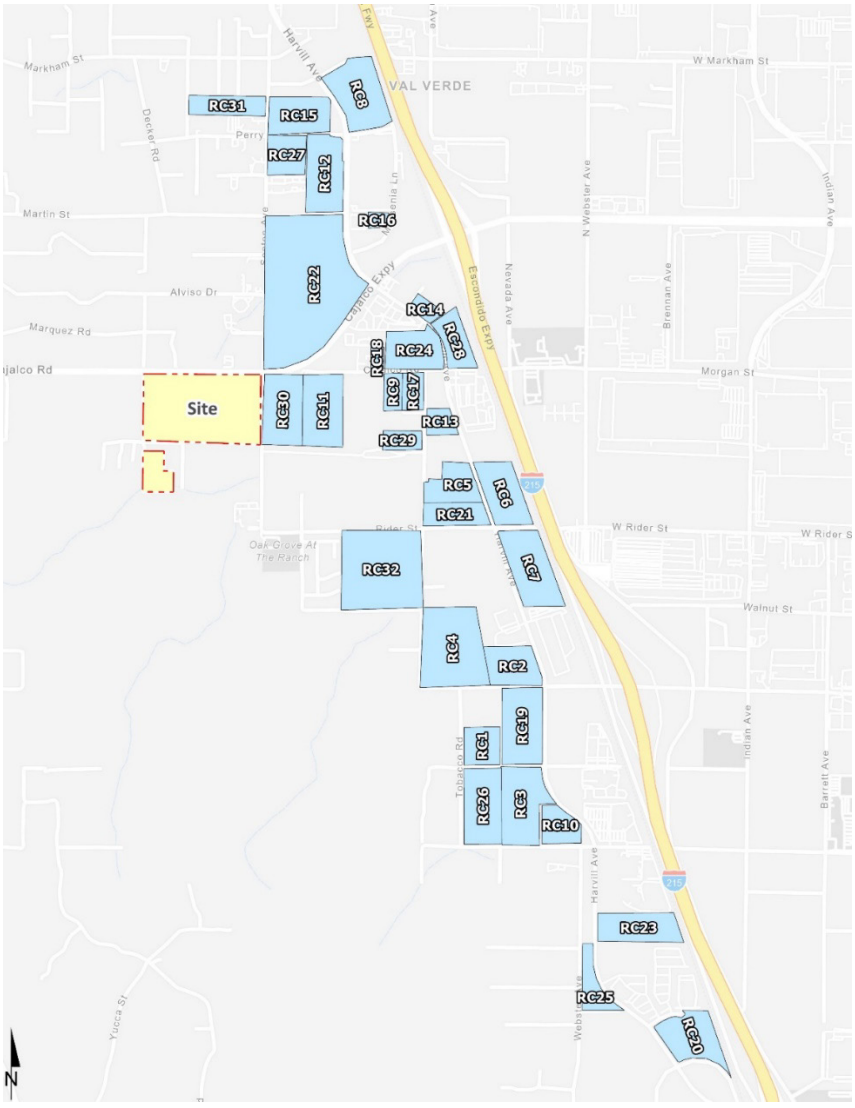


TABLE 4: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS

No.	Project Name	Land Use[1]	Quantity	Units[2]
RC1	Thrifty Oil Warehouse	Warehousing	194.479	TSF
RC2	Placentia Truck Drop Lot	Truck Trailer Storage	8.06	AC
RC3	Harvill & Water Logistics	High-Cube Fulfillment Center Warehouse	304.376	TSF
		High-Cube Cold Storage Warehouse	130.447	TSF
RC4	Barker Logistics	High-Cube Fulfillment Center Warehouse	699.630	TSF
RC5	Dedeaux Harvill Truck Terminal	Truck Terminal	55.700	TSF
RC6	Harvill & Rider Warehouse	General Light Industrial	50.249	TSF
		High-Cube Transload Short-Term Warehouse	284.746	TSF
RC7	WPC Perris	High-Cube Fulfillment Center Warehouse	384.448	TSF
		High-Cube Cold Storage Warehouse	96.112	TSF
RC8	Majestic Freeway Busines Center (Building 11)	High-Cube Fulfillment Center Warehouse	391.045	TSF
RC9	PPT190029	Warehousing	36.000	TSF
RC10	PPT210021	Trailer Maintenance Facility/Storage	16.200	TSF
RC11	PPT210133	Warehousing	350.481	TSF
RC12	Majestic Freeway Busines Center (Building 13)	High-Cube Fulfillment Center Warehouse	322.997	TSF
RC13	Patterson & Harvill Warehouse	Warehousing & Cold Storage	100.190	TSF
RC14	CUP03599	Hotel	103	RM
RC15	Majestic Freeway Busines Center (Buildings 14A,14B)	Warehousing	354.583	TSF
RC16	PP16763	Warehousing	19.500	TSF
RC17	PP16823	Manufacturing	22.000	TSF
RC18	PP16932	Manufacturing	12.000	TSF
RC19	PP21207	Warehousing	311.412	TSF
RC20	PP23170	Warehousing	286.829	TSF
RC21	PP23342	Warehousing	180.551	TSF
RC22	Majestic Freeway Busines Center (Buildings 1,3,4)	High-Cube Fulfillment Center Warehouse	1,195.740	TSF
RC23	PPT190005	Warehousing	333.553	TSF
RC24	PPT190006	Warehousing	289.556	TSF
RC25	PPT190028	Warehousing	197.856	TSF
RC26	TR27997	Multifamily Housing	120	DU
RC27	Seaton Commerce Center	High-Cube Fulfillment Center Warehouse	210.800	TSF
RC28	Harvill & Cajalco Warehouse	General Light Industrial & Truck Yard	99.770	TSF
RC29	Patterson & Cajalco Warehouse	Warehousing & Cold Storage	107.968	TSF
RC30	Seaton & Cajalco High Cube Warehouse	Warehousing & Cold Storage	350.481	TSF
RC31	PPT210022	General Light Industrial	98.940	TSF
RC32	Rider & Patterson Business Center	High-Cube Fulfillment Center Warehouse	591.203	TSF
		Single Family Lots	2	DU

[1] TSF = Thousand Square Feet; DU = Dwelling Units; RM = Rooms; TPY = Tons per Year

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, which also includes all Project driveways. 8-hour counts will be collected for intersections that meet peak hour warrants in order to conduct CA MUTCD Warrants 1 and 2.
- Provide a queuing analysis for the Project driveways and the intersections of Decker Road at Cajalco Road and Seaton Avenue at Cajalco Road. This includes the truck driveways on Seaton Avenue.
- Prepare truck turns at the applicable Project driveways. Truck turn templates for the site access driveways will be based on the WB-67 truck template (for applicable driveways only – Driveway 3 and Driveway 5).
- The following will be acknowledged in the Traffic Study: *Since the Project proposes a speculative warehouse (no known operator), the Project will be conditioned to provide a trip generation memo to verify the Project traffic volumes and distributions are consistent with the assumptions in the Project Traffic Study. This memo will be required prior to building permit issuance or when the operator is identified, whichever comes first. If the Project traffic volumes and/or trip distributions are significantly different from the Project traffic study, a new traffic study will be required, identifying necessary measures and improvements to accommodate the increased trips and/or traffic patterns. The Project will be responsible for constructing the identified measures and improvements.*

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

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Principal

ATTACHMENT A

EXISTING TRAFFIC COUNTS

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

County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

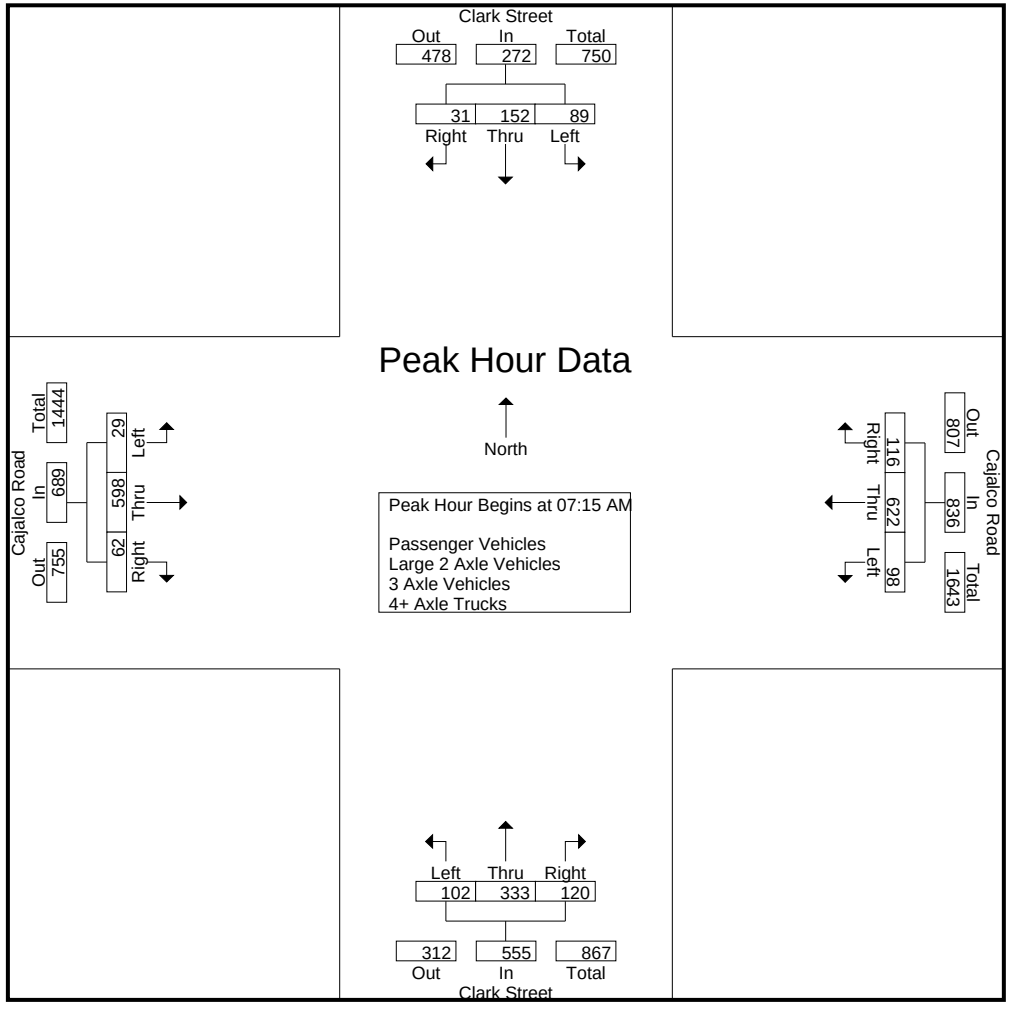
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	18	3	1	32	12	209	16	9	237	28	38	25	15	91	4	103	12	7	119	32	479	511
07:15 AM	8	28	6	4	42	28	154	30	14	212	19	86	26	16	131	4	150	7	4	161	38	546	584
07:30 AM	19	36	7	3	62	22	132	35	16	189	26	110	31	14	167	9	161	23	6	193	39	611	650
07:45 AM	32	42	10	3	84	26	145	34	15	205	30	102	39	17	171	13	142	17	8	172	43	632	675
Total	70	124	26	11	220	88	640	115	54	843	103	336	121	62	560	30	556	59	25	645	152	2268	2420
08:00 AM	30	46	8	3	84	22	191	17	7	230	27	35	24	18	86	3	145	15	5	163	33	563	596
08:15 AM	15	30	5	2	50	21	194	11	6	226	23	19	23	12	65	4	107	12	7	123	27	464	491
08:30 AM	8	10	3	2	21	16	187	10	1	213	23	25	20	12	68	1	117	14	2	132	17	434	451
08:45 AM	15	9	4	2	28	14	190	5	4	209	18	15	22	17	55	1	91	6	2	98	25	390	415
Total	68	95	20	9	183	73	762	43	18	878	91	94	89	59	274	9	460	47	16	516	102	1851	1953
Grand Total	138	219	46	20	403	161	1402	158	72	1721	194	430	210	121	834	39	1016	106	41	1161	254	4119	4373
Apprch %	34.2	54.3	11.4			9.4	81.5	9.2			23.3	51.6	25.2			3.4	87.5	9.1					
Total %	3.4	5.3	1.1		9.8	3.9	34	3.8		41.8	4.7	10.4	5.1		20.2	0.9	24.7	2.6		28.2	5.8	94.2	
Passenger Vehicles	135	215	45		414	149	1307	151		1674	184	422	199		920	37	930	98		1104	0	0	4112
% Passenger Vehicles	97.8	98.2	97.8	95	97.9	92.5	93.2	95.6	93.1	93.4	94.8	98.1	94.8	95	96.3	94.9	91.5	92.5	95.1	91.8	0	0	94
Large 2 Axle Vehicles	3	3	1		8	5	38	3		49	7	8	4		20	2	46	5		55	0	0	132
% Large 2 Axle Vehicles	2.2	1.4	2.2	5	1.9	3.1	2.7	1.9	4.2	2.7	3.6	1.9	1.9	0.8	2.1	5.1	4.5	4.7	4.9	4.6	0	0	3
3 Axle Vehicles	0	1	0		1	2	13	2		18	1	0	3		7	0	11	1		12	0	0	38
% 3 Axle Vehicles	0	0.5	0	0	0.2	1.2	0.9	1.3	1.4	1	0.5	0	1.4	2.5	0.7	0	1.1	0.9	0	1	0	0	0.9
4+ Axle Trucks	0	0	0		0	5	44	2		52	2	0	4		8	0	29	2		31	0	0	91
% 4+ Axle Trucks	0	0	0	0	0	3.1	3.1	1.3	1.4	2.9	1	0	1.9	1.7	0.8	0	2.9	1.9	0	2.6	0	0	2.1

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	8	28	6	42	**28**	154	30	212	19	86	26	131	4	150	7	161	546
07:30 AM	19	36	7	62	22	132	**35**	189	26	**110**	31	167	9	**161**	**23**	**193**	611
07:45 AM	**32**	42	**10**	**84**	26	145	34	205	**30**	102	**39**	**171**	**13**	142	17	172	**632**
08:00 AM	30	**46**	8	84	22	**191**	17	**230**	27	35	24	86	3	145	15	163	563
Total Volume	89	152	31	272	98	622	116	836	102	333	120	555	29	598	62	689	2352
% App. Total	32.7	55.9	11.4		11.7	74.4	13.9		18.4	60	21.6		4.2	86.8	9		
PHF	.695	.826	.775	.810	.875	.814	.829	.909	.850	.757	.769	.811	.558	.929	.674	.892	.930

Counts Unlimited, Inc.
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County of Riverside
N/S: Clark Street
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File Name : 01_CRV_Clark_Caj AM
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Page No : 2



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	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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:																	
	07:30 AM				08:00 AM				07:00 AM				07:15 AM				
+0 mins.	19	36	7	62	**22**	191	**17**	**230**	28	38	25	91	4	150	7	161	
+15 mins.	**32**	42	**10**	**84**	21	**194**	11	226	19	86	26	131	9	**161**	**23**	**193**	
+30 mins.	30	**46**	8	84	16	187	10	213	26	**110**	31	167	**13**	142	17	172	
+45 mins.	15	30	5	50	14	190	5	209	**30**	102	**39**	**171**	3	145	15	163	
Total Volume	96	154	30	280	73	762	43	878	103	336	121	560	29	598	62	689	
% App. Total	34.3	55	10.7		8.3	86.8	4.9		18.4	60	21.6		4.2	86.8	9		
PHF	.750	.837	.750	.833	.830	.982	.632	.954	.858	.764	.776	.819	.558	.929	.674	.892	

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Groups Printed- Passenger Vehicles

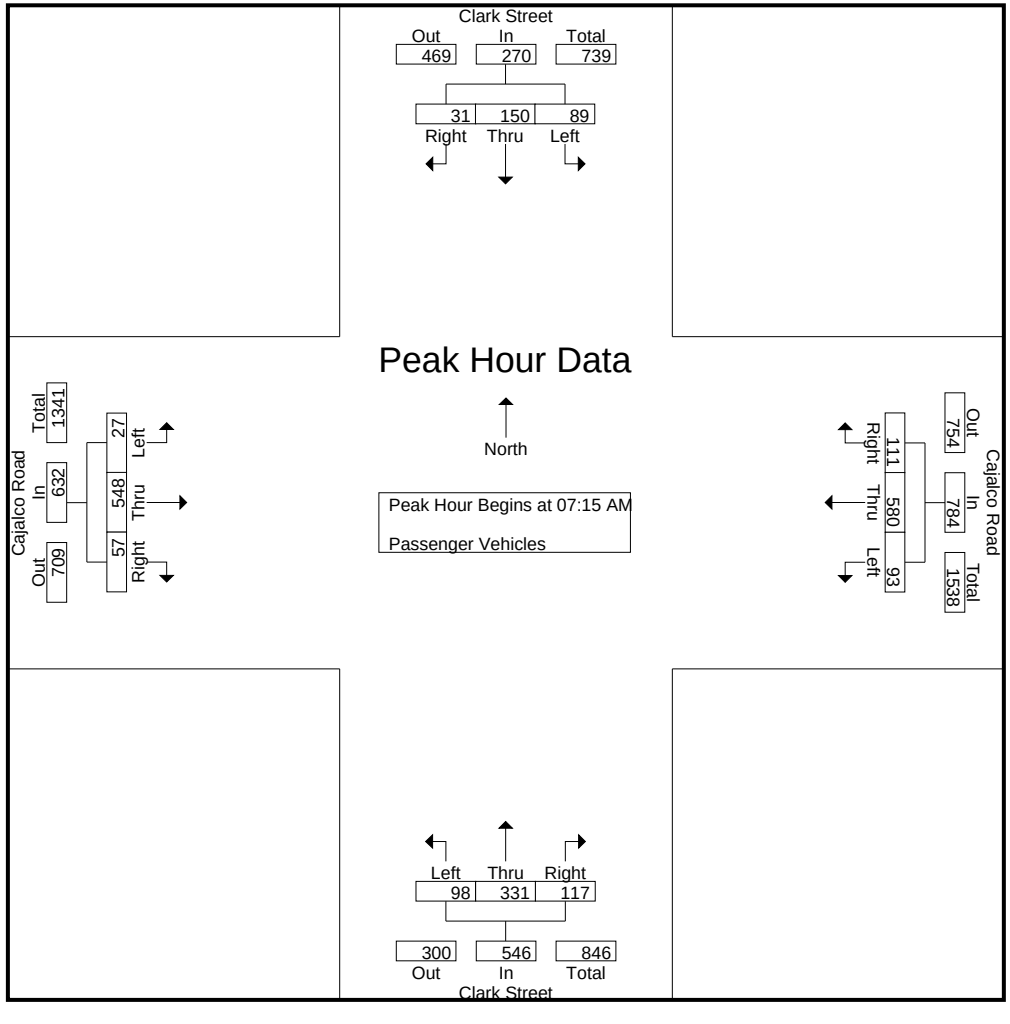
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	18	3	1	30	10	192	15	8	217	26	36	22	13	84	4	90	11	6	105	28	436	464
07:15 AM	8	26	6	4	40	27	141	29	13	197	18	85	25	16	128	4	142	7	4	153	37	518	555
07:30 AM	19	36	7	3	62	22	120	31	13	173	25	110	30	14	165	9	149	21	5	179	35	579	614
07:45 AM	32	42	10	3	84	23	139	34	15	196	29	101	39	17	169	11	127	14	8	152	43	601	644
Total	68	122	26	11	216	82	592	109	49	783	98	332	116	60	546	28	508	53	23	589	143	2134	2277
08:00 AM	30	46	8	3	84	21	180	17	7	218	26	35	23	17	84	3	130	15	5	148	32	534	566
08:15 AM	14	28	4	1	46	20	181	11	6	212	22	17	20	11	59	4	98	11	7	113	25	430	455
08:30 AM	8	10	3	2	21	15	175	9	1	199	22	24	20	12	66	1	108	13	2	122	17	408	425
08:45 AM	15	9	4	2	28	11	179	5	4	195	16	14	20	15	50	1	86	6	2	93	23	366	389
Total	67	93	19	8	179	67	715	42	18	824	86	90	83	55	259	9	422	45	16	476	97	1738	1835
Grand Total	135	215	45	19	395	149	1307	151	67	1607	184	422	199	115	805	37	930	98	39	1065	240	3872	4112
Apprch %	34.2	54.4	11.4			9.3	81.3	9.4			22.9	52.4	24.7			3.5	87.3	9.2					
Total %	3.5	5.6	1.2		10.2	3.8	33.8	3.9		41.5	4.8	10.9	5.1		20.8	1	24	2.5		27.5	5.8	94.2	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	8	26	6	40	**27**	141	29	197	18	85	25	128	4	142	7	153	518
07:30 AM	19	36	7	62	22	120	31	173	25	**110**	30	165	9	**149**	**21**	**179**	579
07:45 AM	**32**	42	**10**	**84**	23	139	**34**	196	**29**	101	**39**	**169**	**11**	127	14	152	**601**
08:00 AM	30	**46**	8	84	21	**180**	17	**218**	26	35	23	84	3	130	15	148	534
Total Volume	89	150	31	270	93	580	111	784	98	331	117	546	27	548	57	632	2232
% App. Total	33	55.6	11.5		11.9	74	14.2		17.9	60.6	21.4		4.3	86.7	9		
PHF	.695	.815	.775	.804	.861	.806	.816	.899	.845	.752	.750	.808	.614	.919	.679	.883	.928

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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.	8	26	6	40	**27**	141	29	197	18	85	25	128	4	142	7	153	
+15 mins.	19	36	7	62	22	120	31	173	25	**110**	30	165	9	**149**	**21**	**179**	
+30 mins.	**32**	42	**10**	**84**	23	139	**34**	196	**29**	101	**39**	**169**	**11**	127	14	152	
+45 mins.	30	**46**	8	84	21	**180**	17	**218**	26	35	23	84	3	130	15	148	
Total Volume	89	150	31	270	93	580	111	784	98	331	117	546	27	548	57	632	
% App. Total	33	55.6	11.5		11.9	74	14.2		17.9	60.6	21.4		4.3	86.7	9		
PHF	.695	.815	.775	.804	.861	.806	.816	.899	.845	.752	.750	.808	.614	.919	.679	.883	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

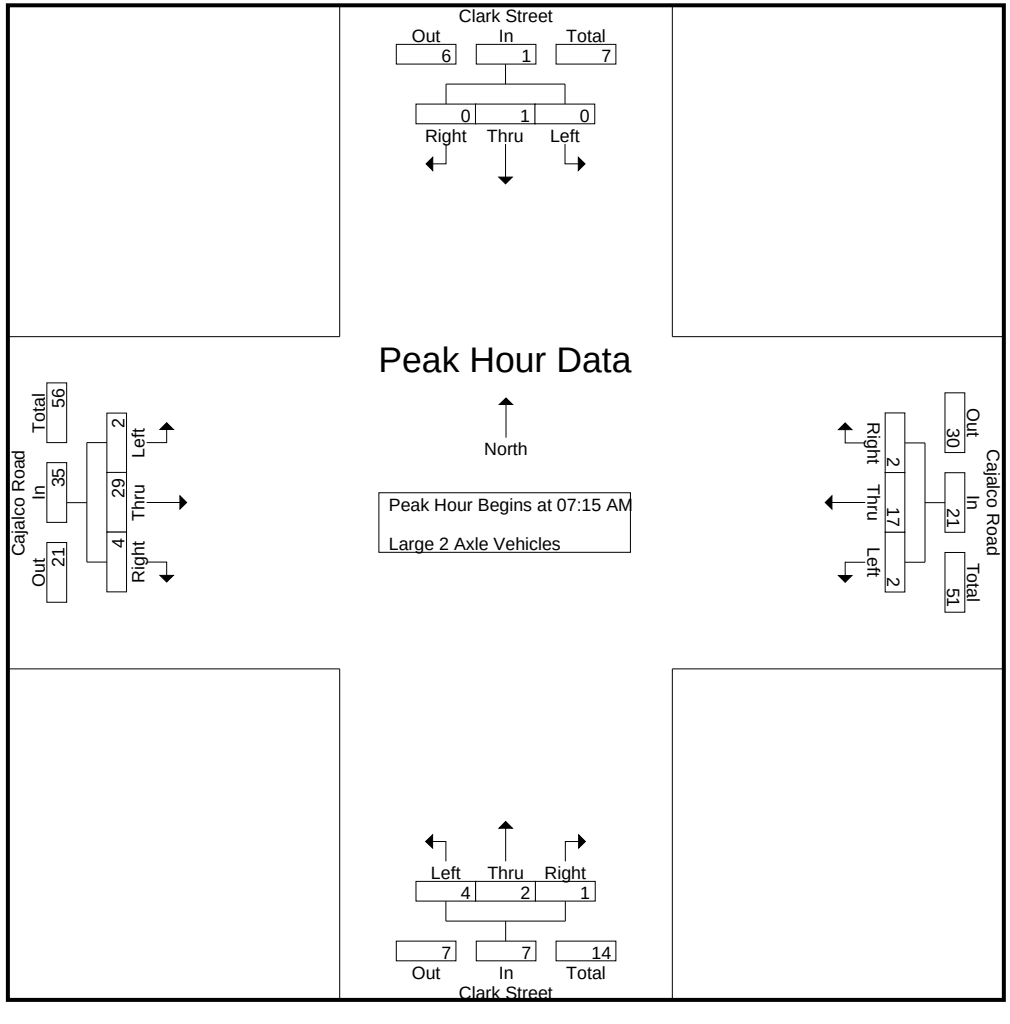
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	0	2	1	5	1	1	7	0	2	0	0	2	0	7	1	1	8	2	19	21
07:15 AM	0	1	0	0	1	1	8	1	1	10	1	1	1	0	3	0	4	0	0	4	1	18	19
07:30 AM	0	0	0	0	0	0	2	1	1	3	1	0	0	0	1	0	10	1	1	11	2	15	17
07:45 AM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	2	10	3	0	15	0	20	20
Total	2	1	0	0	3	2	18	3	3	23	3	4	1	0	8	2	31	5	2	38	5	72	77
08:00 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	5	0	0	5	0	11	11
08:15 AM	1	2	1	1	4	1	6	0	0	7	1	2	2	0	5	0	3	0	0	3	1	19	20
08:30 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	5	0	0	5	0	11	11
08:45 AM	0	0	0	0	0	1	5	0	0	6	2	1	1	1	4	0	2	0	0	2	1	12	13
Total	1	2	1	1	4	3	20	0	0	23	4	4	3	1	11	0	15	0	0	15	2	53	55
Grand Total	3	3	1	1	7	5	38	3	3	46	7	8	4	1	19	2	46	5	2	53	7	125	132
Apprch %	42.9	42.9	14.3			10.9	82.6	6.5			36.8	42.1	21.1			3.8	86.8	9.4					
Total %	2.4	2.4	0.8		5.6	4	30.4	2.4		36.8	5.6	6.4	3.2		15.2	1.6	36.8	4		42.4	5.3	94.7	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	**1**	**8**	**1**	**10**	**1**	**1**	**1**	**3**	0	4	0	4	18
07:30 AM	0	0	0	0	0	2	1	3	1	0	0	1	0	**10**	1	11	15
07:45 AM	0	0	0	0	0	3	0	3	1	1	0	2	**2**	10	**3**	**15**	**20**
08:00 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	11
Total Volume	0	1	0	1	2	17	2	21	4	2	1	7	2	29	4	35	64
% App. Total	0	100	0		9.5	81	9.5		57.1	28.6	14.3		5.7	82.9	11.4		
PHF	.000	.250	.000	.250	.500	.531	.500	.525	1.00	.500	.250	.583	.250	.725	.333	.583	.800

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	**1**	**8**	**1**	**10**	**1**	**1**	**1**	**3**	0	4	0	4	
+15 mins.	0	0	0	0	0	2	1	3	1	0	0	1	0	**10**	1	11	
+30 mins.	0	0	0	0	0	3	0	3	1	1	0	2	**2**	10	**3**	**15**	
+45 mins.	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	
Total Volume	0	1	0	1	2	17	2	21	4	2	1	7	2	29	4	35	
% App. Total	0	100	0		9.5	81	9.5		57.1	28.6	14.3		5.7	82.9	11.4		
PHF	.000	.250	.000	.250	.500	.531	.500	.525	1.000	.500	.250	.583	.250	.725	.333	.583	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

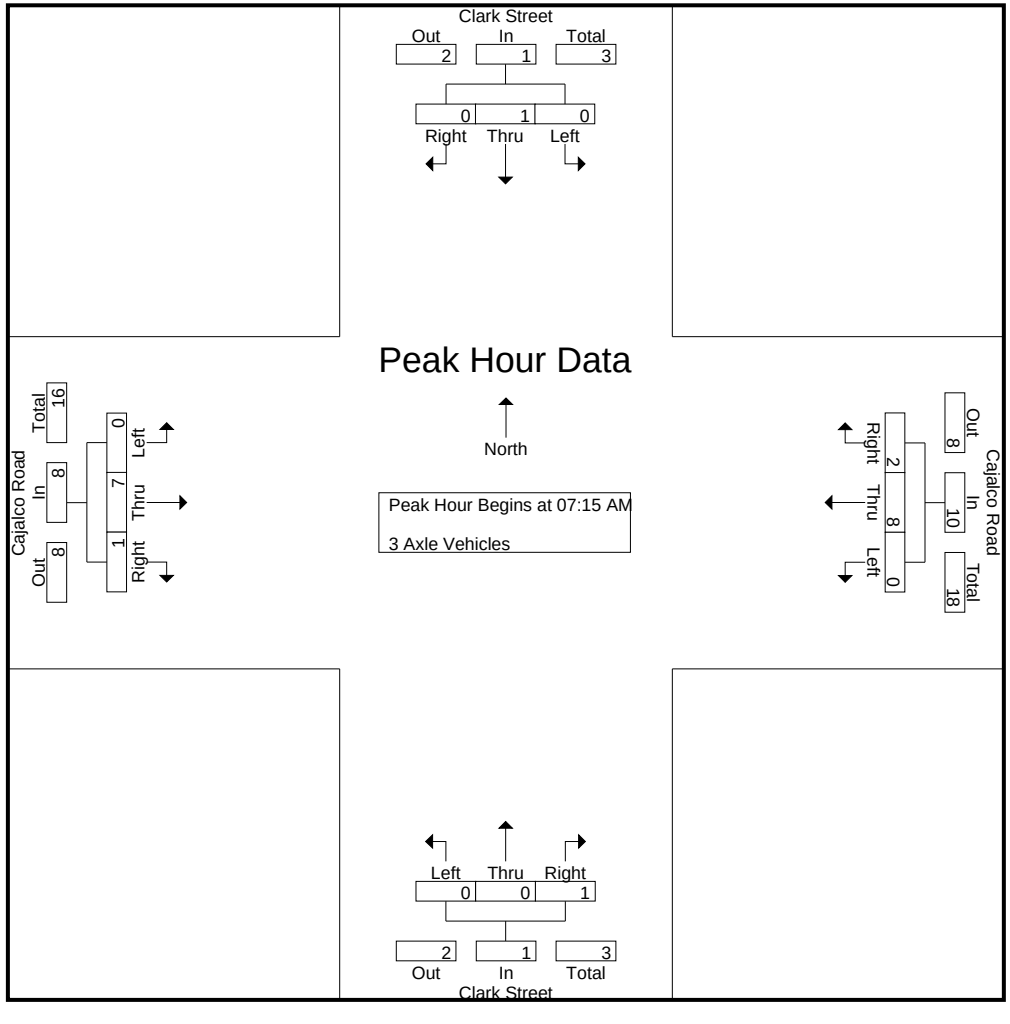
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	4	0	0	5	0	0	2	2	2	0	1	0	0	1	2	8	10
07:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
07:30 AM	0	0	0	0	0	0	2	2	1	4	0	0	0	0	0	0	1	1	0	2	1	6	7
07:45 AM	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	1	0	0	1	1	8	2	1	11	0	0	2	2	2	0	4	1	0	5	3	19	22
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	1	1	0	4	0	0	4	1	9	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	4	4
08:45 AM	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	1	5	0	0	6	1	0	1	1	2	0	7	0	0	7	1	15	16
Grand Total	0	1	0	0	1	2	13	2	1	17	1	0	3	3	4	0	11	1	0	12	4	34	38
Apprch %	0	100	0			11.8	76.5	11.8			25	0	75			0	91.7	8.3					
Total %	0	2.9	0		2.9	5.9	38.2	5.9		50	2.9	0	8.8		11.8	0	32.4	2.9		35.3	10.5	89.5	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	2	**2**	**4**	0	0	0	0	0	1	**1**	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	**4**	0	4	0	0	**1**	**1**	0	**4**	0	**4**	**9**
Total Volume	0	1	0	1	0	8	2	10	0	0	1	1	0	7	1	8	20
% App. Total	0	100	0		0	80	20		0	0	100		0	87.5	12.5		
PHF	.000	.250	.000	.250	.000	.500	.250	.625	.000	.000	.250	.250	.000	.438	.250	.500	.556

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	2	**2**	**4**	0	0	0	0	0	1	**1**	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	**4**	0	4	0	0	**1**	**1**	0	**4**	0	**4**	
Total Volume	0	1	0	1	0	8	2	10	0	0	1	1	0	7	1	8	
% App. Total	0	100	0		0	80	20		0	0	100		0	87.5	12.5		
PHF	.000	.250	.000	.250	.000	.500	.250	.625	.000	.000	.250	.250	.000	.438	.250	.500	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

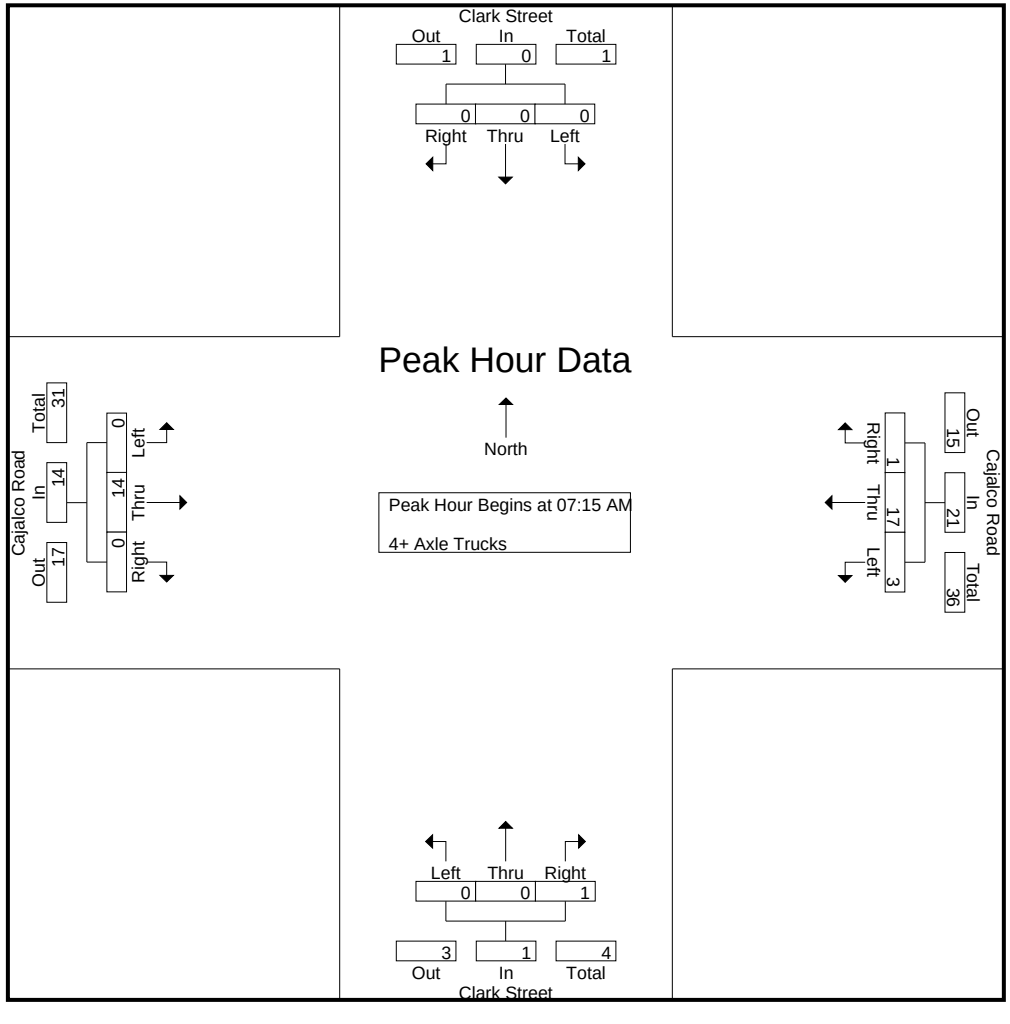
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	8	0	0	8	2	0	1	0	3	0	5	0	0	5	0	16	16
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
07:30 AM	0	0	0	0	0	0	8	1	1	9	0	0	1	0	1	0	1	0	0	1	1	11	12
07:45 AM	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
Total	0	0	0	0	0	3	22	1	1	26	2	0	2	0	4	0	13	0	0	13	1	43	44
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	9	9
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	1	1	0	6	1	0	7	1	15	16
08:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	3	1	0	4	0	11	11
08:45 AM	0	0	0	0	0	2	6	0	0	8	0	0	1	1	1	0	1	0	0	1	1	10	11
Total	0	0	0	0	0	2	22	1	0	25	0	0	2	2	2	0	16	2	0	18	2	45	47
Grand Total	0	0	0	0	0	5	44	2	1	51	2	0	4	2	6	0	29	2	0	31	3	88	91
Apprch %	0	0	0			9.8	86.3	3.9			33.3	0	66.7			0	93.5	6.5					
Total %	0	0	0		0	5.7	50	2.3		58	2.3	0	4.5		6.8	0	33	2.3		35.2	3.3	96.7	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	**8**	**1**	**9**	0	0	**1**	**1**	0	1	0	1	**11**
07:45 AM	0	0	0	0	**3**	3	0	6	0	0	0	0	0	4	0	4	10
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**6**	0	**6**	9
Total Volume	0	0	0	0	3	17	1	21	0	0	1	1	0	14	0	14	36
% App. Total	0	0	0		14.3	81	4.8		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.531	.250	.583	.000	.000	.250	.250	.000	.583	.000	.583	.818

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	3	0	0	0	0	0	3	0	3	
+15 mins.	0	0	0	0	0	**8**	**1**	**9**	0	0	**1**	**1**	0	1	0	1	
+30 mins.	0	0	0	0	**3**	3	0	6	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**6**	0	**6**	
Total Volume	0	0	0	0	3	17	1	21	0	0	1	1	0	14	0	14	
% App. Total	0	0	0		14.3	81	4.8		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.531	.250	.583	.000	.000	.250	.250	.000	.583	.000	.583	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

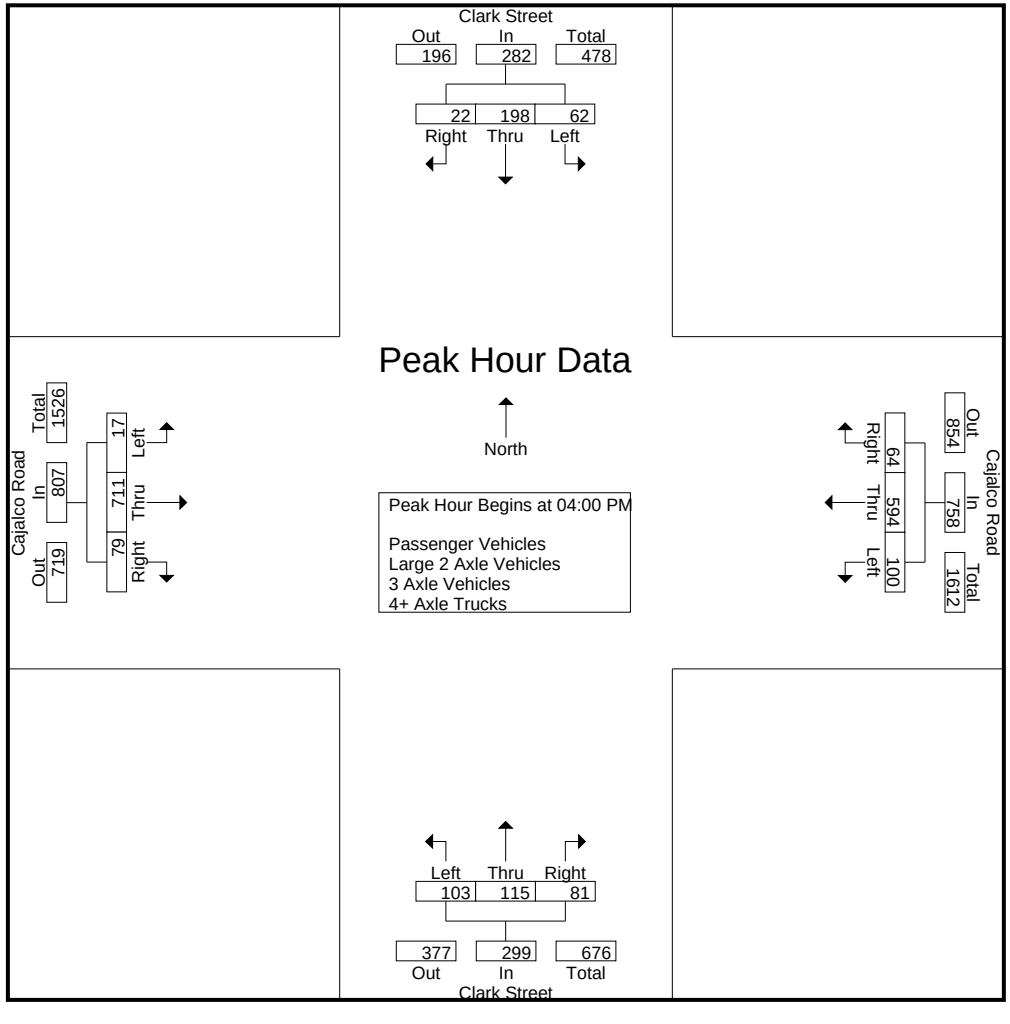
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	13	56	9	3	78	26	163	17	5	206	19	36	22	7	77	3	187	21	8	211	23	572	595
04:15 PM	16	56	0	0	72	17	157	12	6	186	22	26	16	2	64	4	157	18	8	179	16	501	517
04:30 PM	18	43	9	6	70	26	137	18	7	181	28	28	22	8	78	6	179	17	8	202	29	531	560
04:45 PM	15	43	4	0	62	31	137	17	10	185	34	25	21	12	80	4	188	23	13	215	35	542	577
Total	62	198	22	9	282	100	594	64	28	758	103	115	81	29	299	17	711	79	37	807	103	2146	2249
05:00 PM	11	31	4	3	46	28	147	10	2	185	27	22	20	10	69	5	188	25	16	218	31	518	549
05:15 PM	10	39	2	2	51	27	135	16	8	178	20	18	17	9	55	6	163	18	7	187	26	471	497
05:30 PM	8	46	5	1	59	29	116	16	8	161	26	28	40	14	94	9	167	18	10	194	33	508	541
05:45 PM	11	31	9	4	51	21	113	11	3	145	24	34	23	15	81	7	178	21	10	206	32	483	515
Total	40	147	20	10	207	105	511	53	21	669	97	102	100	48	299	27	696	82	43	805	122	1980	2102
Grand Total	102	345	42	19	489	205	1105	117	49	1427	200	217	181	77	598	44	1407	161	80	1612	225	4126	4351
Apprch %	20.9	70.6	8.6			14.4	77.4	8.2			33.4	36.3	30.3			2.7	87.3	10					
Total %	2.5	8.4	1		11.9	5	26.8	2.8		34.6	4.8	5.3	4.4		14.5	1.1	34.1	3.9		39.1	5.2	94.8	
Passenger Vehicles	98	335	39		491	193	1032	114		1388	195	211	176		657	43	1359	155		1635	0	0	4171
% Passenger Vehicles	96.1	97.1	92.9	100	96.7	94.1	93.4	97.4	100	94	97.5	97.2	97.2	97.4	97.3	97.7	96.6	96.3	97.5	96.6	0	0	95.9
Large 2 Axle Vehicles	3	10	2		15	5	24	3		32	2	6	3		12	0	18	4		23	0	0	82
% Large 2 Axle Vehicles	2.9	2.9	4.8	0	3	2.4	2.2	2.6	0	2.2	1	2.8	1.7	1.3	1.8	0	1.3	2.5	1.2	1.4	0	0	1.9
3 Axle Vehicles	1	0	1		2	1	9	0		10	3	0	1		4	1	8	2		12	0	0	28
% 3 Axle Vehicles	1	0	2.4	0	0.4	0.5	0.8	0	0	0.7	1.5	0	0.6	0	0.6	2.3	0.6	1.2	1.2	0.7	0	0	0.6
4+ Axle Trucks	0	0	0		0	6	40	0		46	0	0	1		2	0	22	0		22	0	0	70
% 4+ Axle Trucks	0	0	0	0	0	2.9	3.6	0	0	3.1	0	0	0.6	1.3	0.3	0	1.6	0	0	1.3	0	0	1.6

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:00 PM																	
04:00 PM	13	**56**	**9**	**78**	26	**163**	17	**206**	19	**36**	**22**	77	3	187	21	211	**572**
04:15 PM	16	56	0	72	17	157	12	186	22	26	16	64	4	157	18	179	501
04:30 PM	**18**	43	9	70	26	137	**18**	181	28	28	22	78	**6**	179	17	202	531
04:45 PM	15	43	4	62	**31**	137	17	185	**34**	25	21	**80**	4	**188**	**23**	**215**	542
Total Volume	62	198	22	282	100	594	64	758	103	115	81	299	17	711	79	807	2146
% App. Total	22	70.2	7.8		13.2	78.4	8.4		34.4	38.5	27.1		2.1	88.1	9.8		
PHF	.861	.884	.611	.904	.806	.911	.889	.920	.757	.799	.920	.934	.708	.945	.859	.938	.938

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	13	**56**	**9**	**78**	26	**163**	17	**206**	19	**36**	**22**	77	**6**	179	17	202	
+15 mins.	16	56	0	72	17	157	12	186	22	26	16	64	4	**188**	23	215	
+30 mins.	**18**	43	9	70	26	137	**18**	181	28	28	22	78	5	188	**25**	**218**	
+45 mins.	15	43	4	62	**31**	137	17	185	**34**	25	21	**80**	6	163	18	187	
Total Volume	62	198	22	282	100	594	64	758	103	115	81	299	21	718	83	822	
% App. Total	22	70.2	7.8		13.2	78.4	8.4		34.4	38.5	27.1		2.6	87.3	10.1		
PHF	.861	.884	.611	.904	.806	.911	.889	.920	.757	.799	.920	.934	.875	.955	.830	.943	

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County of Riverside
N/S: Clark Street
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Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

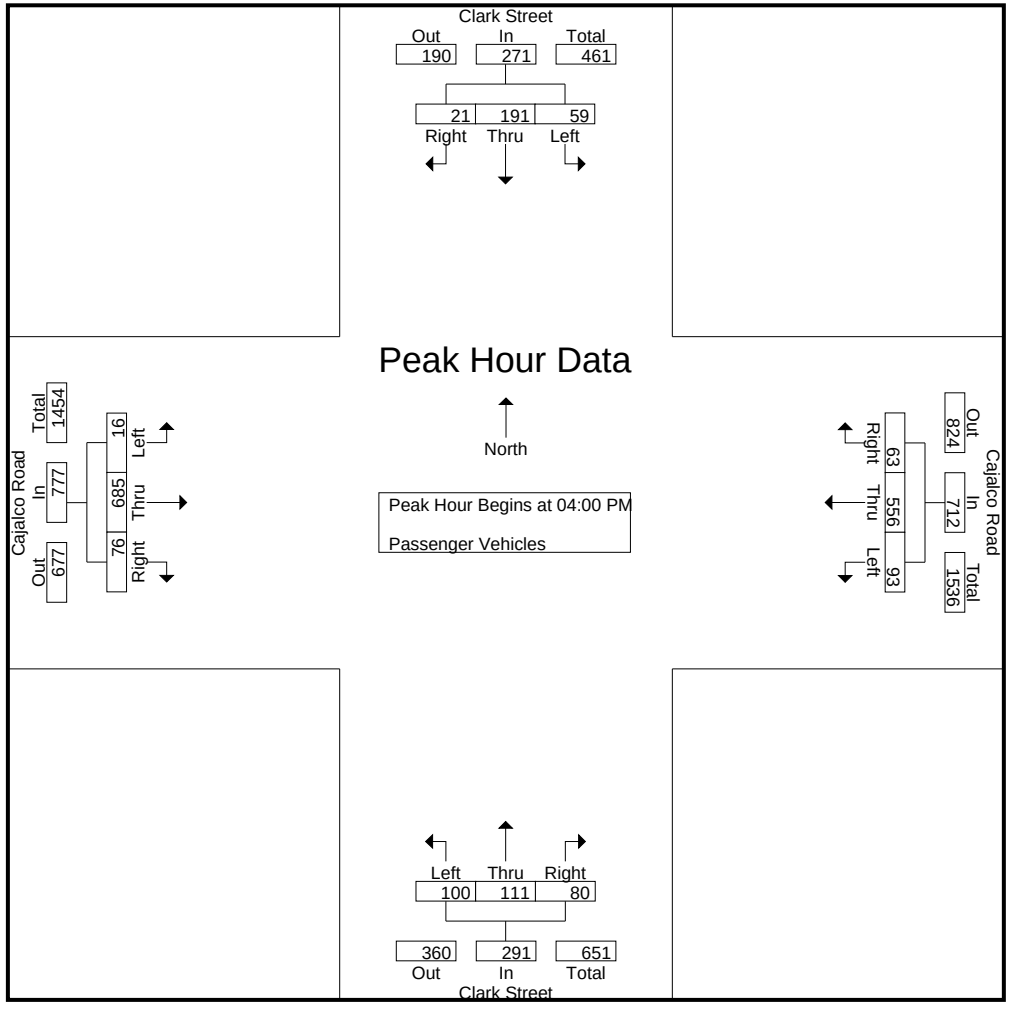
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	12	55	9	3	76	25	151	17	5	193	19	35	22	7	76	3	179	20	7	202	22	547	569
04:15 PM	15	53	0	0	68	15	147	12	6	174	22	24	16	2	62	3	152	17	8	172	16	476	492
04:30 PM	17	41	8	6	66	25	128	18	7	171	26	27	22	8	75	6	172	16	8	194	29	506	535
04:45 PM	15	42	4	0	61	28	130	16	10	174	33	25	20	12	78	4	182	23	13	209	35	522	557
Total	59	191	21	9	271	93	556	63	28	712	100	111	80	29	291	16	685	76	36	777	102	2051	2153
05:00 PM	11	30	4	3	45	27	133	10	2	170	26	22	18	9	66	5	182	25	16	212	30	493	523
05:15 PM	10	38	2	2	50	26	129	15	8	170	20	17	17	9	54	6	156	16	6	178	25	452	477
05:30 PM	8	46	3	1	57	26	107	15	8	148	26	28	39	14	93	9	161	18	10	188	33	486	519
05:45 PM	10	30	9	4	49	21	107	11	3	139	23	33	22	14	78	7	175	20	10	202	31	468	499
Total	39	144	18	10	201	100	476	51	21	627	95	100	96	46	291	27	674	79	42	780	119	1899	2018
Grand Total	98	335	39	19	472	193	1032	114	49	1339	195	211	176	75	582	43	1359	155	78	1557	221	3950	4171
Apprch %	20.8	71	8.3			14.4	77.1	8.5			33.5	36.3	30.2			2.8	87.3	10					
Total %	2.5	8.5	1		11.9	4.9	26.1	2.9		33.9	4.9	5.3	4.5		14.7	1.1	34.4	3.9		39.4	5.3	94.7	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	12	**55**	**9**	**76**	25	**151**	17	**193**	19	**35**	**22**	76	3	179	20	202	**547**
04:15 PM	15	53	0	68	15	147	12	174	22	24	16	62	3	152	17	172	476
04:30 PM	**17**	41	8	66	25	128	**18**	171	26	27	22	75	**6**	172	16	194	506
04:45 PM	15	42	4	61	**28**	130	16	174	**33**	25	20	**78**	4	**182**	**23**	**209**	522
Total Volume	59	191	21	271	93	556	63	712	100	111	80	291	16	685	76	777	2051
% App. Total	21.8	70.5	7.7		13.1	78.1	8.8		34.4	38.1	27.5		2.1	88.2	9.8		
PHF	.868	.868	.583	.891	.830	.921	.875	.922	.758	.793	.909	.933	.667	.941	.826	.929	.937

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	12	**55**	**9**	**76**	25	**151**	17	**193**	19	**35**	**22**	76	3	179	20	202	
+15 mins.	15	53	0	68	15	147	12	174	22	24	16	62	3	152	17	172	
+30 mins.	**17**	41	8	66	25	128	**18**	171	26	27	22	75	**6**	172	16	194	
+45 mins.	15	42	4	61	**28**	130	16	174	**33**	25	20	**78**	4	**182**	**23**	**209**	
Total Volume	59	191	21	271	93	556	63	712	100	111	80	291	16	685	76	777	
% App. Total	21.8	70.5	7.7		13.1	78.1	8.8		34.4	38.1	27.5		2.1	88.2	9.8		
PHF	.868	.868	.583	.891	.830	.921	.875	.922	.758	.793	.909	.933	.667	.941	.826	.929	

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County of Riverside
N/S: Clark Street
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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

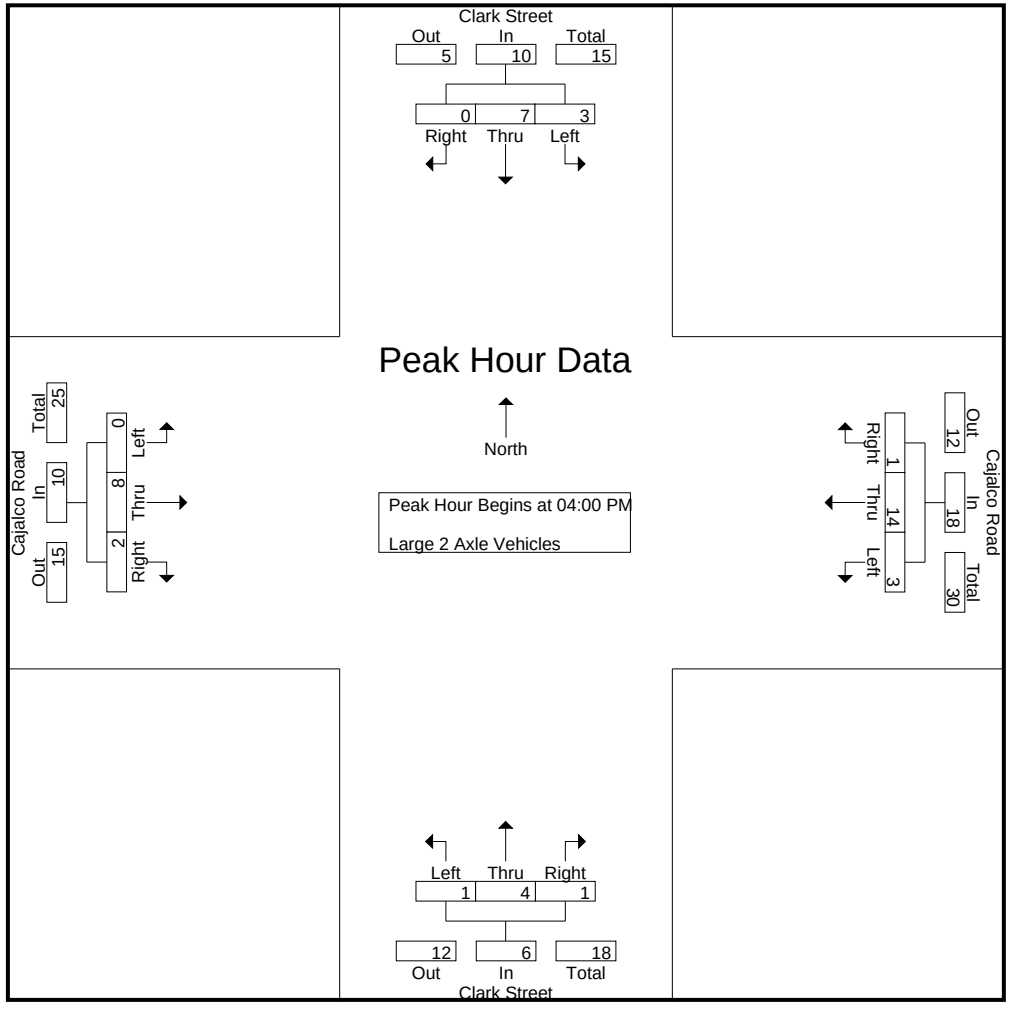
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	1	4	0	0	5	0	1	0	0	1	0	3	1	1	4	1	12	13
04:15 PM	1	3	0	0	4	1	4	0	0	5	0	2	0	0	2	0	1	1	0	2	0	13	13
04:30 PM	1	2	0	0	3	1	5	0	0	6	1	1	0	0	2	0	2	0	0	2	0	13	13
04:45 PM	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	0	6	6
Total	3	7	0	0	10	3	14	1	0	18	1	4	1	0	6	0	8	2	1	10	1	44	45
05:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	7	7
05:15 PM	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	0	3	1	0	4	0	9	9
05:30 PM	0	0	2	0	2	2	2	1	0	5	0	0	1	0	1	0	4	0	0	4	0	12	12
05:45 PM	0	1	0	0	1	0	2	0	0	2	1	1	1	1	3	0	1	1	0	2	1	8	9
Total	0	3	2	0	5	2	10	2	0	14	1	2	2	1	5	0	10	2	0	12	1	36	37
Grand Total	3	10	2	0	15	5	24	3	0	32	2	6	3	1	11	0	18	4	1	22	2	80	82
Apprch %	20	66.7	13.3			15.6	75	9.4			18.2	54.5	27.3			0	81.8	18.2					
Total %	3.8	12.5	2.5		18.8	6.2	30	3.8		40	2.5	7.5	3.8		13.8	0	22.5	5		27.5	2.4	97.6	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	0	2	**1**	4	0	5	0	1	0	1	0	**3**	**1**	**4**	12
04:15 PM	1	**3**	0	**4**	1	4	0	5	0	**2**	0	**2**	0	1	1	2	**13**
04:30 PM	1	2	0	3	1	**5**	0	**6**	**1**	1	0	2	0	2	0	2	13
04:45 PM	0	1	0	1	0	1	**1**	2	0	0	**1**	1	0	2	0	2	6
Total Volume	3	7	0	10	3	14	1	18	1	4	1	6	0	8	2	10	44
% App. Total	30	70	0		16.7	77.8	5.6		16.7	66.7	16.7		0	80	20		
PHF	.750	.583	.000	.625	.750	.700	.250	.750	.250	.500	.250	.750	.000	.667	.500	.625	.846

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County of Riverside
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Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**1**	1	0	2	**1**	4	0	5	0	1	0	1	0	**3**	**1**	**4**	
+15 mins.	1	**3**	0	**4**	1	4	0	5	0	**2**	0	**2**	0	1	1	2	
+30 mins.	1	2	0	3	1	**5**	0	**6**	**1**	1	0	2	0	2	0	2	
+45 mins.	0	1	0	1	0	1	**1**	2	0	0	**1**	1	0	2	0	2	
Total Volume	3	7	0	10	3	14	1	18	1	4	1	6	0	8	2	10	
% App. Total	30	70	0		16.7	77.8	5.6		16.7	66.7	16.7		0	80	20		
PHF	.750	.583	.000	.625	.750	.700	.250	.750	.250	.500	.250	.750	.000	.667	.500	.625	

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County of Riverside
N/S: Clark Street
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Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

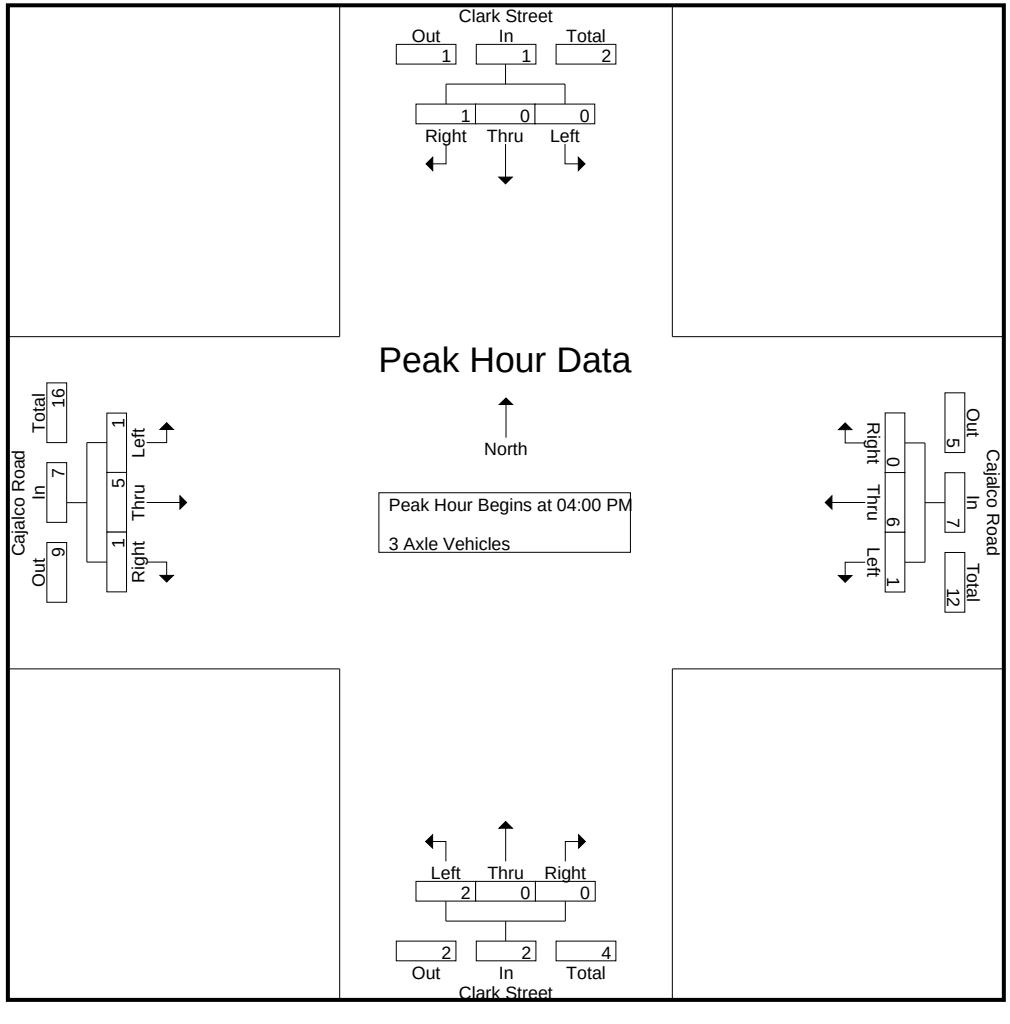
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
04:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1	1	0	0	2	0	5	5
04:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	0	5	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	4	4
Total	0	0	1	0	1	1	6	0	0	7	2	0	0	0	2	1	5	1	0	7	0	17	17
05:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	0	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	0	2	2
Total	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	3	1	1	4	1	10	11
Grand Total	1	0	1	0	2	1	9	0	0	10	3	0	1	0	4	1	8	2	1	11	1	27	28
Apprch %	50	0	50			10	90	0			75	0	25			9.1	72.7	18.2					
Total %	3.7	0	3.7		7.4	3.7	33.3	0		37	11.1	0	3.7		14.8	3.7	29.6	7.4		40.7	3.6	96.4	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 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	**3**	0	**3**	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	**1**	2	0	3	0	0	0	0	**1**	1	0	2	**5**
04:30 PM	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	0	**2**	**1**	**3**	5
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
Total Volume	0	0	1	1	1	6	0	7	2	0	0	2	1	5	1	7	17
% App. Total	0	0	100		14.3	85.7	0		100	0	0		14.3	71.4	14.3		
PHF	.000	.000	.250	.250	.250	.500	.000	.583	.500	.000	.000	.500	.250	.625	.250	.583	.850

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Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

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Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	**1**	2	0	3	0	0	0	0	**1**	1	0	2	
+30 mins.	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	0	**2**	**1**	**3**	
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	
Total Volume	0	0	1	1	1	6	0	7	2	0	0	2	1	5	1	7	
% App. Total	0	0	100		14.3	85.7	0		100	0	0		14.3	71.4	14.3		
PHF	.000	.000	.250	.250	.250	.500	.000	.583	.500	.000	.000	.500	.250	.625	.250	.583	

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Groups Printed- 4+ Axle Trucks

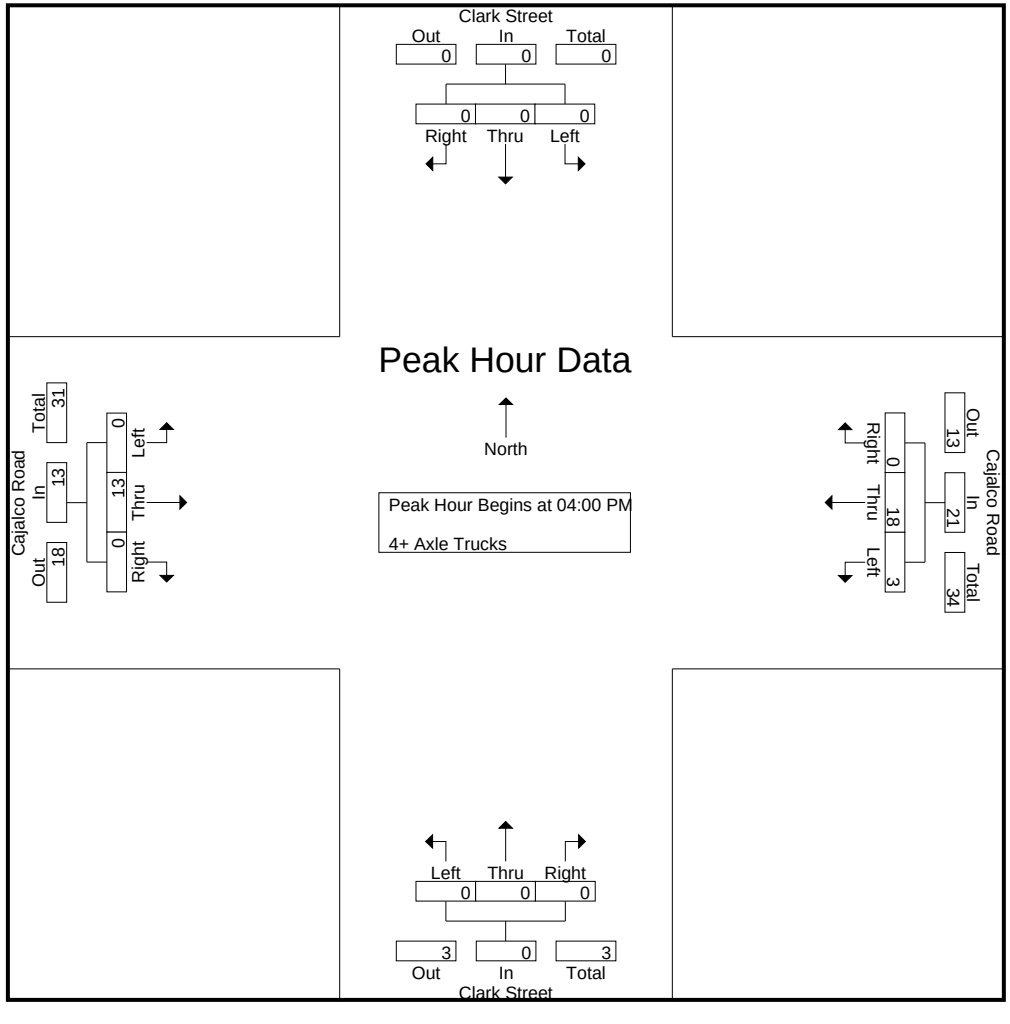
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	10	10
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
04:45 PM	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	2	0	0	2	0	10	10
Total	0	0	0	0	0	3	18	0	0	21	0	0	0	0	0	0	13	0	0	13	0	34	34
05:00 PM	0	0	0	0	0	1	8	0	0	9	0	0	1	1	1	0	3	0	0	3	1	13	14
05:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	8	8
05:30 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	0	9	9
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
Total	0	0	0	0	0	3	22	0	0	25	0	0	1	1	1	0	9	0	0	9	1	35	36
Grand Total	0	0	0	0	0	6	40	0	0	46	0	0	1	1	1	0	22	0	0	22	1	69	70
Apprch %	0	0	0			13	87	0			0	0	100			0	100	0					
Total %	0	0	0		0	8.7	58	0		66.7	0	0	1.4		1.4	0	31.9	0		31.9	1.4	98.6	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 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	**5**	0	5	0	0	0	0	0	**5**	0	**5**	**10**
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	**3**	5	0	**8**	0	0	0	0	0	2	0	2	10
Total Volume	0	0	0	0	3	18	0	21	0	0	0	0	0	13	0	13	34
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.900	.000	.656	.000	.000	.000	.000	.000	.650	.000	.650	.850

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County of Riverside
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File Name : 01_CRV_Clark_Caj PM
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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	**5**	0	5	0	0	0	0	0	**5**	0	**5**	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	**3**	5	0	**8**	0	0	0	0	0	2	0	2	
Total Volume	0	0	0	0	3	18	0	21	0	0	0	0	0	13	0	13	
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.900	.000	.656	.000	.000	.000	.000	.000	.650	.000	.650	

Location: County of Riverside
N/S: Clark Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Clark Street Pedestrians	East Leg Cajalco Road Pedestrians	South Leg Clark Street Pedestrians	West Leg Cajalco Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	4	7
7:30 AM	0	1	4	0	5
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	1	2	0	1	4
TOTAL VOLUMES:	1	6	4	5	16

	North Leg Clark Street Pedestrians	East Leg Cajalco Road Pedestrians	South Leg Clark Street Pedestrians	West Leg Cajalco Road Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	1	1	2	2	6
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	1	3	3	11

Location: County of Riverside
N/S: Clark Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Clark Street			Westbound Cajalco Road			Northbound Clark Street			Eastbound Cajalco 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	1	0	1
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	1	0	1

	Southbound Clark Street			Westbound Cajalco Road			Northbound Clark Street			Eastbound Cajalco 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	1	1	0	0	0	0	0	2
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	1	1	0	0	0	0	1	4

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N/S: Day Street
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File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

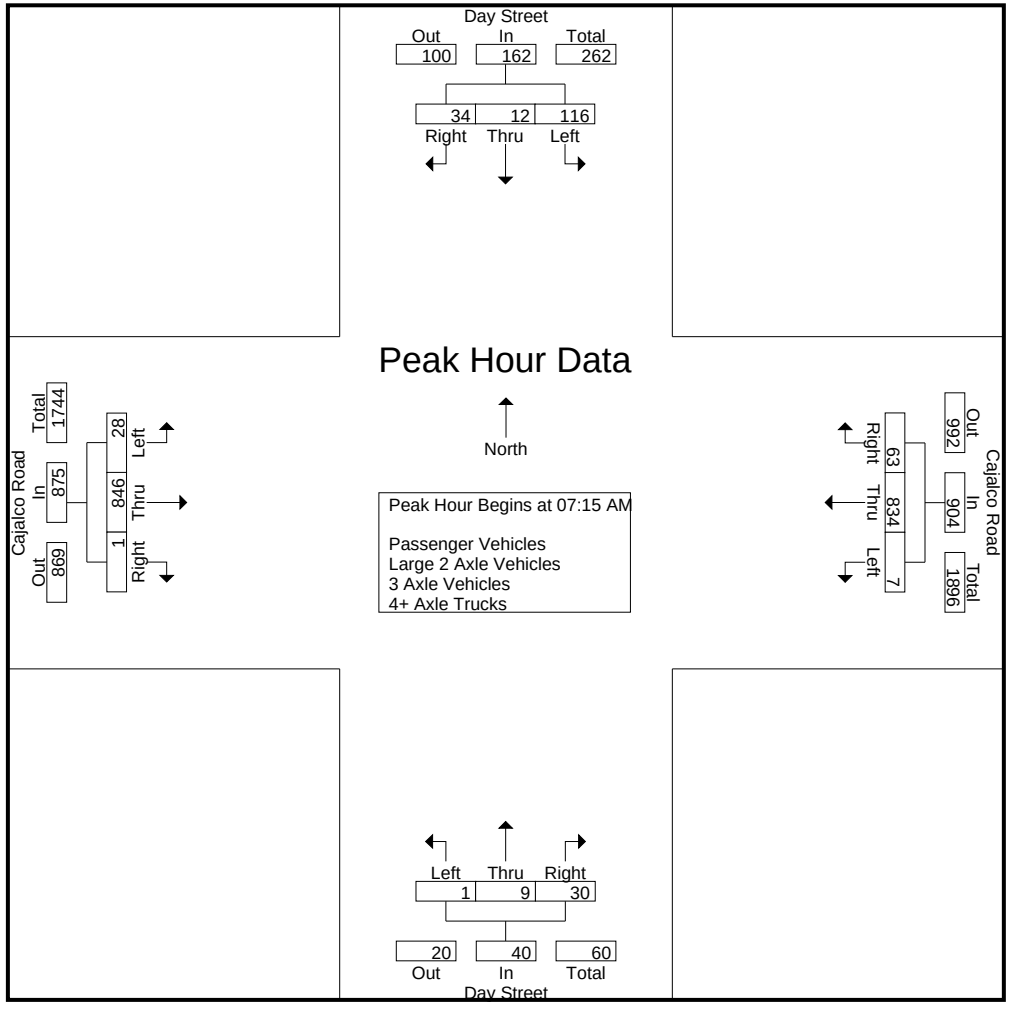
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	0	7	3	15	1	257	7	1	265	0	1	5	4	6	2	150	0	0	152	8	438	446
07:15 AM	18	0	6	2	24	3	218	16	3	237	0	1	4	4	5	5	195	0	0	200	9	466	475
07:30 AM	30	3	11	3	44	1	202	11	0	214	0	5	9	6	14	6	215	0	0	221	9	493	502
07:45 AM	34	4	12	4	50	3	182	21	1	206	0	1	9	7	10	12	221	0	0	233	12	499	511
Total	90	7	36	12	133	8	859	55	5	922	0	8	27	21	35	25	781	0	0	806	38	1896	1934
08:00 AM	34	5	5	0	44	0	232	15	2	247	1	2	8	5	11	5	215	1	0	221	7	523	530
08:15 AM	12	1	3	1	16	0	236	8	0	244	0	0	3	1	3	4	176	1	0	181	2	444	446
08:30 AM	14	0	6	2	20	1	207	7	1	215	0	0	7	7	7	2	154	0	0	156	10	398	408
08:45 AM	8	0	7	2	15	1	233	7	0	241	0	0	4	2	4	6	131	0	0	137	4	397	401
Total	68	6	21	5	95	2	908	37	3	947	1	2	22	15	25	17	676	2	0	695	23	1762	1785
Grand Total	158	13	57	17	228	10	1767	92	8	1869	1	10	49	36	60	42	1457	2	0	1501	61	3658	3719
Apprch %	69.3	5.7	25			0.5	94.5	4.9			1.7	16.7	81.7			2.8	97.1	0.1					
Total %	4.3	0.4	1.6		6.2	0.3	48.3	2.5		51.1	0	0.3	1.3		1.6	1.1	39.8	0.1		41	1.6	98.4	
Passenger Vehicles	152	13	51		232	9	1680	88		1785	1	10	49		96	37	1344	2		1383	0	0	3496
% Passenger Vehicles	96.2	100	89.5	94.1	94.7	90	95.1	95.7	100	95.1	100	100	100	100	100	88.1	92.2	100	0	92.1	0	0	94
Large 2 Axle Vehicles	1	0	2		3	1	53	2		56	0	0	0		0	3	65	0		68	0	0	127
% Large 2 Axle Vehicles	0.6	0	3.5	0	1.2	10	3	2.2	0	3	0	0	0	0	0	7.1	4.5	0	0	4.5	0	0	3.4
3 Axle Vehicles	2	0	2		4	0	18	2		20	0	0	0		0	2	12	0		14	0	0	38
% 3 Axle Vehicles	1.3	0	3.5	0	1.6	0	1	2.2	0	1.1	0	0	0	0	0	4.8	0.8	0	0	0.9	0	0	1
4+ Axle Trucks	3	0	2		6	0	16	0		16	0	0	0		0	0	36	0		36	0	0	58
% 4+ Axle Trucks	1.9	0	3.5	5.9	2.4	0	0.9	0	0	0.9	0	0	0	0	0	0	2.5	0	0	2.4	0	0	1.6

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	18	0	6	24	**3**	218	16	237	0	1	4	5	5	195	0	200	466
07:30 AM	30	3	11	44	1	202	11	214	0	**5**	**9**	**14**	6	215	0	221	493
07:45 AM	**34**	4	**12**	**50**	3	182	**21**	206	0	1	9	10	**12**	**221**	0	**233**	499
08:00 AM	34	**5**	5	44	0	**232**	15	**247**	**1**	2	8	11	5	215	**1**	221	**523**
Total Volume	116	12	34	162	7	834	63	904	1	9	30	40	28	846	1	875	1981
% App. Total	71.6	7.4	21		0.8	92.3	7		2.5	22.5	75		3.2	96.7	0.1		
PHF	.853	.600	.708	.810	.583	.899	.750	.915	.250	.450	.833	.714	.583	.957	.250	.939	.947

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	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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:																	
	07:15 AM				08:00 AM				07:15 AM				07:15 AM				
+0 mins.	18	0	6	24	0	232	**15**	**247**	0	1	4	5	5	195	0	200	
+15 mins.	30	3	11	44	0	**236**	8	244	0	**5**	**9**	**14**	6	215	0	221	
+30 mins.	**34**	4	**12**	**50**	**1**	207	7	215	0	1	9	10	**12**	**221**	0	**233**	
+45 mins.	34	**5**	5	44	1	233	7	241	**1**	2	8	11	5	215	**1**	221	
Total Volume	116	12	34	162	2	908	37	947	1	9	30	40	28	846	1	875	
% App. Total	71.6	7.4	21		0.2	95.9	3.9		2.5	22.5	75		3.2	96.7	0.1		
PHF	.853	.600	.708	.810	.500	.962	.617	.959	.250	.450	.833	.714	.583	.957	.250	.939	

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Groups Printed- Passenger Vehicles

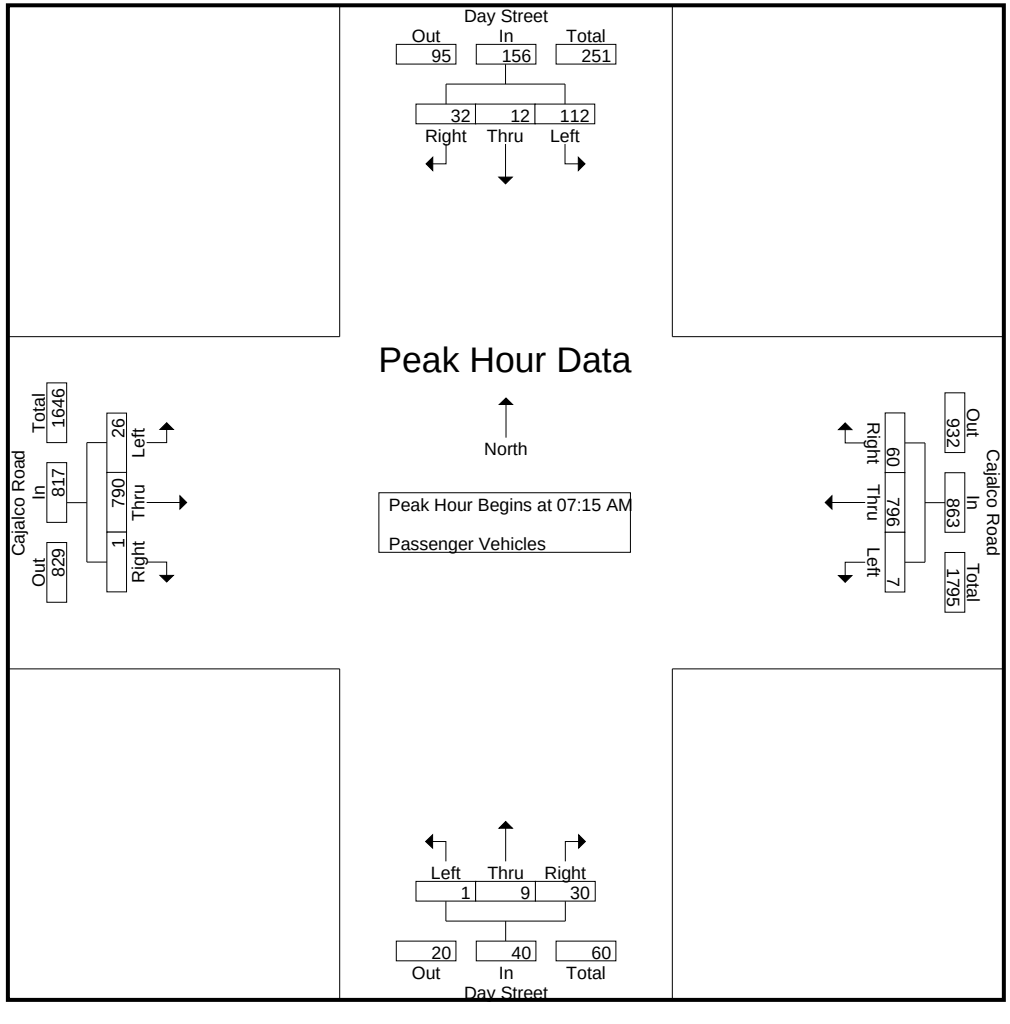
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Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	0	6	3	13	0	239	6	1	245	0	1	5	4	6	2	129	0	0	131	8	395	403
07:15 AM	17	0	5	1	22	3	212	16	3	231	0	1	4	4	5	5	185	0	0	190	8	448	456
07:30 AM	30	3	10	3	43	1	189	11	0	201	0	5	9	6	14	6	201	0	0	207	9	465	474
07:45 AM	34	4	12	4	50	3	176	20	1	199	0	1	9	7	10	10	207	0	0	217	12	476	488
Total	88	7	33	11	128	7	816	53	5	876	0	8	27	21	35	23	722	0	0	745	37	1784	1821
08:00 AM	31	5	5	0	41	0	219	13	2	232	1	2	8	5	11	5	197	1	0	203	7	487	494
08:15 AM	12	1	3	1	16	0	227	8	0	235	0	0	3	1	3	4	157	1	0	162	2	416	418
08:30 AM	14	0	4	2	18	1	198	7	1	206	0	0	7	7	7	1	147	0	0	148	10	379	389
08:45 AM	7	0	6	2	13	1	220	7	0	228	0	0	4	2	4	4	121	0	0	125	4	370	374
Total	64	6	18	5	88	2	864	35	3	901	1	2	22	15	25	14	622	2	0	638	23	1652	1675
Grand Total	152	13	51	16	216	9	1680	88	8	1777	1	10	49	36	60	37	1344	2	0	1383	60	3436	3496
Apprch %	70.4	6	23.6			0.5	94.5	5			1.7	16.7	81.7			2.7	97.2	0.1					
Total %	4.4	0.4	1.5		6.3	0.3	48.9	2.6		51.7	0	0.3	1.4		1.7	1.1	39.1	0.1		40.3	1.7	98.3	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	17	0	5	22	**3**	212	16	231	0	1	4	5	5	185	0	190	448
07:30 AM	30	3	10	43	1	189	11	201	0	**5**	**9**	**14**	6	201	0	207	465
07:45 AM	**34**	4	**12**	**50**	3	176	**20**	199	0	1	9	10	**10**	**207**	0	**217**	476
08:00 AM	31	**5**	5	41	0	**219**	13	**232**	**1**	2	8	11	5	197	**1**	203	**487**
Total Volume	112	12	32	156	7	796	60	863	1	9	30	40	26	790	1	817	1876
% App. Total	71.8	7.7	20.5		0.8	92.2	7		2.5	22.5	75		3.2	96.7	0.1		
PHF	.824	.600	.667	.780	.583	.909	.750	.930	.250	.450	.833	.714	.650	.954	.250	.941	.963

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

County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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.	17	0	5	22	**3**	212	16	231	0	1	4	5	5	185	0	190	
+15 mins.	30	3	10	43	1	189	11	201	0	**5**	**9**	**14**	6	201	0	207	
+30 mins.	**34**	4	**12**	**50**	3	176	**20**	199	0	1	9	10	**10**	**207**	0	**217**	
+45 mins.	31	**5**	5	41	0	**219**	13	**232**	**1**	2	8	11	5	197	**1**	203	
Total Volume	112	12	32	156	7	796	60	863	1	9	30	40	26	790	1	817	
% App. Total	71.8	7.7	20.5		0.8	92.2	7		2.5	22.5	75		3.2	96.7	0.1		
PHF	.824	.600	.667	.780	.583	.909	.750	.930	.250	.450	.833	.714	.650	.954	.250	.941	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

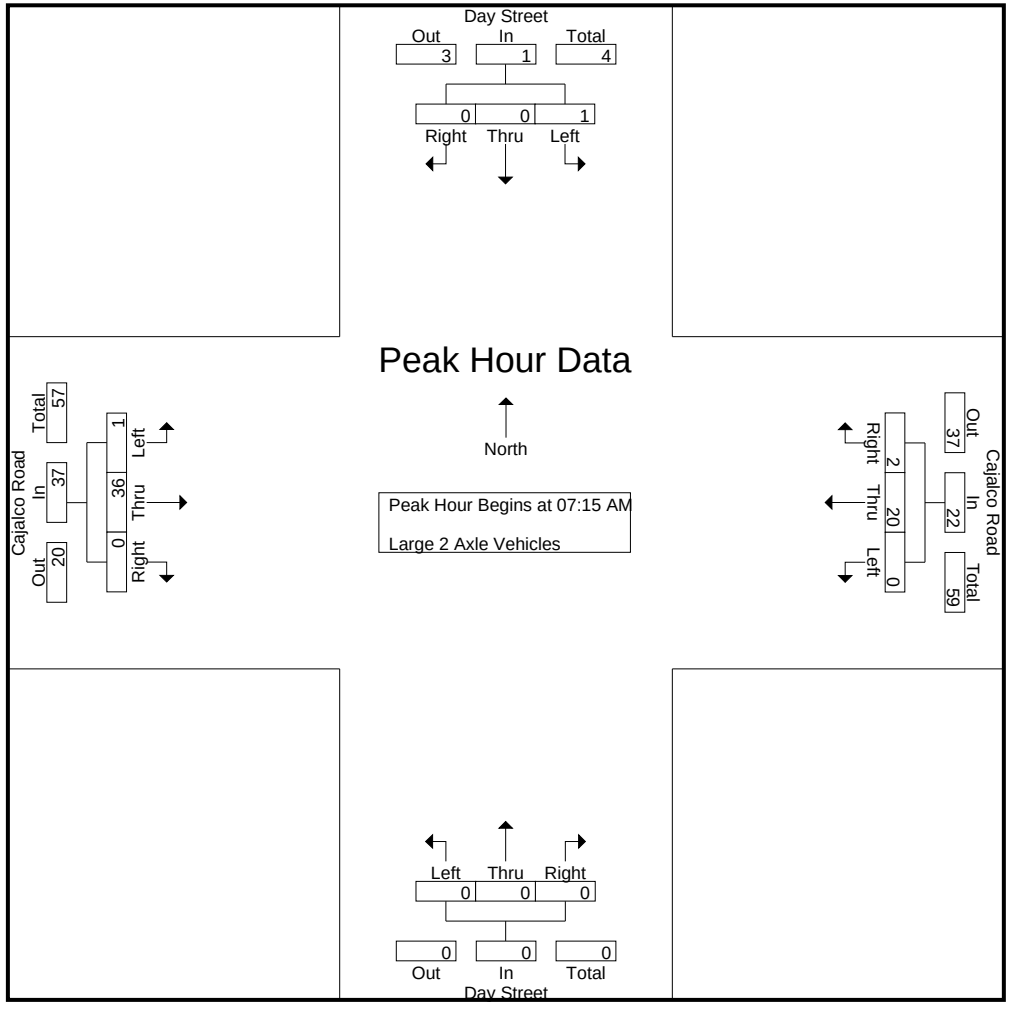
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	11	0	0	11	0	23	23
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	11	11
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	14	14
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	10	0	0	11	0	15	15
Total	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	1	38	0	0	39	0	63	63
08:00 AM	1	0	0	0	1	0	8	2	0	10	0	0	0	0	0	0	9	0	0	9	0	20	20
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	15	15
08:30 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	1	3	0	0	4	0	12	12
08:45 AM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	0	17	17
Total	1	0	2	0	3	0	30	2	0	32	0	0	0	0	0	2	27	0	0	29	0	64	64
Grand Total	1	0	2	0	3	1	53	2	0	56	0	0	0	0	0	3	65	0	0	68	0	127	127
Apprch %	33.3	0	66.7			1.8	94.6	3.6			0	0	0			4.4	95.6	0					
Total %	0.8	0	1.6		2.4	0.8	41.7	1.6		44.1	0	0	0		0	2.4	51.2	0		53.5	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	7	0	7	11
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**10**	0	10	14
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	**1**	10	0	**11**	15
08:00 AM	**1**	0	0	**1**	0	**8**	**2**	**10**	0	0	0	0	0	9	0	9	**20**
Total Volume	1	0	0	1	0	20	2	22	0	0	0	0	1	36	0	37	60
% App. Total	100	0	0		0	90.9	9.1		0	0	0		2.7	97.3	0		
PHF	.250	.000	.000	.250	.000	.625	.250	.550	.000	.000	.000	.000	.250	.900	.000	.841	.750

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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(951)268-6268

County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	7	0	7	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**10**	0	10	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	**1**	10	0	**11**	
+45 mins.	**1**	0	0	**1**	0	**8**	**2**	**10**	0	0	0	0	0	9	0	9	
Total Volume	1	0	0	1	0	20	2	22	0	0	0	0	1	36	0	37	
% App. Total	100	0	0		0	90.9	9.1		0	0	0		2.7	97.3	0		
PHF	.250	.000	.000	.250	.000	.625	.250	.550	.000	.000	.000	.000	.250	.900	.000	.841	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

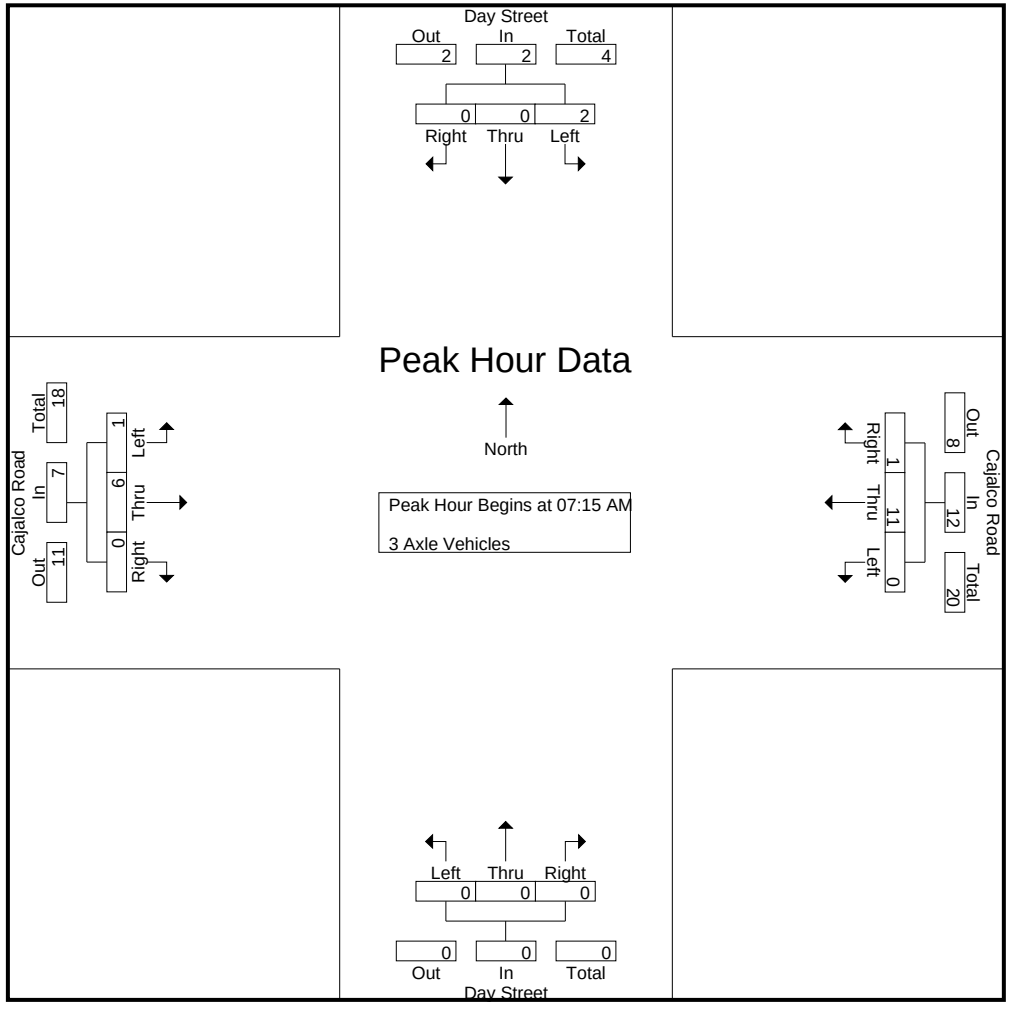
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	9	9
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	0	0	1	0	1	0	10	2	0	12	0	0	0	0	0	1	5	0	0	6	0	19	19
08:00 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	11	11
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
Total	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	0	19	19
Grand Total	2	0	2	0	4	0	18	2	0	20	0	0	0	0	0	2	12	0	0	14	0	38	38
Apprch %	50	0	50			0	90	10			0	0	0			14.3	85.7	0					
Total %	5.3	0	5.3		10.5	0	47.4	5.3		52.6	0	0	0		0	5.3	31.6	0		36.8	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	1	2
08:00 AM	**2**	0	0	**2**	0	**5**	0	**5**	0	0	0	0	0	**4**	0	**4**	**11**
Total Volume	2	0	0	2	0	11	1	12	0	0	0	0	1	6	0	7	21
% App. Total	100	0	0		0	91.7	8.3		0	0	0		14.3	85.7	0		
PHF	.250	.000	.000	.250	.000	.550	.250	.600	.000	.000	.000	.000	.250	.375	.000	.438	.477

Counts Unlimited, Inc.
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(951)268-6268

County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	1	
+45 mins.	**2**	0	0	**2**	0	**5**	0	**5**	0	0	0	0	0	**4**	0	**4**	
Total Volume	2	0	0	2	0	11	1	12	0	0	0	0	1	6	0	7	
% App. Total	100	0	0		0	91.7	8.3		0	0	0		14.3	85.7	0		
PHF	.250	.000	.000	.250	.000	.550	.250	.600	.000	.000	.000	.000	.250	.375	.000	.438	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

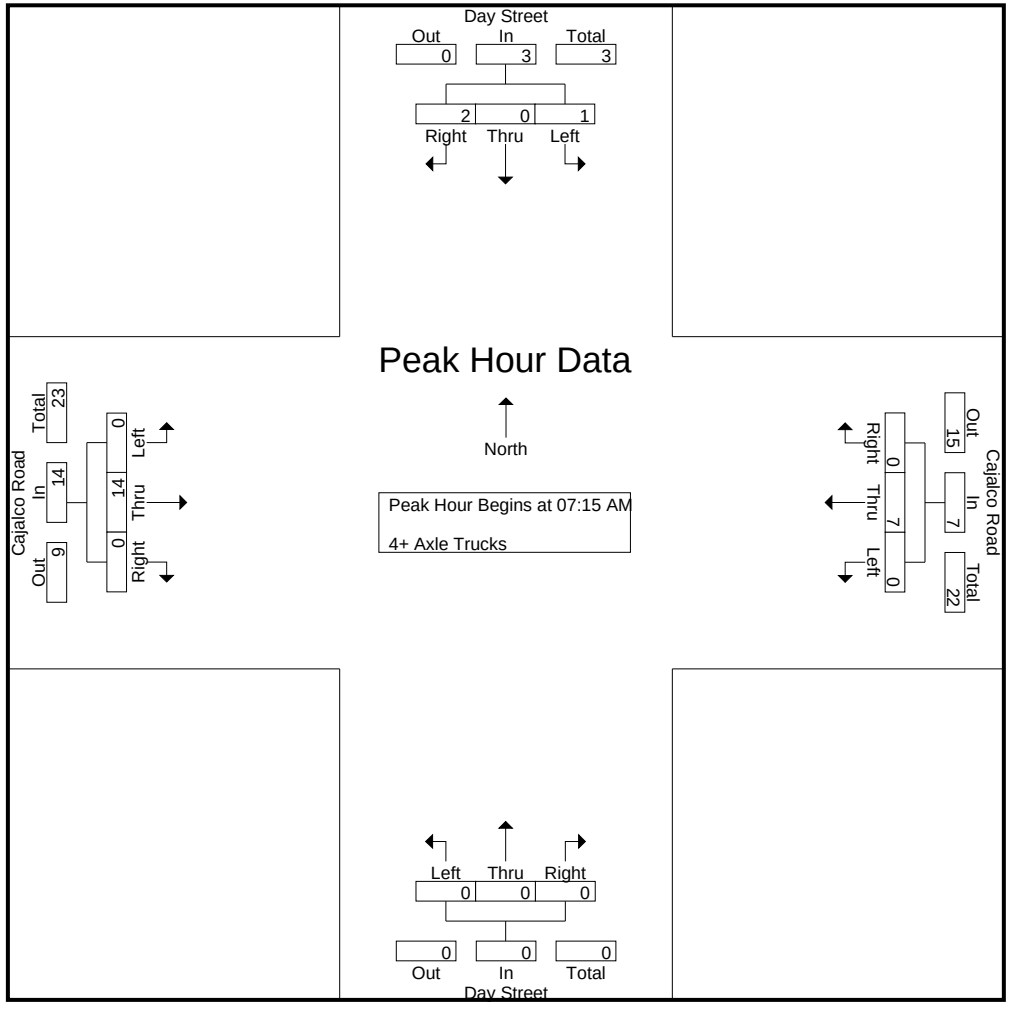
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	11	11
07:15 AM	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	4	5
07:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	9	9
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
Total	2	0	2	1	4	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	1	30	31
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	5
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	11	11
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	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	7	7
Total	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	20	0	0	20	0	27	27
Grand Total	3	0	2	1	5	0	16	0	0	16	0	0	0	0	0	0	36	0	0	36	1	57	58
Apprch %	60	0	40			0	100	0			0	0	0			0	100	0					
Total %	5.3	0	3.5		8.8	0	28.1	0		28.1	0	0	0		0	0	63.2	0		63.2	1.7	98.3	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	**1**	**2**	0	0	0	0	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	3	0	3	**9**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	5
Total Volume	1	0	2	3	0	7	0	7	0	0	0	0	0	14	0	14	24
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.375	.000	.350	.000	.350	.000	.000	.000	.000	.000	.700	.000	.700	.667

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	**1**	**2**	0	0	0	0	0	0	0	0	0	2	0	2	
+15 mins.	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	
Total Volume	1	0	2	3	0	7	0	7	0	0	0	0	0	14	0	14	
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.375	.000	.350	.000	.350	.000	.000	.000	.000	.000	.700	.000	.700	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

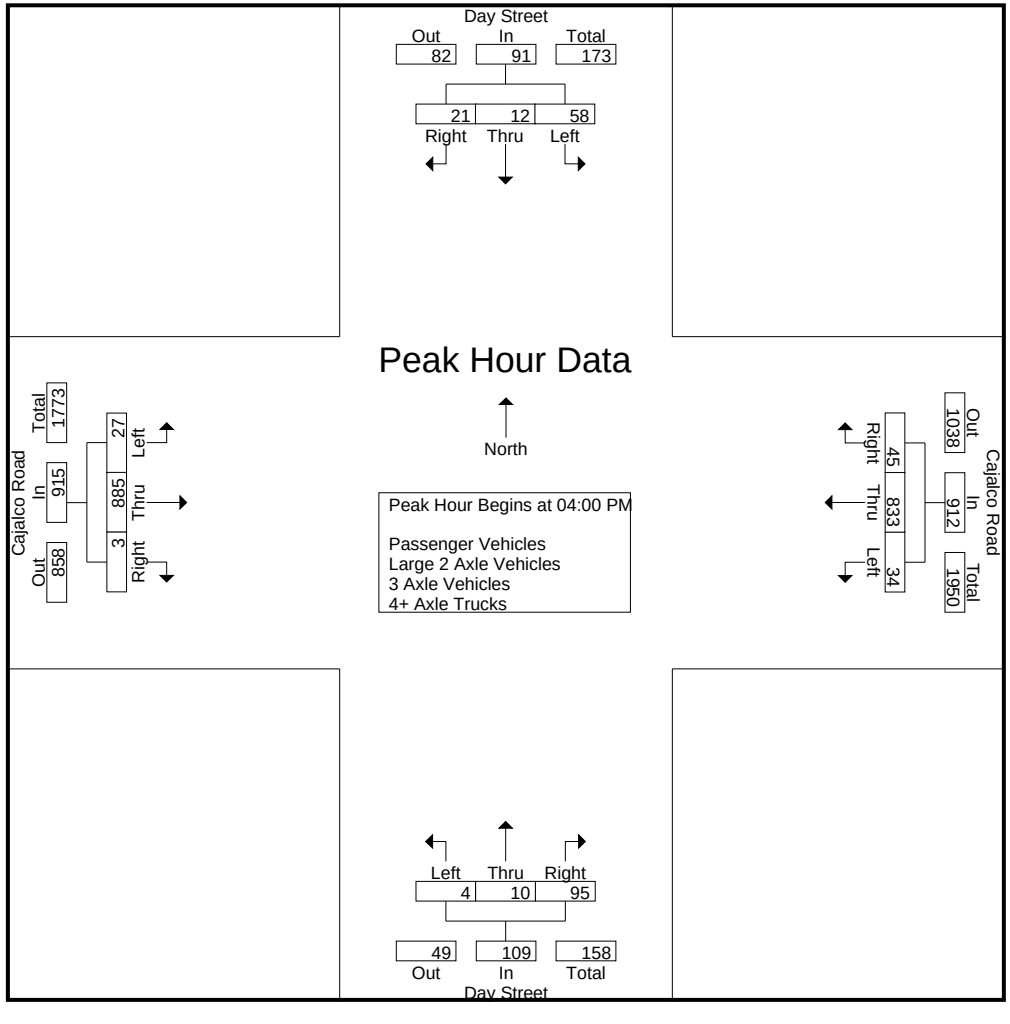
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	6	5	1	25	6	211	19	1	236	2	0	20	13	22	9	229	1	0	239	15	522	537
04:15 PM	15	2	5	2	22	12	220	13	0	245	1	1	18	13	20	4	216	2	0	222	15	509	524
04:30 PM	15	0	9	4	24	10	200	7	0	217	1	4	23	12	28	4	221	0	0	225	16	494	510
04:45 PM	14	4	2	0	20	6	202	6	1	214	0	5	34	19	39	10	219	0	0	229	20	502	522
Total	58	12	21	7	91	34	833	45	2	912	4	10	95	57	109	27	885	3	0	915	66	2027	2093
05:00 PM	9	4	9	1	22	7	203	7	0	217	0	2	37	11	39	3	219	0	0	222	12	500	512
05:15 PM	13	1	5	1	19	5	203	17	0	225	0	2	26	12	28	5	228	1	0	234	13	506	519
05:30 PM	17	1	10	4	28	3	165	16	0	184	0	2	33	13	35	4	221	0	0	225	17	472	489
05:45 PM	10	0	10	7	20	3	158	16	0	177	1	2	26	7	29	2	225	0	0	227	14	453	467
Total	49	6	34	13	89	18	729	56	0	803	1	8	122	43	131	14	893	1	0	908	56	1931	1987
Grand Total	107	18	55	20	180	52	1562	101	2	1715	5	18	217	100	240	41	1778	4	0	1823	122	3958	4080
Apprch %	59.4	10	30.6			3	91.1	5.9			2.1	7.5	90.4			2.2	97.5	0.2					
Total %	2.7	0.5	1.4		4.5	1.3	39.5	2.6		43.3	0.1	0.5	5.5		6.1	1	44.9	0.1		46.1	3	97	
Passenger Vehicles	103	17	51		191	52	1496	96		1645	5	18	215		336	40	1699	4		1743	0	0	3915
% Passenger Vehicles	96.3	94.4	92.7	100	95.5	100	95.8	95	50	95.8	100	100	99.1	98	98.8	97.6	95.6	100	0	95.6	0	0	96
Large 2 Axle Vehicles	4	1	3		8	0	25	2		28	0	0	2		4	1	41	0		42	0	0	82
% Large 2 Axle Vehicles	3.7	5.6	5.5	0	4	0	1.6	2	50	1.6	0	0	0.9	2	1.2	2.4	2.3	0	0	2.3	0	0	2
3 Axle Vehicles	0	0	1		1	0	11	2		13	0	0	0		0	0	12	0		12	0	0	26
% 3 Axle Vehicles	0	0	1.8	0	0.5	0	0.7	2	0	0.8	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0.6
4+ Axle Trucks	0	0	0		0	0	30	1		31	0	0	0		0	0	26	0		26	0	0	57
% 4+ Axle Trucks	0	0	0	0	0	0	1.9	1	0	1.8	0	0	0	0	0	0	1.5	0	0	1.4	0	0	1.4

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:00 PM																	
04:00 PM	14	**6**	5	**25**	6	211	**19**	236	**2**	0	20	22	9	**229**	1	**239**	**522**
04:15 PM	**15**	2	5	22	**12**	**220**	13	**245**	1	1	18	20	4	216	**2**	222	509
04:30 PM	15	0	**9**	24	10	200	7	217	1	4	23	28	4	221	0	225	494
04:45 PM	14	4	2	20	6	202	6	214	0	**5**	**34**	**39**	**10**	219	0	229	502
Total Volume	58	12	21	91	34	833	45	912	4	10	95	109	27	885	3	915	2027
% App. Total	63.7	13.2	23.1		3.7	91.3	4.9		3.7	9.2	87.2		3	96.7	0.3		
PHF	.967	.500	.583	.910	.708	.947	.592	.931	.500	.500	.699	.699	.675	.966	.375	.957	.971

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
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File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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				04:00 PM				04:45 PM				04:00 PM				
+0 mins.	14	**6**	5	**25**	6	211	**19**	236	0	**5**	34	**39**	9	**229**	1	**239**	
+15 mins.	**15**	2	5	22	**12**	**220**	13	**245**	0	2	**37**	39	4	216	**2**	222	
+30 mins.	15	0	**9**	24	10	200	7	217	0	2	26	28	4	221	0	225	
+45 mins.	14	4	2	20	6	202	6	214	0	2	33	35	**10**	219	0	229	
Total Volume	58	12	21	91	34	833	45	912	0	11	130	141	27	885	3	915	
% App. Total	63.7	13.2	23.1		3.7	91.3	4.9		0	7.8	92.2		3	96.7	0.3		
PHF	.967	.500	.583	.910	.708	.947	.592	.931	.000	.550	.878	.904	.675	.966	.375	.957	

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Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

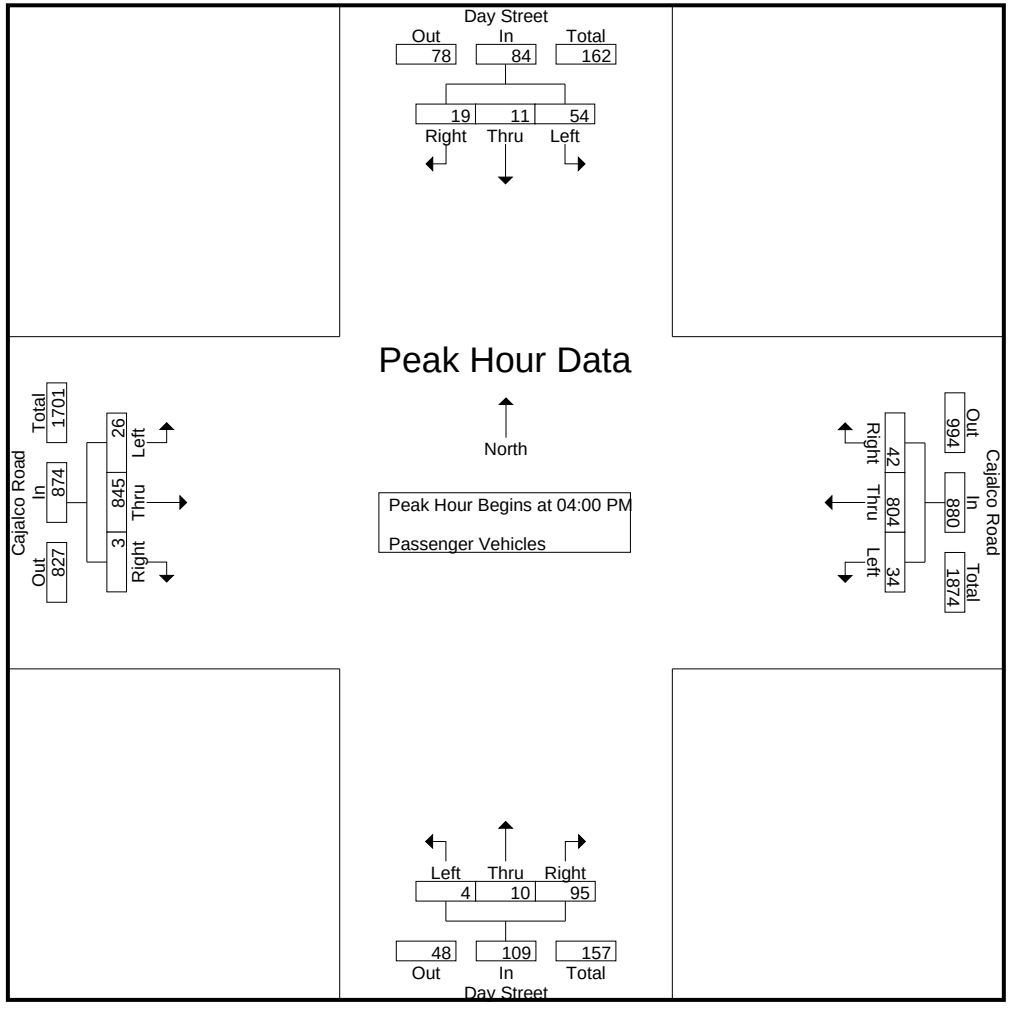
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	5	4	1	23	6	201	16	0	223	2	0	20	13	22	9	218	1	0	228	14	496	510
04:15 PM	13	2	5	2	20	12	211	13	0	236	1	1	18	13	20	4	206	2	0	212	15	488	503
04:30 PM	15	0	8	4	23	10	196	7	0	213	1	4	23	12	28	4	212	0	0	216	16	480	496
04:45 PM	12	4	2	0	18	6	196	6	1	208	0	5	34	19	39	9	209	0	0	218	20	483	503
Total	54	11	19	7	84	34	804	42	1	880	4	10	95	57	109	26	845	3	0	874	65	1947	2012
05:00 PM	9	4	9	1	22	7	190	7	0	204	0	2	37	11	39	3	211	0	0	214	12	479	491
05:15 PM	13	1	4	1	18	5	194	17	0	216	0	2	26	12	28	5	212	1	0	218	13	480	493
05:30 PM	17	1	9	4	27	3	156	14	0	173	0	2	32	12	34	4	214	0	0	218	16	452	468
05:45 PM	10	0	10	7	20	3	152	16	0	171	1	2	25	6	28	2	217	0	0	219	13	438	451
Total	49	6	32	13	87	18	692	54	0	764	1	8	120	41	129	14	854	1	0	869	54	1849	1903
Grand Total	103	17	51	20	171	52	1496	96	1	1644	5	18	215	98	238	40	1699	4	0	1743	119	3796	3915
Apprch %	60.2	9.9	29.8			3.2	91	5.8			2.1	7.6	90.3			2.3	97.5	0.2					
Total %	2.7	0.4	1.3		4.5	1.4	39.4	2.5		43.3	0.1	0.5	5.7		6.3	1.1	44.8	0.1		45.9	3	97	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	**5**	4	**23**	6	201	**16**	223	**2**	0	20	22	**9**	**218**	1	**228**	**496**
04:15 PM	13	2	5	20	**12**	**211**	13	**236**	1	1	18	20	4	206	**2**	212	488
04:30 PM	**15**	0	**8**	23	10	196	7	213	1	4	23	28	4	212	0	216	480
04:45 PM	12	4	2	18	6	196	6	208	0	**5**	**34**	**39**	9	209	0	218	483
Total Volume	54	11	19	84	34	804	42	880	4	10	95	109	26	845	3	874	1947
% App. Total	64.3	13.1	22.6		3.9	91.4	4.8		3.7	9.2	87.2		3	96.7	0.3		
PHF	.900	.550	.594	.913	.708	.953	.656	.932	.500	.500	.699	.699	.722	.969	.375	.958	.981

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	14	**5**	4	**23**	6	201	**16**	223	**2**	0	20	22	**9**	**218**	1	**228**	
+15 mins.	13	2	5	20	**12**	**211**	13	**236**	1	1	18	20	4	206	**2**	212	
+30 mins.	**15**	0	**8**	23	10	196	7	213	1	4	23	28	4	212	0	216	
+45 mins.	12	4	2	18	6	196	6	208	0	**5**	**34**	**39**	9	209	0	218	
Total Volume	54	11	19	84	34	804	42	880	4	10	95	109	26	845	3	874	
% App. Total	64.3	13.1	22.6		3.9	91.4	4.8		3.7	9.2	87.2		3	96.7	0.3		
PHF	.900	.550	.594	.913	.708	.953	.656	.932	.500	.500	.699	.699	.722	.969	.375	.958	

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File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

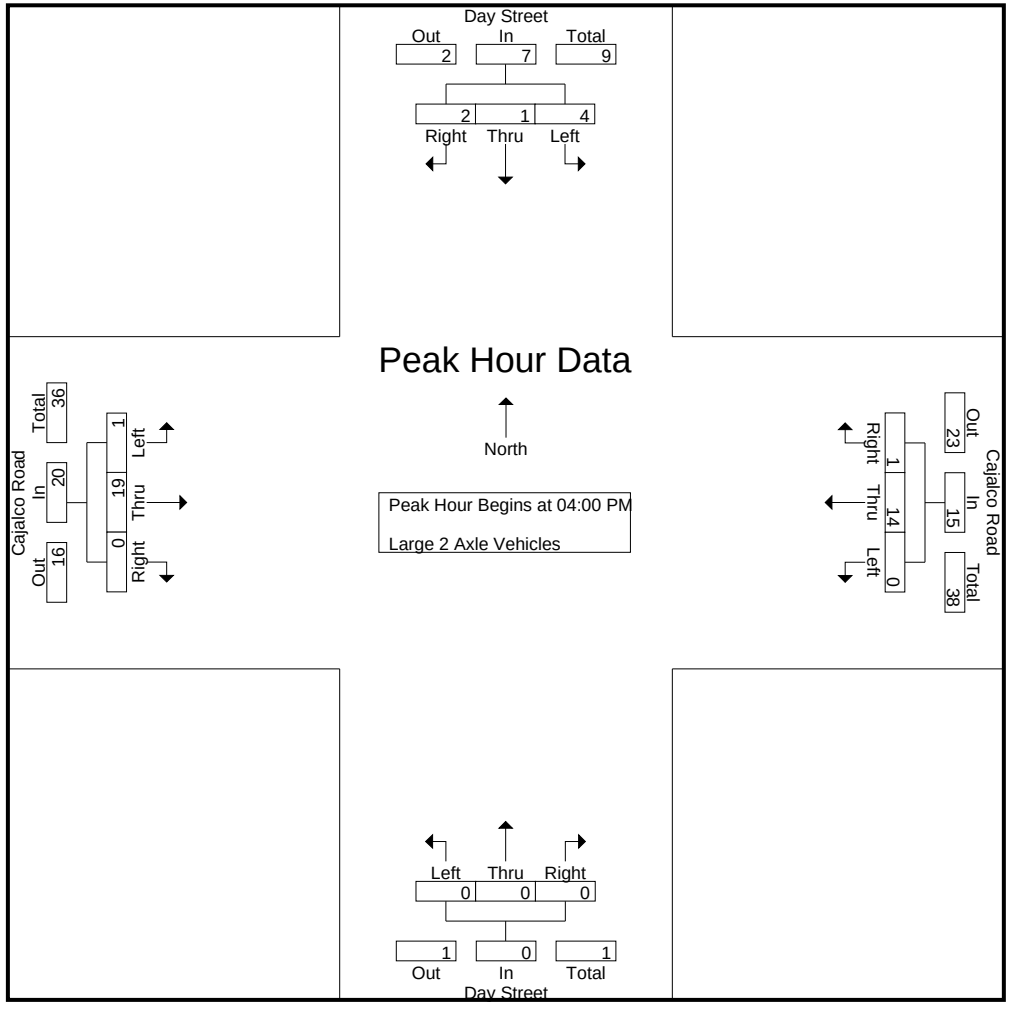
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	0	2	0	5	1	1	6	0	0	0	0	0	0	6	0	0	6	1	14	15
04:15 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	11	11
04:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	8	8
04:45 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	9	9
Total	4	1	2	0	7	0	14	1	1	15	0	0	0	0	0	1	19	0	0	20	1	42	43
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
05:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	12	12
05:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	1	1	1	0	5	0	0	5	1	11	12
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	0	5	0	0	5	1	9	10
Total	0	0	1	0	1	0	11	1	0	12	0	0	2	2	2	0	22	0	0	22	2	37	39
Grand Total	4	1	3	0	8	0	25	2	1	27	0	0	2	2	2	1	41	0	0	42	3	79	82
Apprch %	50	12.5	37.5			0	92.6	7.4			0	0	100			2.4	97.6	0					
Total %	5.1	1.3	3.8		10.1	0	31.6	2.5		34.2	0	0	2.5		2.5	1.3	51.9	0		53.2	3.7	96.3	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**1**	**2**	0	**5**	**1**	**6**	0	0	0	0	0	**6**	0	**6**	**14**
04:15 PM	**2**	0	0	2	0	4	0	4	0	0	0	0	0	5	0	5	11
04:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	3	0	3	8
04:45 PM	2	0	0	2	0	1	0	1	0	0	0	0	**1**	5	0	6	9
Total Volume	4	1	2	7	0	14	1	15	0	0	0	0	1	19	0	20	42
% App. Total	57.1	14.3	28.6		0	93.3	6.7		0	0	0		5	95	0		
PHF	.500	.250	.500	.875	.000	.700	.250	.625	.000	.000	.000	.000	.250	.792	.000	.833	.750

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**1**	**1**	**2**	0	**5**	**1**	**6**	0	0	0	0	0	**6**	0	**6**	
+15 mins.	**2**	0	0	2	0	4	0	4	0	0	0	0	0	5	0	5	
+30 mins.	0	0	1	1	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	2	0	0	2	0	1	0	1	0	0	0	0	**1**	5	0	6	
Total Volume	4	1	2	7	0	14	1	15	0	0	0	0	1	19	0	20	
% App. Total	57.1	14.3	28.6		0	93.3	6.7		0	0	0		5	95	0		
PHF	.500	.250	.500	.875	.000	.700	.250	.625	.000	.000	.000	.000	.250	.792	.000	.833	

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File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

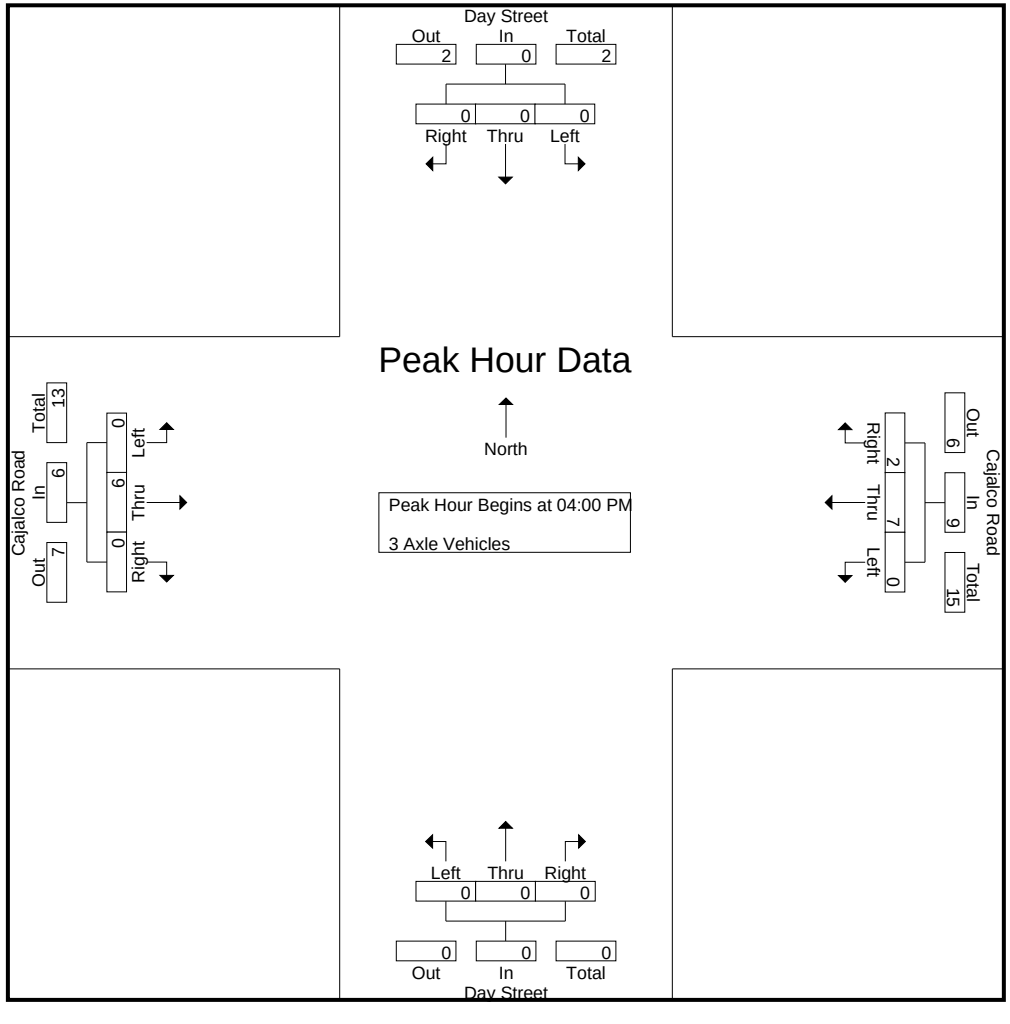
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:45 PM	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	7	2	0	9	0	0	0	0	0	0	6	0	0	6	0	15	15
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
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	1	0	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	11	11
Grand Total	0	0	1	0	1	0	11	2	0	13	0	0	0	0	0	0	12	0	0	12	0	26	26
Apprch %	0	0	100			0	84.6	15.4			0	0	0			0	100	0					
Total %	0	0	3.8		3.8	0	42.3	7.7		50	0	0	0		0	0	46.2	0		46.2	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	**3**	**2**	**5**	0	0	0	0	0	0	0	0	**5**
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	7	2	9	0	0	0	0	0	6	0	6	15
% App. Total	0	0	0		0	77.8	22.2		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.250	.450	.000	.000	.000	.000	.000	.500	.000	.500	.750

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Page No : 2



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Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	**3**	**2**	**5**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	
Total Volume	0	0	0	0	0	7	2	9	0	0	0	0	0	6	0	6	
% App. Total	0	0	0		0	77.8	22.2		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.250	.450	.000	.000	.000	.000	.000	.500	.000	.500	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

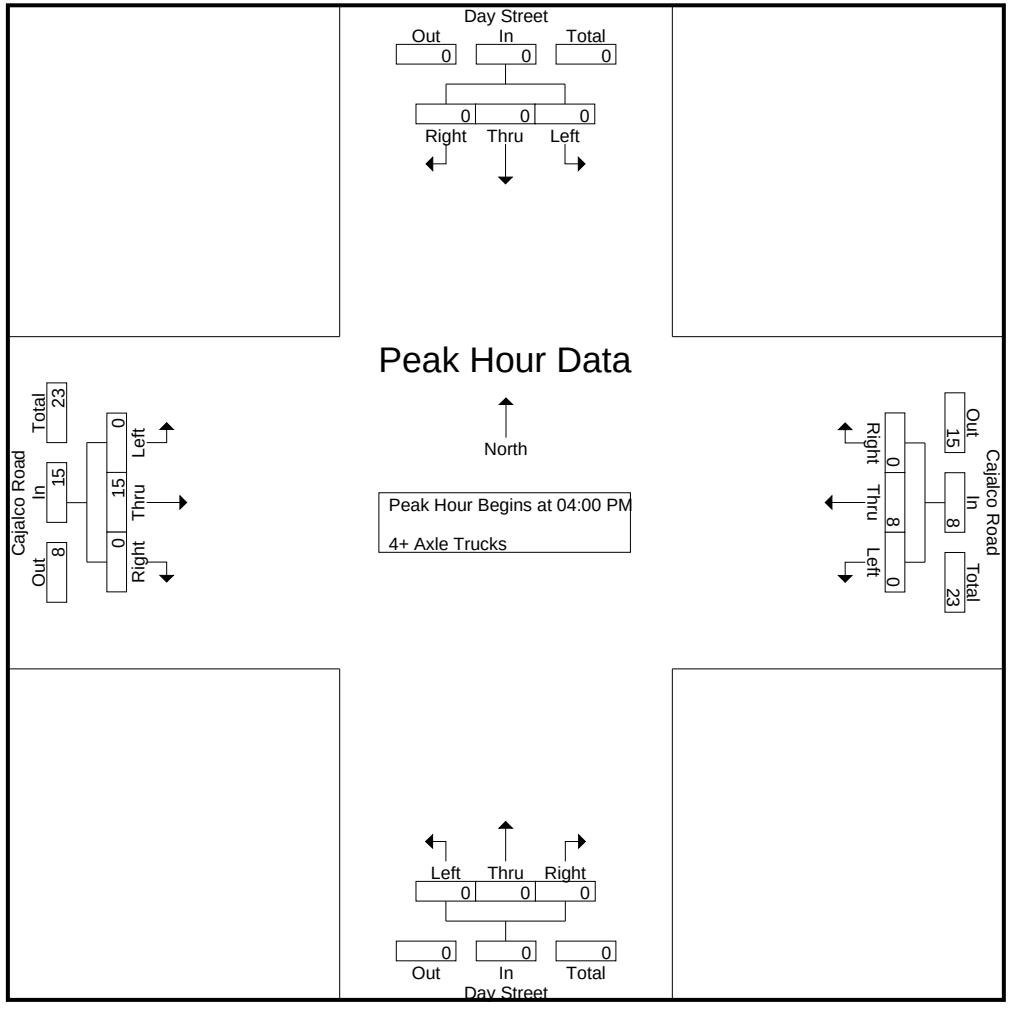
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	7	7
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	0	23	23
05:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	13	13
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	10	10
05:30 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	11	0	0	11	0	34	34
Grand Total	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	26	0	0	26	0	57	57
Apprch %	0	0	0			0	96.8	3.2			0	0	0			0	100	0					
Total %	0	0	0		0	0	52.6	1.8		54.4	0	0	0		0	0	45.6	0		45.6	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	2	0	2	0	0	0	0	0	**5**	0	**5**	**7**
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.821

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
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File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	0	**5**	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	

Location: County of Riverside
N/S: Day Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco 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 Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco 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

Location: County of Riverside
N/S: Day Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Day Street			Westbound Cajalco Road			Northbound Day Street			Eastbound Cajalco 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	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Day Street			Westbound Cajalco Road			Northbound Day Street			Eastbound Cajalco 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	1	0	1
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	1	0	1

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

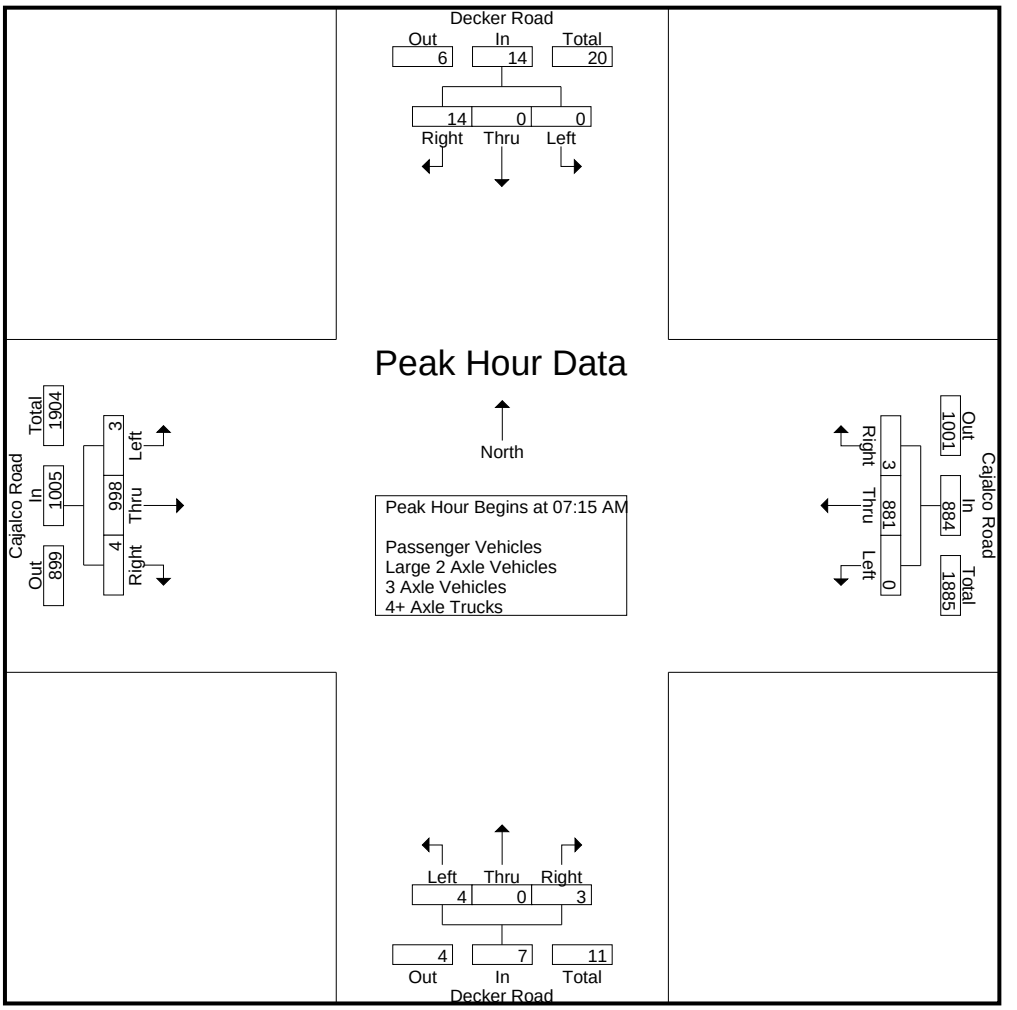
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	6	0	255	0	255	0	0	1	1	1	152	0	153	415
07:15 AM	0	0	2	2	0	221	0	221	3	0	1	4	1	219	0	220	447
07:30 AM	0	0	5	5	0	229	2	231	0	0	0	0	0	256	3	259	495
07:45 AM	0	0	6	6	0	208	0	208	1	0	1	2	1	261	1	263	479
Total	0	0	19	19	0	913	2	915	4	0	3	7	3	888	4	895	1836
08:00 AM	0	0	1	1	0	223	1	224	0	0	1	1	1	262	0	263	489
08:15 AM	0	0	2	2	0	234	0	234	0	0	0	0	1	192	0	193	429
08:30 AM	0	0	0	0	0	209	1	210	0	0	0	0	0	169	0	169	379
08:45 AM	0	0	2	2	0	241	1	242	0	0	1	1	0	142	0	142	387
Total	0	0	5	5	0	907	3	910	0	0	2	2	2	765	0	767	1684
Grand Total	0	0	24	24	0	1820	5	1825	4	0	5	9	5	1653	4	1662	3520
Apprch %	0	0	100		0	99.7	0.3		44.4	0	55.6		0.3	99.5	0.2		
Total %	0	0	0.7	0.7	0	51.7	0.1	51.8	0.1	0	0.1	0.3	0.1	47	0.1	47.2	
Passenger Vehicles	0	0	23	23	0	1681	5	1686	4	0	5	9	4	1532	4	1540	3258
% Passenger Vehicles	0	0	95.8	95.8	0	92.4	100	92.4	100	0	100	100	80	92.7	100	92.7	92.6
Large 2 Axle Vehicles	0	0	0	0	0	75	0	75	0	0	0	0	1	72	0	73	148
% Large 2 Axle Vehicles	0	0	0	0	0	4.1	0	4.1	0	0	0	0	20	4.4	0	4.4	4.2
3 Axle Vehicles	0	0	1	1	0	18	0	18	0	0	0	0	0	14	0	14	33
% 3 Axle Vehicles	0	0	4.2	4.2	0	1	0	1	0	0	0	0	0	0.8	0	0.8	0.9
4+ Axle Trucks	0	0	0	0	0	46	0	46	0	0	0	0	0	35	0	35	81
% 4+ Axle Trucks	0	0	0	0	0	2.5	0	2.5	0	0	0	0	0	2.1	0	2.1	2.3

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	2	2	0	221	0	221	**3**	0	**1**	**4**	**1**	219	0	220	447
07:30 AM	0	0	5	5	0	**229**	**2**	**231**	0	0	0	0	0	256	**3**	259	**495**
07:45 AM	0	0	**6**	**6**	0	208	0	208	1	0	1	2	1	261	1	**263**	479
08:00 AM	0	0	1	1	0	223	1	224	0	0	1	1	1	**262**	0	263	489
Total Volume	0	0	14	14	0	881	3	884	4	0	3	7	3	998	4	1005	1910
% App. Total	0	0	100		0	99.7	0.3		57.1	0	42.9		0.3	99.3	0.4		
PHF	.000	.000	.583	.583	.000	.962	.375	.957	.333	.000	.750	.438	.750	.952	.333	.955	.965

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	**6**	**6**	0	**255**	0	**255**	0	0	**1**	1	**1**	219	0	220
+15 mins.	0	0	2	2	0	221	0	221	**3**	0	1	**4**	0	256	**3**	259
+30 mins.	0	0	5	5	0	229	**2**	231	0	0	0	0	1	261	1	**263**
+45 mins.	0	0	6	6	0	208	0	208	1	0	1	2	1	**262**	0	263
Total Volume	0	0	19	19	0	913	2	915	4	0	3	7	3	998	4	1005
% App. Total	0	0	100		0	99.8	0.2		57.1	0	42.9		0.3	99.3	0.4	
PHF	.000	.000	.792	.792	.000	.895	.250	.897	.333	.000	.750	.438	.750	.952	.333	.955

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

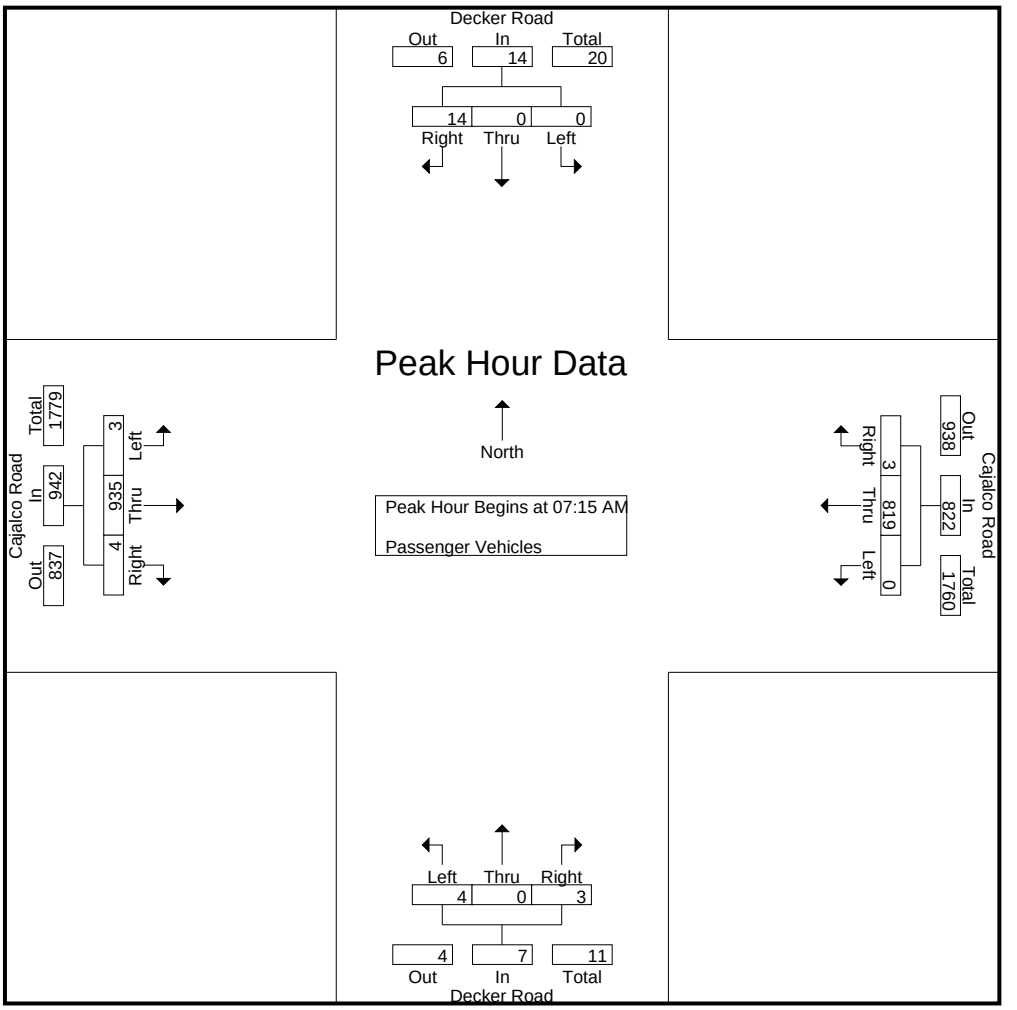
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	5	5	0	227	0	227	0	0	1	1	1	130	0	131	364
07:15 AM	0	0	2	2	0	207	0	207	3	0	1	4	1	207	0	208	421
07:30 AM	0	0	5	5	0	212	2	214	0	0	0	0	0	242	3	245	464
07:45 AM	0	0	6	6	0	188	0	188	1	0	1	2	1	247	1	249	445
Total	0	0	18	18	0	834	2	836	4	0	3	7	3	826	4	833	1694
08:00 AM	0	0	1	1	0	212	1	213	0	0	1	1	1	239	0	240	455
08:15 AM	0	0	2	2	0	218	0	218	0	0	0	0	0	176	0	176	396
08:30 AM	0	0	0	0	0	196	1	197	0	0	0	0	0	160	0	160	357
08:45 AM	0	0	2	2	0	221	1	222	0	0	1	1	0	131	0	131	356
Total	0	0	5	5	0	847	3	850	0	0	2	2	1	706	0	707	1564
Grand Total	0	0	23	23	0	1681	5	1686	4	0	5	9	4	1532	4	1540	3258
Apprch %	0	0	100		0	99.7	0.3		44.4	0	55.6		0.3	99.5	0.3		
Total %	0	0	0.7	0.7	0	51.6	0.2	51.7	0.1	0	0.2	0.3	0.1	47	0.1	47.3	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	2	2	0	207	0	207	**3**	0	**1**	**4**	**1**	207	0	208	421
07:30 AM	0	0	5	5	0	**212**	**2**	**214**	0	0	0	0	0	242	**3**	245	**464**
07:45 AM	0	0	**6**	**6**	0	188	0	188	1	0	1	2	1	**247**	1	**249**	445
08:00 AM	0	0	1	1	0	212	1	213	0	0	1	1	1	239	0	240	455
Total Volume	0	0	14	14	0	819	3	822	4	0	3	7	3	935	4	942	1785
% App. Total	0	0	100		0	99.6	0.4		57.1	0	42.9		0.3	99.3	0.4		
PHF	.000	.000	.583	.583	.000	.966	.375	.960	.333	.000	.750	.438	.750	.946	.333	.946	.962

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County of Riverside
N/S: Decker Road
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Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	2	2	0	207	0	207	**3**	0	**1**	**4**	**1**	207	0	208
+15 mins.	0	0	5	5	0	**212**	**2**	**214**	0	0	0	0	0	242	**3**	245
+30 mins.	0	0	**6**	**6**	0	188	0	188	1	0	1	2	1	**247**	1	**249**
+45 mins.	0	0	1	1	0	212	1	213	0	0	1	1	1	239	0	240
Total Volume	0	0	14	14	0	819	3	822	4	0	3	7	3	935	4	942
% App. Total	0	0	100		0	99.6	0.4		57.1	0	42.9		0.3	99.3	0.4	
PHF	.000	.000	.583	.583	.000	.966	.375	.960	.333	.000	.750	.438	.750	.946	.333	.946

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County of Riverside
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E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

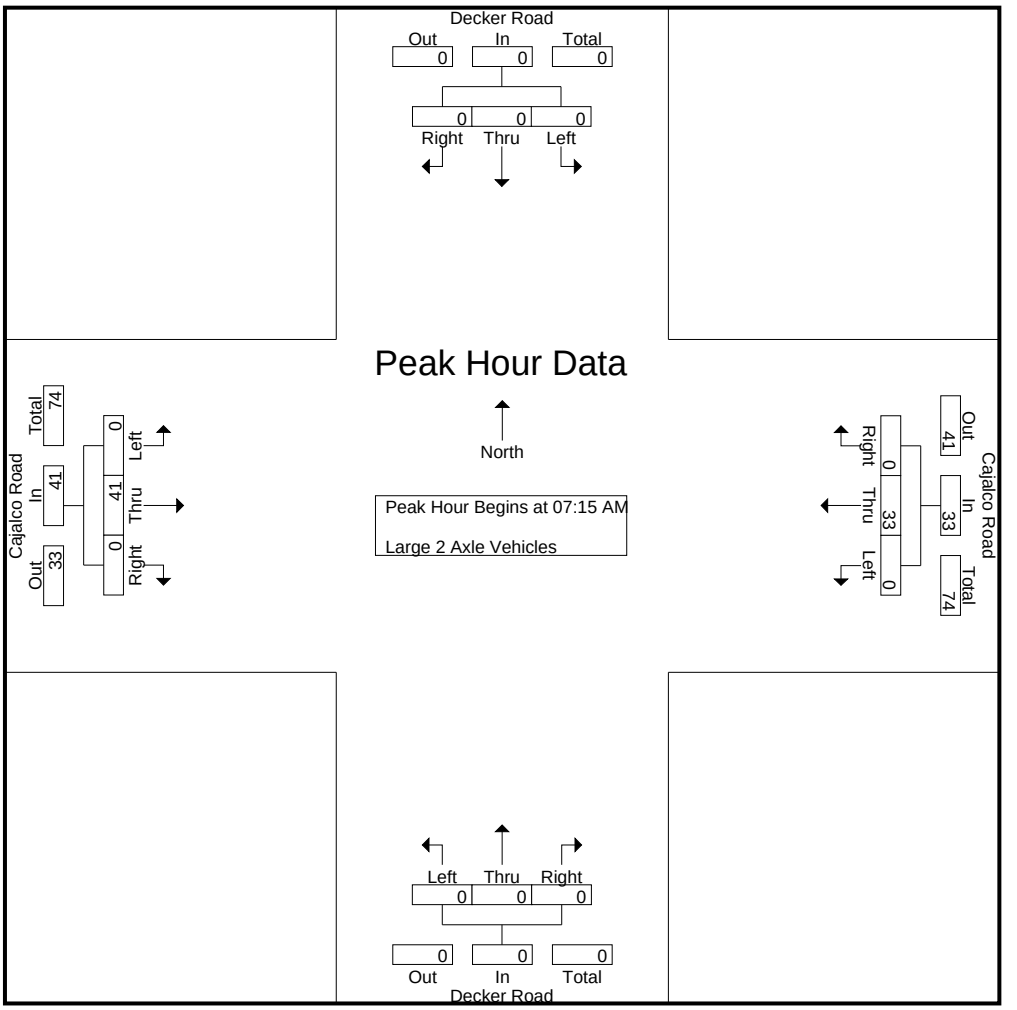
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	14	0	14	32
07:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
Total	0	0	0	0	0	42	0	42	0	0	0	0	0	44	0	44	86
08:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	1	6	0	7	16
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
08:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
Total	0	0	0	0	0	33	0	33	0	0	0	0	1	28	0	29	62
Grand Total	0	0	0	0	0	75	0	75	0	0	0	0	1	72	0	73	148
Apprch %	0	0	0		0	100	0		0	0	0		1.4	98.6	0		
Total %	0	0	0	0	0	50.7	0	50.7	0	0	0	0	0.7	48.6	0	49.3	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	8	0	8	0	0	0	0	0	8	0	8	16
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
07:45 AM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**12**	0	**12**	**22**
08:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
Total Volume	0	0	0	0	0	33	0	33	0	0	0	0	0	41	0	41	74
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.825	.000	.825	.000	.000	.000	.000	.000	.854	.000	.854	.841

Counts Unlimited, Inc.
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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10
+30 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**12**	0	**12**
+45 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11
Total Volume	0	0	0	0	0	33	0	33	0	0	0	0	0	41	0	41
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.825	.000	.825	.000	.000	.000	.000	.000	.854	.000	.854

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

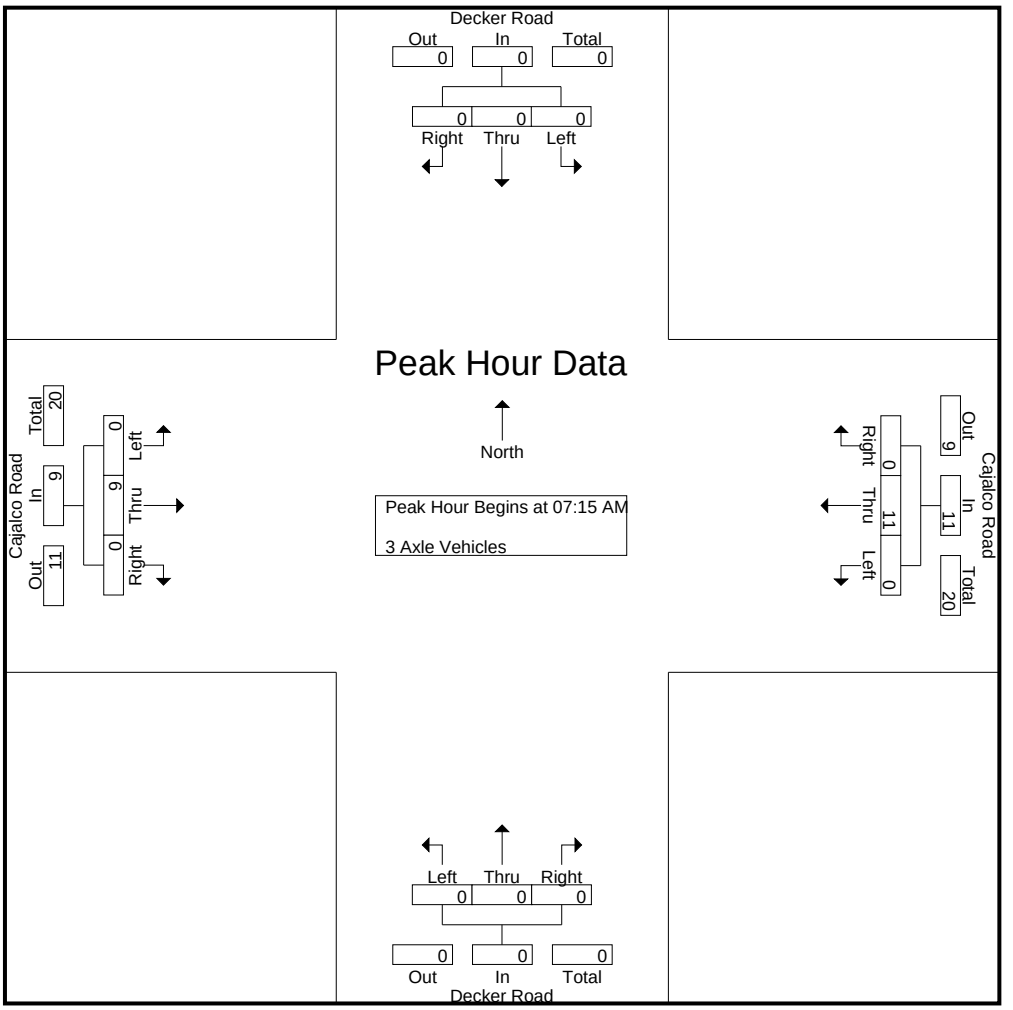
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	1	1	0	13	0	13	0	0	0	0	0	5	0	5	19
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
Grand Total	0	0	1	1	0	18	0	18	0	0	0	0	0	14	0	14	33
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	3	3	0	54.5	0	54.5	0	0	0	0	0	42.4	0	42.4	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**	**8**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.375	.000	.375	.625

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.375	.000	.375

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

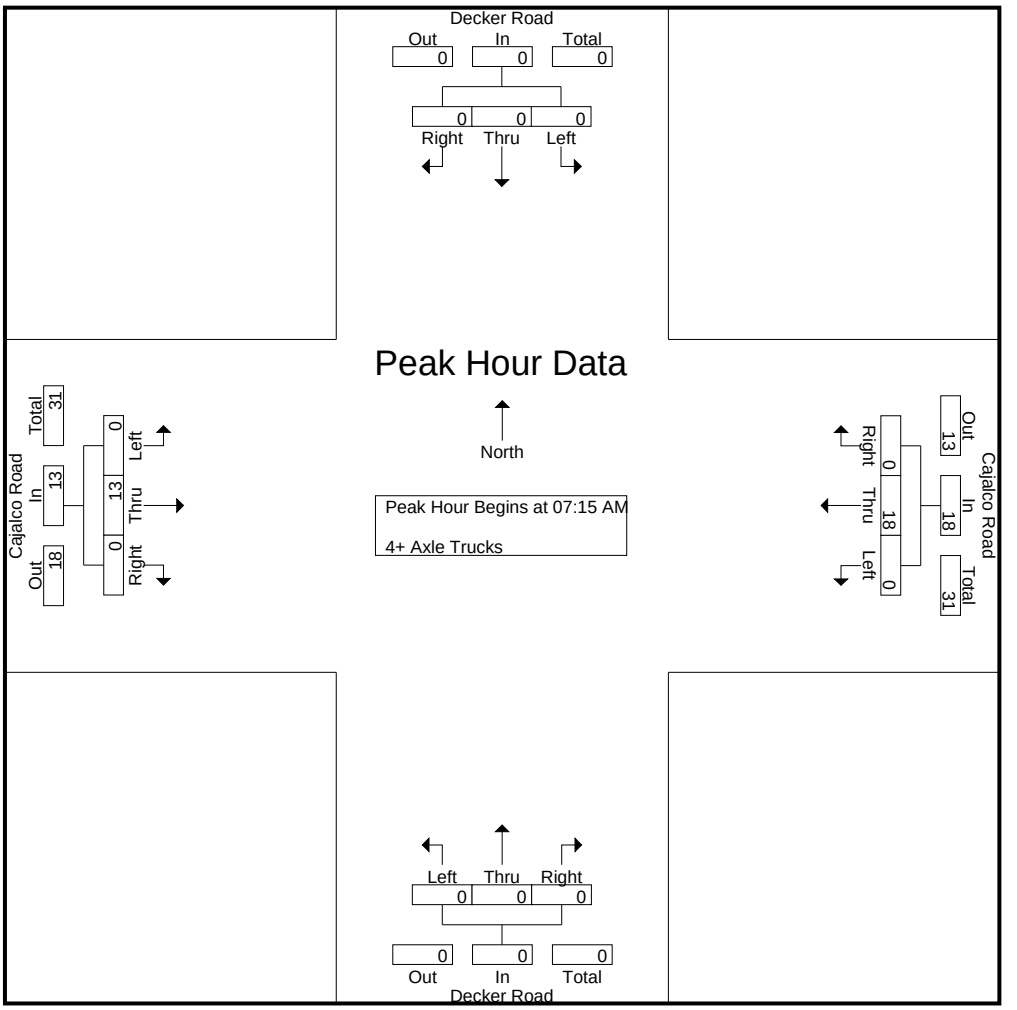
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	0	0	0	0	0	24	0	24	0	0	0	0	0	13	0	13	37
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
08:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	22	0	22	44
Grand Total	0	0	0	0	0	46	0	46	0	0	0	0	0	35	0	35	81
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	56.8	0	56.8	0	0	0	0	0	43.2	0	43.2	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	3	0	3	**10**
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**	6
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	13	0	13	31
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.542	.000	.542	.775

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	13	0	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.542	.000	.542

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

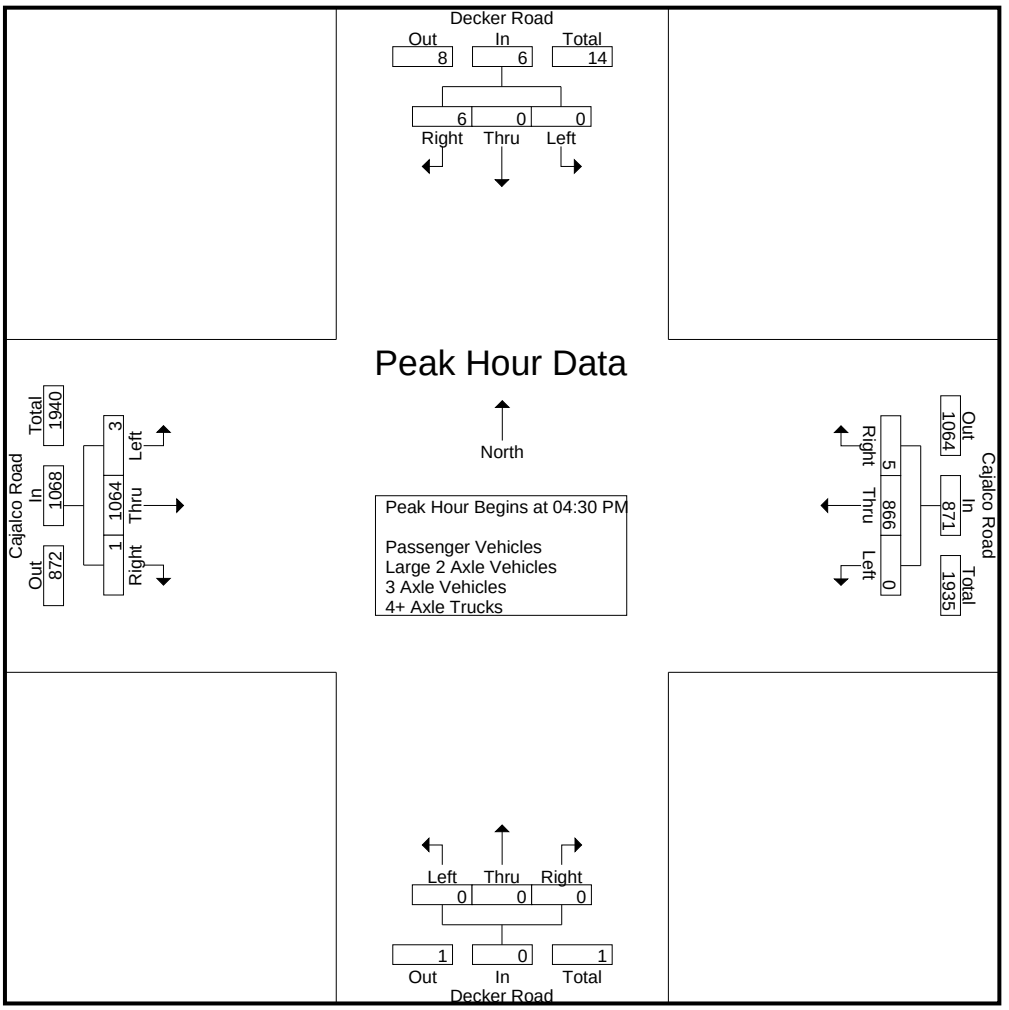
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	240	0	240	0	0	0	0	2	272	0	274	514
04:15 PM	0	0	2	2	0	224	1	225	0	0	0	0	0	235	0	235	462
04:30 PM	0	0	3	3	0	210	3	213	0	0	0	0	2	259	0	261	477
04:45 PM	0	0	2	2	0	211	2	213	0	0	0	0	1	264	1	266	481
Total	0	0	7	7	0	885	6	891	0	0	0	0	5	1030	1	1036	1934
05:00 PM	0	0	0	0	0	223	0	223	0	0	0	0	0	264	0	264	487
05:15 PM	0	0	1	1	0	222	0	222	0	0	0	0	0	277	0	277	500
05:30 PM	1	0	0	1	0	174	2	176	0	0	0	0	1	266	0	267	444
05:45 PM	0	0	1	1	0	173	3	176	0	0	0	0	1	259	0	260	437
Total	1	0	2	3	0	792	5	797	0	0	0	0	2	1066	0	1068	1868
Grand Total	1	0	9	10	0	1677	11	1688	0	0	0	0	7	2096	1	2104	3802
Apprch %	10	0	90		0	99.3	0.7		0	0	0		0.3	99.6	0		
Total %	0	0	0.2	0.3	0	44.1	0.3	44.4	0	0	0	0	0.2	55.1	0	55.3	
Passenger Vehicles	1	0	9	10	0	1572	11	1583	0	0	0	0	6	2006	1	2013	3606
% Passenger Vehicles	100	0	100	100	0	93.7	100	93.8	0	0	0	0	85.7	95.7	100	95.7	94.8
Large 2 Axle Vehicles	0	0	0	0	0	43	0	43	0	0	0	0	0	54	0	54	97
% Large 2 Axle Vehicles	0	0	0	0	0	2.6	0	2.5	0	0	0	0	0	2.6	0	2.6	2.6
3 Axle Vehicles	0	0	0	0	0	15	0	15	0	0	0	0	1	13	0	14	29
% 3 Axle Vehicles	0	0	0	0	0	0.9	0	0.9	0	0	0	0	14.3	0.6	0	0.7	0.8
4+ Axle Trucks	0	0	0	0	0	47	0	47	0	0	0	0	0	23	0	23	70
% 4+ Axle Trucks	0	0	0	0	0	2.8	0	2.8	0	0	0	0	0	1.1	0	1.1	1.8

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	**3**	**3**	0	210	**3**	213	0	0	0	0	**2**	259	0	261	477
04:45 PM	0	0	2	2	0	211	2	213	0	0	0	0	1	264	**1**	266	481
05:00 PM	0	0	0	0	0	**223**	0	**223**	0	0	0	0	0	264	0	264	487
05:15 PM	0	0	1	1	0	222	0	222	0	0	0	0	0	**277**	0	**277**	**500**
Total Volume	0	0	6	6	0	866	5	871	0	0	0	0	3	1064	1	1068	1945
% App. Total	0	0	100		0	99.4	0.6		0	0	0		0.3	99.6	0.1		
PHF	.000	.000	.500	.500	.000	.971	.417	.976	.000	.000	.000	.000	.375	.960	.250	.964	.973

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**240**	0	**240**	0	0	0	0	**1**	264	**1**	266
+15 mins.	0	0	2	2	0	224	1	225	0	0	0	0	0	264	0	264
+30 mins.	0	0	**3**	**3**	0	210	**3**	213	0	0	0	0	0	**277**	0	**277**
+45 mins.	0	0	2	2	0	211	2	213	0	0	0	0	1	266	0	267
Total Volume	0	0	7	7	0	885	6	891	0	0	0	0	2	1071	1	1074
% App. Total	0	0	100		0	99.3	0.7		0	0	0		0.2	99.7	0.1	
PHF	.000	.000	.583	.583	.000	.922	.500	.928	.000	.000	.000	.000	.500	.967	.250	.969

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County of Riverside
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E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

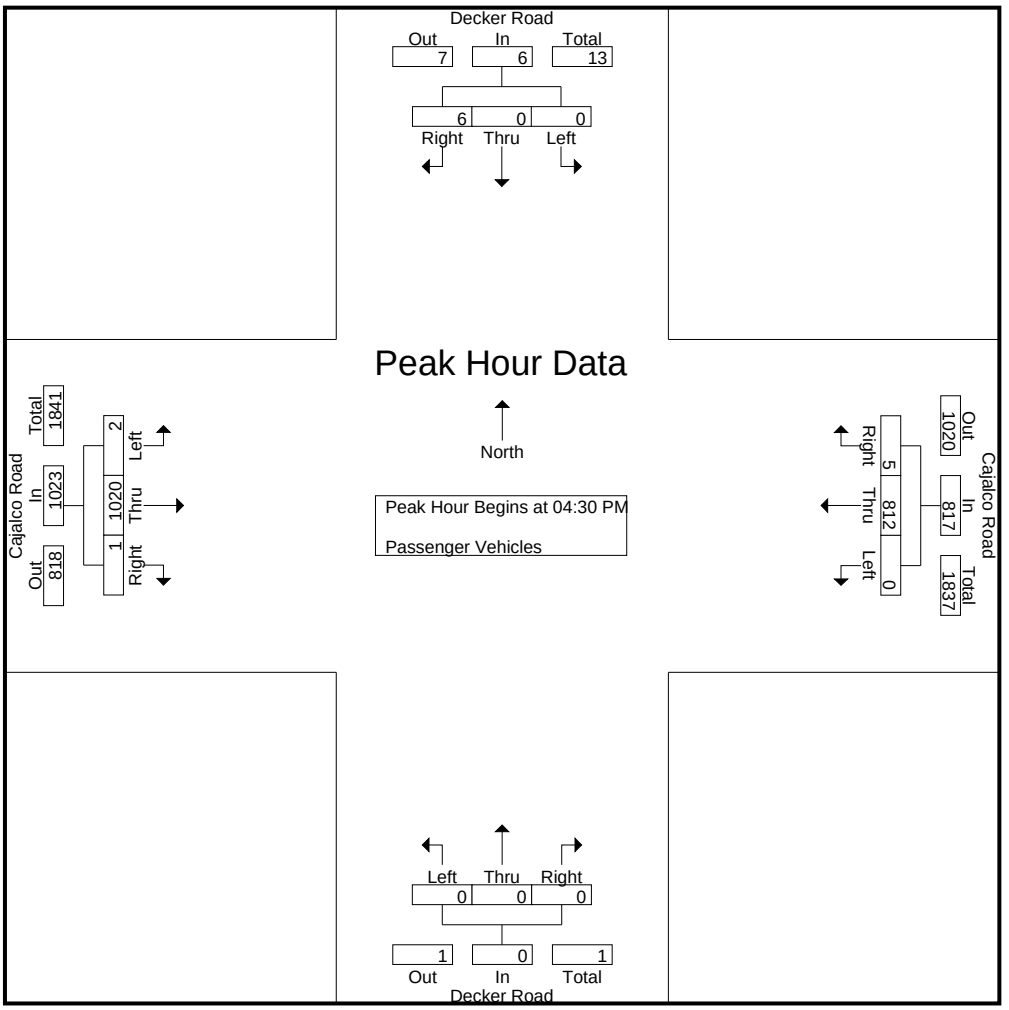
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	225	0	225	0	0	0	0	2	259	0	261	486
04:15 PM	0	0	2	2	0	208	1	209	0	0	0	0	0	224	0	224	435
04:30 PM	0	0	3	3	0	200	3	203	0	0	0	0	1	250	0	251	457
04:45 PM	0	0	2	2	0	198	2	200	0	0	0	0	1	253	1	255	457
Total	0	0	7	7	0	831	6	837	0	0	0	0	4	986	1	991	1835
05:00 PM	0	0	0	0	0	204	0	204	0	0	0	0	0	252	0	252	456
05:15 PM	0	0	1	1	0	210	0	210	0	0	0	0	0	265	0	265	476
05:30 PM	1	0	0	1	0	162	2	164	0	0	0	0	1	258	0	259	424
05:45 PM	0	0	1	1	0	165	3	168	0	0	0	0	1	245	0	246	415
Total	1	0	2	3	0	741	5	746	0	0	0	0	2	1020	0	1022	1771
Grand Total	1	0	9	10	0	1572	11	1583	0	0	0	0	6	2006	1	2013	3606
Apprch %	10	0	90		0	99.3	0.7		0	0	0		0.3	99.7	0		
Total %	0	0	0.2	0.3	0	43.6	0.3	43.9	0	0	0	0	0.2	55.6	0	55.8	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	**3**	**3**	0	200	**3**	203	0	0	0	0	**1**	250	0	251	457
04:45 PM	0	0	2	2	0	198	2	200	0	0	0	0	1	253	**1**	255	457
05:00 PM	0	0	0	0	0	204	0	204	0	0	0	0	0	252	0	252	456
05:15 PM	0	0	1	1	0	**210**	0	**210**	0	0	0	0	0	**265**	0	**265**	**476**
Total Volume	0	0	6	6	0	812	5	817	0	0	0	0	2	1020	1	1023	1846
% App. Total	0	0	100		0	99.4	0.6		0	0	0		0.2	99.7	0.1		
PHF	.000	.000	.500	.500	.000	.967	.417	.973	.000	.000	.000	.000	.500	.962	.250	.965	.970

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

County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	**3**	**3**	0	200	**3**	203	0	0	0	0	**1**	250	0	251
+15 mins.	0	0	2	2	0	198	2	200	0	0	0	0	1	253	**1**	255
+30 mins.	0	0	0	0	0	204	0	204	0	0	0	0	0	252	0	252
+45 mins.	0	0	1	1	0	**210**	0	**210**	0	0	0	0	0	**265**	0	**265**
Total Volume	0	0	6	6	0	812	5	817	0	0	0	0	2	1020	1	1023
% App. Total	0	0	100		0	99.4	0.6		0	0	0		0.2	99.7	0.1	
PHF	.000	.000	.500	.500	.000	.967	.417	.973	.000	.000	.000	.000	.500	.962	.250	.965

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

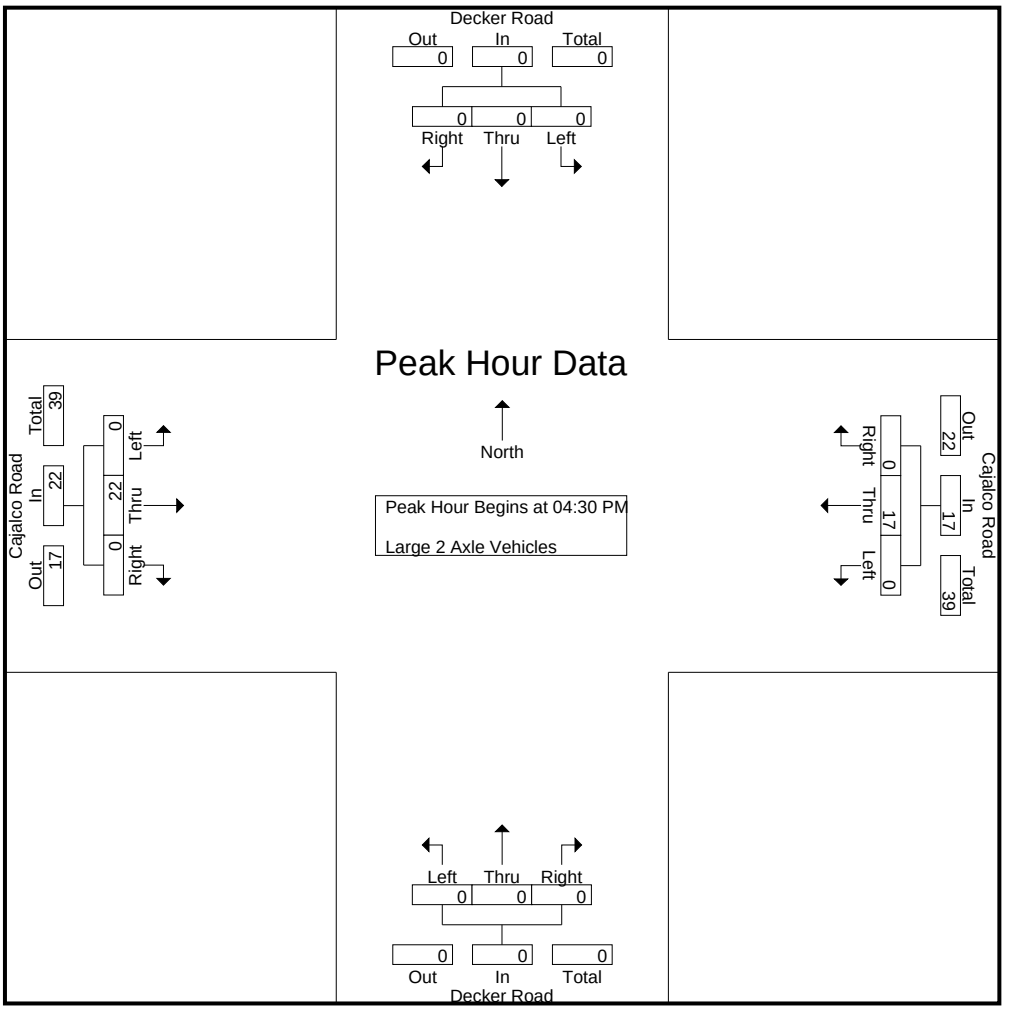
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
04:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total	0	0	0	0	0	23	0	23	0	0	0	0	0	25	0	25	48
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	29	0	29	49
Grand Total	0	0	0	0	0	43	0	43	0	0	0	0	0	54	0	54	97
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	44.3	0	44.3	0	0	0	0	0	55.7	0	55.7	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	**7**	0	**7**	11
05:00 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	6	0	6	**12**
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	22	0	22	39
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.000	.786	.000	.786	.813

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**7**	0	**7**
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	22	0	22
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.000	.786	.000	.786

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

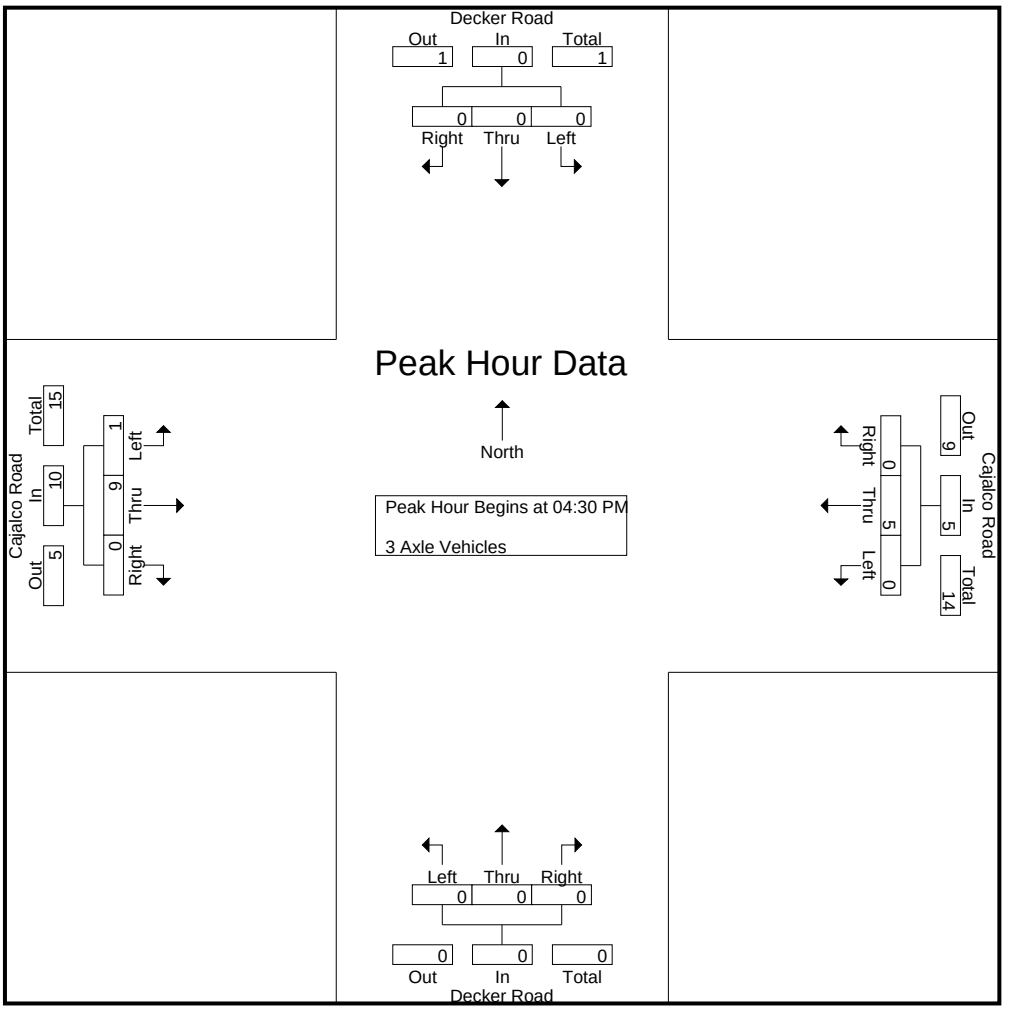
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	11	0	11	0	0	0	0	1	5	0	6	17
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
Grand Total	0	0	0	0	0	15	0	15	0	0	0	0	1	13	0	14	29
Apprch %	0	0	0		0	100	0		0	0	0		7.1	92.9	0		
Total %	0	0	0	0	0	51.7	0	51.7	0	0	0	0	3.4	44.8	0	48.3	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	**1**	**3**	0	**4**	**4**
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	9	0	10	15
% App. Total	0	0	0		0	100	0		0	0	0		10	90	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.625	.938

Counts Unlimited, Inc.
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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	9	0	10
% App. Total	0	0	0		0	100	0		0	0	0		10	90	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.625

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

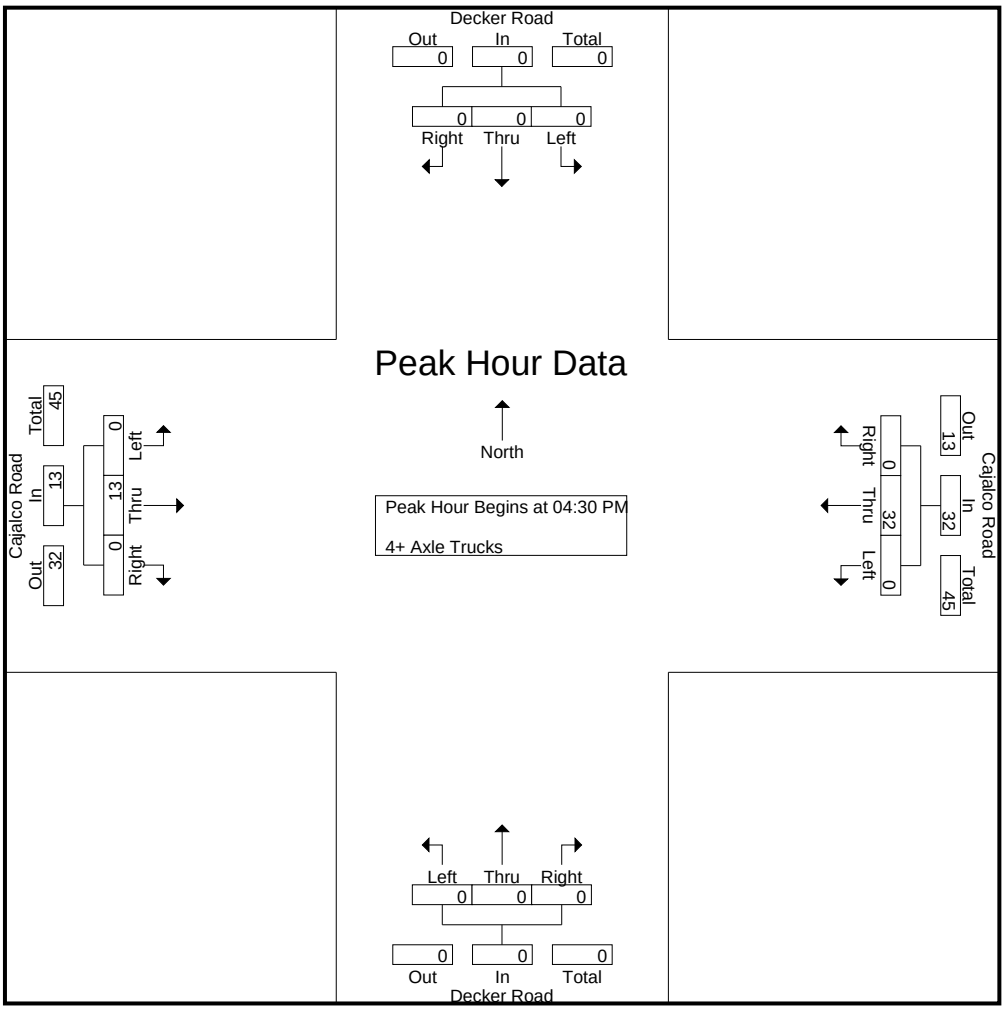
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	14	0	14	34
05:00 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
05:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	27	0	27	0	0	0	0	0	9	0	9	36
Grand Total	0	0	0	0	0	47	0	47	0	0	0	0	0	23	0	23	70
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	67.1	0	67.1	0	0	0	0	0	32.9	0	32.9	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
05:00 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	**4**	0	**4**	**15**
05:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total Volume	0	0	0	0	0	32	0	32	0	0	0	0	0	13	0	13	45
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.727	.000	.727	.000	.000	.000	.000	.000	.813	.000	.813	.750

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	32	0	32	0	0	0	0	0	13	0	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.727	.000	.727	.000	.000	.000	.000	.000	.813	.000	.813

Location: County of Riverside
N/S: Decker Road
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Decker Road	East Leg Cajalco Road	South Leg Decker Road	West Leg Cajalco 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 Decker Road	East Leg Cajalco Road	South Leg Decker Road	West Leg Cajalco 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

Location: County of Riverside
N/S: Decker Road
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Decker Road			Westbound Cajalco Road			Northbound Decker Road			Eastbound Cajalco 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	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Decker Road			Westbound Cajalco Road			Northbound Decker Road			Eastbound Cajalco 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	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

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

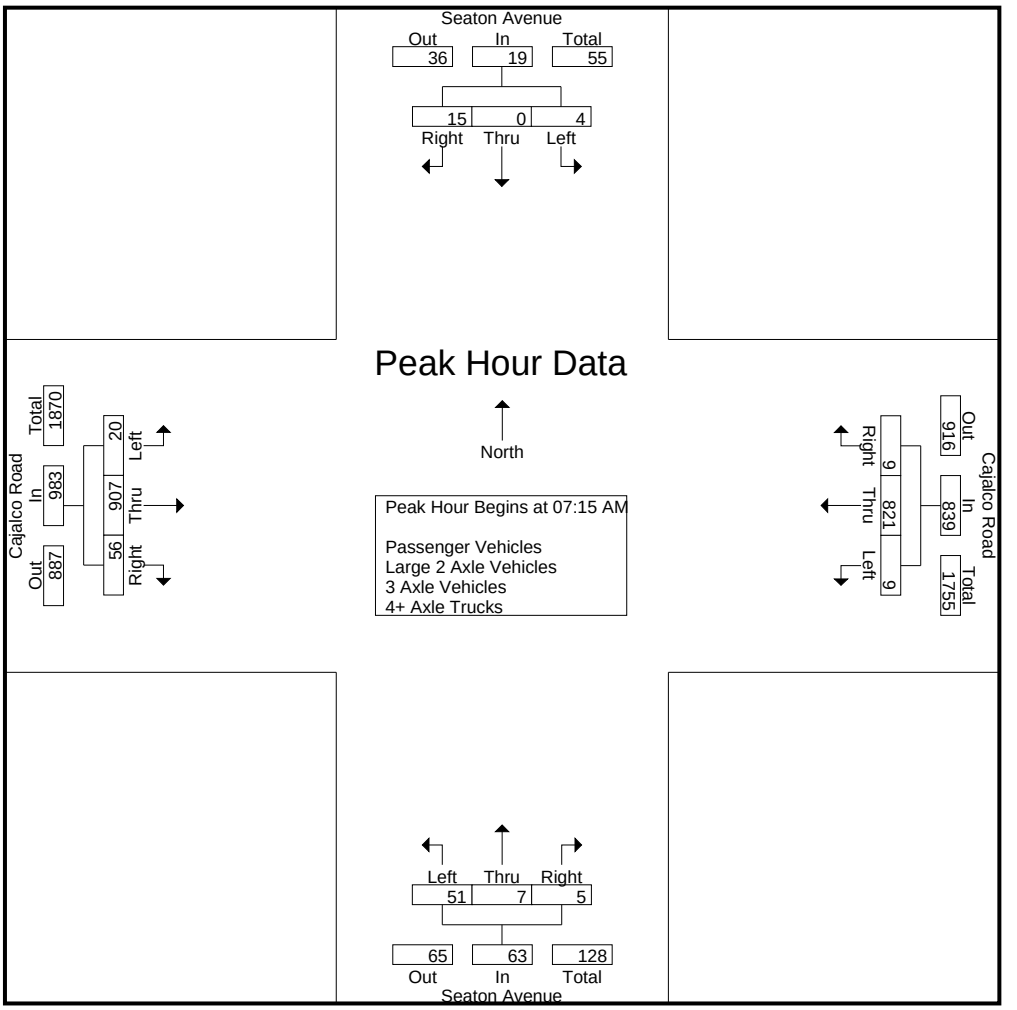
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	2	226	5	233	18	2	2	22	5	144	6	155	411
07:15 AM	0	0	5	5	1	209	1	211	14	2	2	18	2	210	7	219	453
07:30 AM	2	0	3	5	2	207	0	209	11	1	0	12	3	218	18	239	465
07:45 AM	1	0	3	4	4	203	3	210	14	3	1	18	5	248	17	270	502
Total	3	0	12	15	9	845	9	863	57	8	5	70	15	820	48	883	1831
08:00 AM	1	0	4	5	2	202	5	209	12	1	2	15	10	231	14	255	484
08:15 AM	0	0	1	1	0	197	33	230	13	1	2	16	4	179	9	192	439
08:30 AM	1	0	3	4	4	206	1	211	6	1	2	9	3	166	7	176	400
08:45 AM	1	0	1	2	1	236	9	246	6	2	2	10	1	140	3	144	402
Total	3	0	9	12	7	841	48	896	37	5	8	50	18	716	33	767	1725
Grand Total	6	0	21	27	16	1686	57	1759	94	13	13	120	33	1536	81	1650	3556
Apprch %	22.2	0	77.8		0.9	95.8	3.2		78.3	10.8	10.8		2	93.1	4.9		
Total %	0.2	0	0.6	0.8	0.4	47.4	1.6	49.5	2.6	0.4	0.4	3.4	0.9	43.2	2.3	46.4	
Passenger Vehicles	5	0	17	22	14	1560	53	1627	88	12	10	110	30	1417	76	1523	3282
% Passenger Vehicles	83.3	0	81	81.5	87.5	92.5	93	92.5	93.6	92.3	76.9	91.7	90.9	92.3	93.8	92.3	92.3
Large 2 Axle Vehicles	1	0	3	4	1	60	2	63	5	0	2	7	3	72	3	78	152
% Large 2 Axle Vehicles	16.7	0	14.3	14.8	6.2	3.6	3.5	3.6	5.3	0	15.4	5.8	9.1	4.7	3.7	4.7	4.3
3 Axle Vehicles	0	0	0	0	0	17	0	17	1	0	1	2	0	11	2	13	32
% 3 Axle Vehicles	0	0	0	0	0	1	0	1	1.1	0	7.7	1.7	0	0.7	2.5	0.8	0.9
4+ Axle Trucks	0	0	1	1	1	49	2	52	0	1	0	1	0	36	0	36	90
% 4+ Axle Trucks	0	0	4.8	3.7	6.2	2.9	3.5	3	0	7.7	0	0.8	0	2.3	0	2.2	2.5

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	**5**	**5**	1	**209**	1	**211**	**14**	2	**2**	**18**	2	210	7	219	453
07:30 AM	**2**	0	3	5	2	207	0	209	11	1	0	12	3	218	**18**	239	465
07:45 AM	1	0	3	4	**4**	203	3	210	14	**3**	1	18	5	**248**	17	**270**	**502**
08:00 AM	1	0	4	5	2	202	**5**	209	12	1	2	15	**10**	231	14	255	484
Total Volume	4	0	15	19	9	821	9	839	51	7	5	63	20	907	56	983	1904
% App. Total	21.1	0	78.9		1.1	97.9	1.1		81	11.1	7.9		2	92.3	5.7		
PHF	.500	.000	.750	.950	.563	.982	.450	.994	.911	.583	.625	.875	.500	.914	.778	.910	.948

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

County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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				08:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	**5**	**5**	2	202	5	209	**18**	2	**2**	**22**	2	210	7	219
+15 mins.	**2**	0	3	5	0	197	**33**	230	14	2	2	18	3	218	**18**	239
+30 mins.	1	0	3	4	**4**	206	1	211	11	1	0	12	5	**248**	17	**270**
+45 mins.	1	0	4	5	1	**236**	9	**246**	14	**3**	1	18	**10**	231	14	255
Total Volume	4	0	15	19	7	841	48	896	57	8	5	70	20	907	56	983
% App. Total	21.1	0	78.9		0.8	93.9	5.4		81.4	11.4	7.1		2	92.3	5.7	
PHF	.500	.000	.750	.950	.438	.891	.364	.911	.792	.667	.625	.795	.500	.914	.778	.910

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Corona, CA 92878
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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

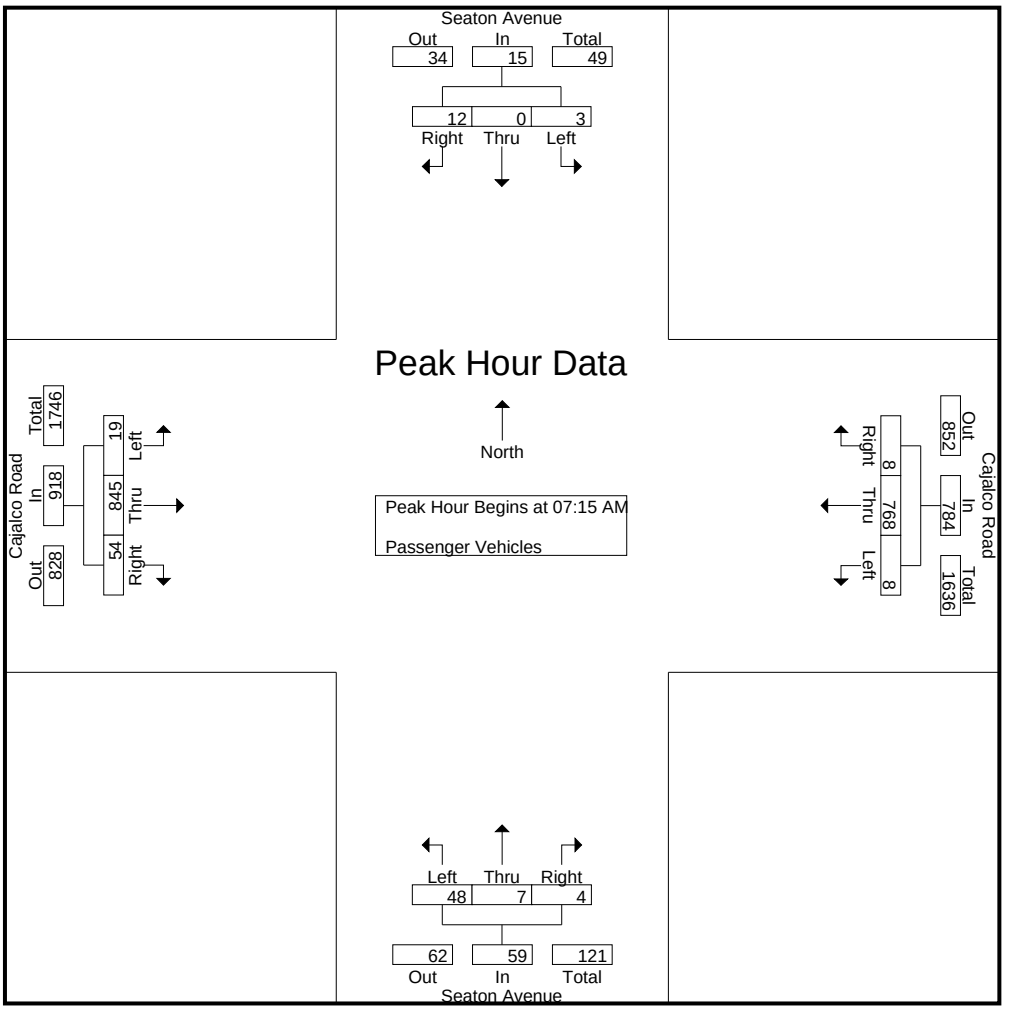
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	2	202	4	208	15	1	1	17	3	124	4	131	357
07:15 AM	0	0	4	4	1	198	0	199	12	2	2	16	2	197	7	206	425
07:30 AM	2	0	2	4	1	192	0	193	10	1	0	11	3	207	18	228	436
07:45 AM	0	0	2	2	4	186	3	193	14	3	1	18	5	233	16	254	467
Total	2	0	9	11	8	778	7	793	51	7	4	62	13	761	45	819	1685
08:00 AM	1	0	4	5	2	192	5	199	12	1	1	14	9	208	13	230	448
08:15 AM	0	0	1	1	0	181	32	213	13	1	1	15	4	162	8	174	403
08:30 AM	1	0	2	3	3	193	1	197	6	1	2	9	3	157	7	167	376
08:45 AM	1	0	1	2	1	216	8	225	6	2	2	10	1	129	3	133	370
Total	3	0	8	11	6	782	46	834	37	5	6	48	17	656	31	704	1597
Grand Total	5	0	17	22	14	1560	53	1627	88	12	10	110	30	1417	76	1523	3282
Apprch %	22.7	0	77.3		0.9	95.9	3.3		80	10.9	9.1		2	93	5		
Total %	0.2	0	0.5	0.7	0.4	47.5	1.6	49.6	2.7	0.4	0.3	3.4	0.9	43.2	2.3	46.4	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	**4**	4	1	**198**	0	**199**	12	2	**2**	16	2	197	7	206	425
07:30 AM	**2**	0	2	4	1	192	0	193	10	1	0	11	3	207	**18**	228	436
07:45 AM	0	0	2	2	**4**	186	3	193	**14**	**3**	1	**18**	5	**233**	16	**254**	**467**
08:00 AM	1	0	4	**5**	2	192	**5**	199	12	1	1	14	**9**	208	13	230	448
Total Volume	3	0	12	15	8	768	8	784	48	7	4	59	19	845	54	918	1776
% App. Total	20	0	80		1	98	1		81.4	11.9	6.8		2.1	92	5.9		
PHF	.375	.000	.750	.750	.500	.970	.400	.985	.857	.583	.500	.819	.528	.907	.750	.904	.951

Counts Unlimited, Inc.
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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	**4**	4	1	**198**	0	**199**	12	2	**2**	16	2	197	7	206
+15 mins.	**2**	0	2	4	1	192	0	193	10	1	0	11	3	207	**18**	228
+30 mins.	0	0	2	2	**4**	186	3	193	**14**	**3**	1	**18**	5	**233**	16	**254**
+45 mins.	1	0	4	**5**	2	192	**5**	199	12	1	1	14	**9**	208	13	230
Total Volume	3	0	12	15	8	768	8	784	48	7	4	59	19	845	54	918
% App. Total	20	0	80		1	98	1		81.4	11.9	6.8		2.1	92	5.9	
PHF	.375	.000	.750	.750	.500	.970	.400	.985	.857	.583	.500	.819	.528	.907	.750	.904

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(951)268-6268

County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

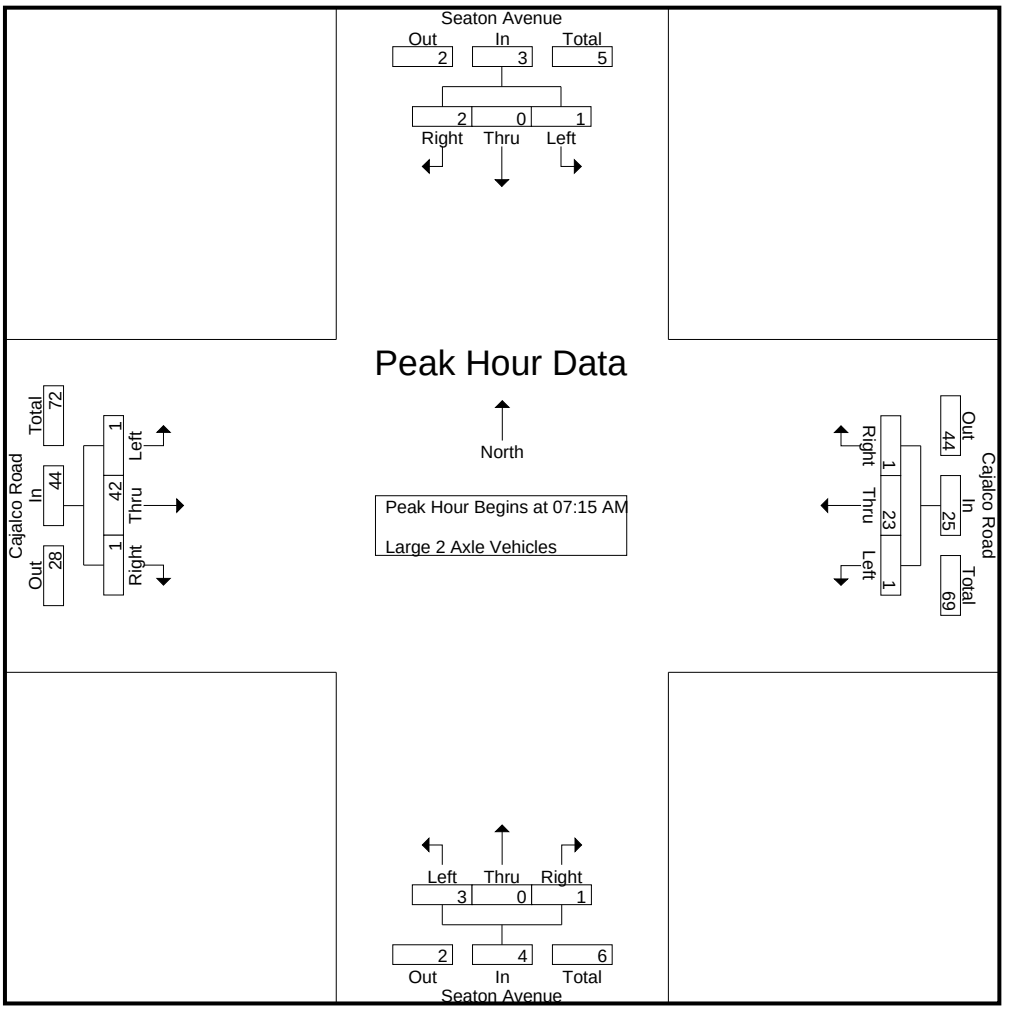
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	15	0	15	2	0	1	3	2	12	1	15	33
07:15 AM	0	0	1	1	0	5	1	6	2	0	0	2	0	10	0	10	19
07:30 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	9	0	9	15
07:45 AM	1	0	1	2	0	6	0	6	0	0	0	0	0	11	1	12	20
Total	1	0	2	3	1	30	1	32	5	0	1	6	2	42	2	46	87
08:00 AM	0	0	0	0	0	8	0	8	0	0	1	1	1	12	0	13	22
08:15 AM	0	0	0	0	0	8	1	9	0	0	0	0	0	7	1	8	17
08:30 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	4	0	4	10
08:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
Total	0	0	1	1	0	30	1	31	0	0	1	1	1	30	1	32	65
Grand Total	1	0	3	4	1	60	2	63	5	0	2	7	3	72	3	78	152
Apprch %	25	0	75		1.6	95.2	3.2		71.4	0	28.6		3.8	92.3	3.8		
Total %	0.7	0	2	2.6	0.7	39.5	1.3	41.4	3.3	0	1.3	4.6	2	47.4	2	51.3	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	**1**	1	0	5	**1**	6	**2**	0	0	**2**	0	10	0	10	19
07:30 AM	0	0	0	0	**1**	4	0	5	1	0	0	1	0	9	0	9	15
07:45 AM	**1**	0	1	**2**	0	6	0	6	0	0	0	0	0	11	**1**	12	20
08:00 AM	0	0	0	0	0	**8**	0	**8**	0	0	**1**	1	**1**	**12**	0	**13**	**22**
Total Volume	1	0	2	3	1	23	1	25	3	0	1	4	1	42	1	44	76
% App. Total	33.3	0	66.7		4	92	4		75	0	25		2.3	95.5	2.3		
PHF	.250	.000	.500	.375	.250	.719	.250	.781	.375	.000	.250	.500	.250	.875	.250	.846	.864

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PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	**1**	1	0	5	**1**	6	**2**	0	0	**2**	0	10	0	10
+15 mins.	0	0	0	0	**1**	4	0	5	1	0	0	1	0	9	0	9
+30 mins.	**1**	0	1	**2**	0	6	0	6	0	0	0	0	0	11	**1**	12
+45 mins.	0	0	0	0	0	**8**	0	**8**	0	0	**1**	1	**1**	**12**	0	**13**
Total Volume	1	0	2	3	1	23	1	25	3	0	1	4	1	42	1	44
% App. Total	33.3	0	66.7		4	92	4		75	0	25		2.3	95.5	2.3	
PHF	.250	.000	.500	.375	.250	.719	.250	.781	.375	.000	.250	.500	.250	.875	.250	.846

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

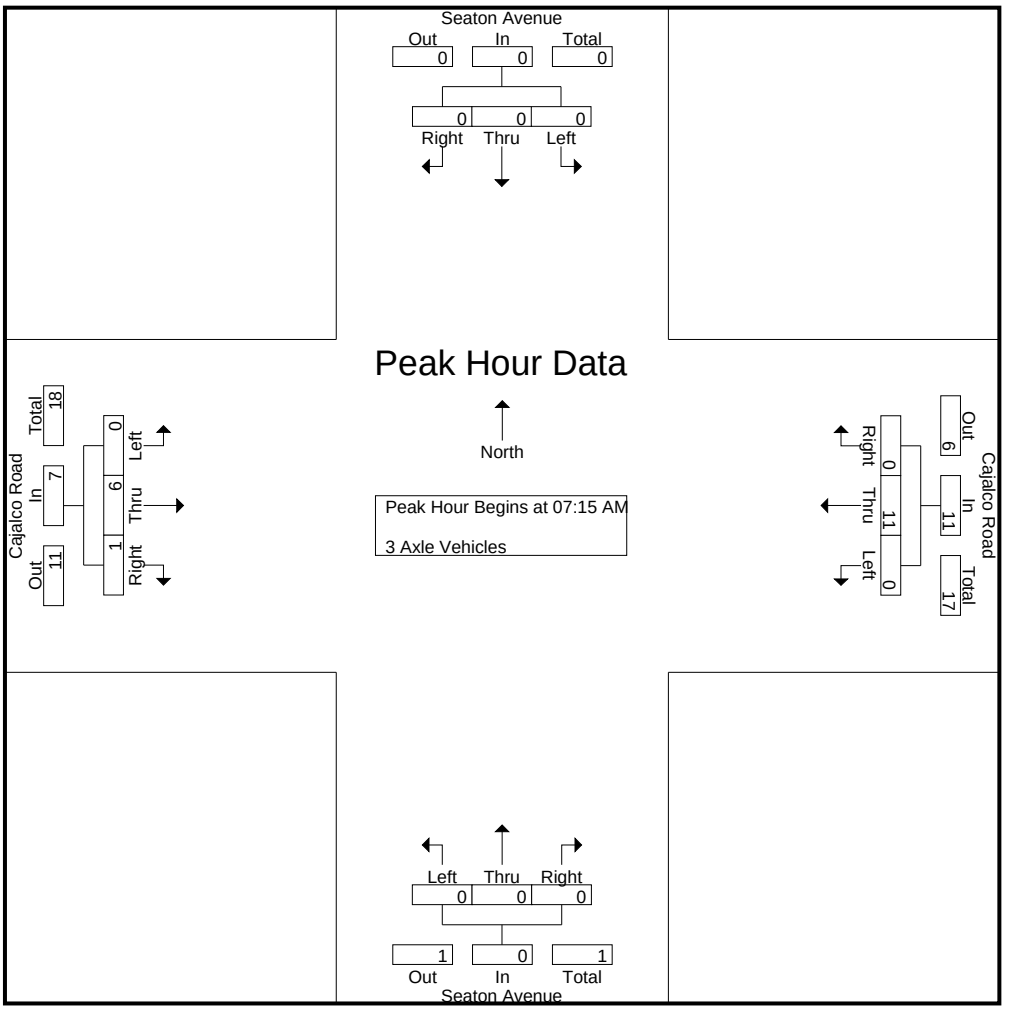
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	12	0	12	1	0	0	1	0	3	1	4	17
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	1	6	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	8	1	9	15
Grand Total	0	0	0	0	0	17	0	17	1	0	1	2	0	11	2	13	32
Apprch %	0	0	0		0	100	0		50	0	50		0	84.6	15.4		
Total %	0	0	0	0	0	53.1	0	53.1	3.1	0	3.1	6.2	0	34.4	6.2	40.6	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**	**8**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	6	1	7	18
% App. Total	0	0	0		0	100	0		0	0	0		0	85.7	14.3		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.300	.250	.292	.563

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	6	1	7
% App. Total	0	0	0		0	100	0		0	0	0		0	85.7	14.3	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.300	.250	.292

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

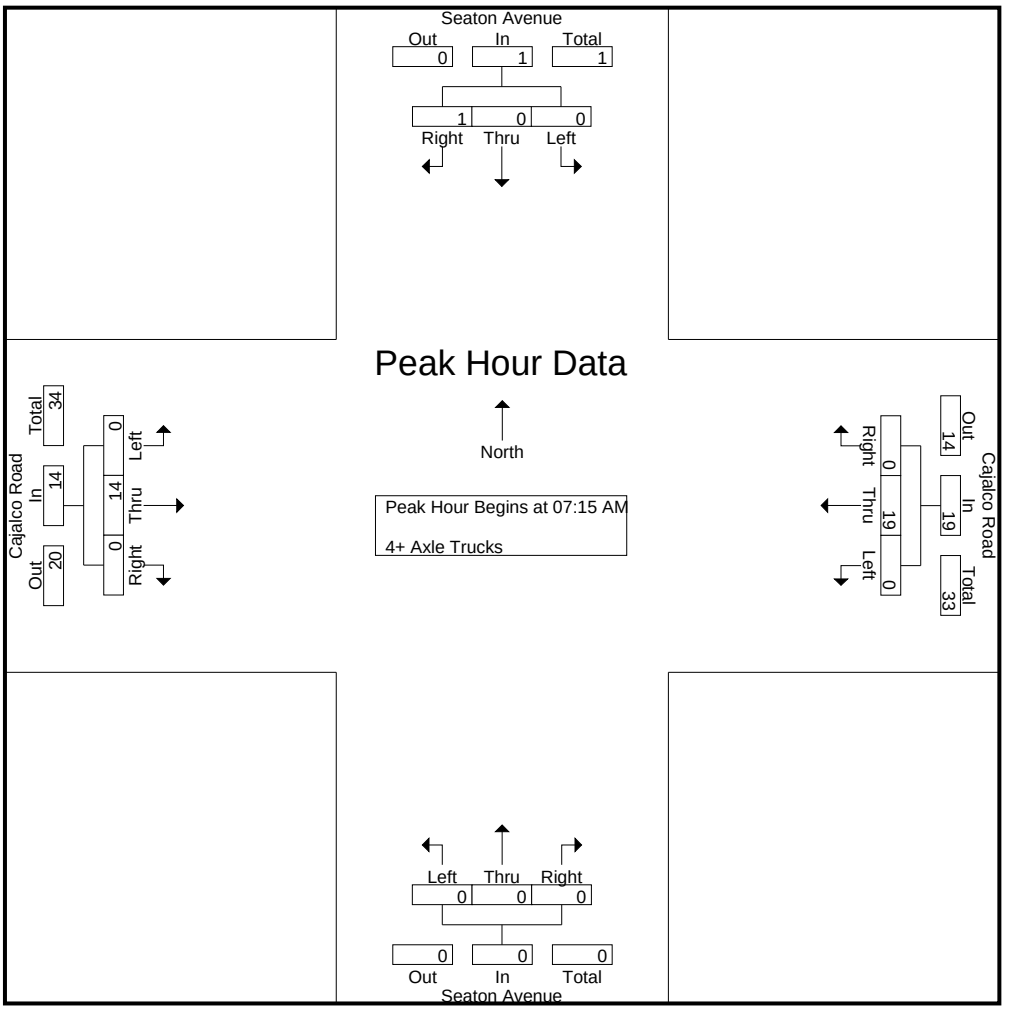
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	1	7	0	1	0	1	0	6	0	6	14
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	2	0	2	10
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	1	1	0	25	1	26	0	1	0	1	0	14	0	14	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
08:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9	16
08:30 AM	0	0	0	0	1	8	0	9	0	0	0	0	0	4	0	4	13
08:45 AM	0	0	0	0	0	9	1	10	0	0	0	0	0	3	0	3	13
Total	0	0	0	0	1	24	1	26	0	0	0	0	0	22	0	22	48
Grand Total	0	0	1	1	1	49	2	52	0	1	0	1	0	36	0	36	90
Apprch %	0	0	100		1.9	94.2	3.8		0	100	0		0	100	0		
Total %	0	0	1.1	1.1	1.1	54.4	2.2	57.8	0	1.1	0	1.1	0	40	0	40	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	2	0	2	10
07:45 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4	**12**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**	6
Total Volume	0	0	1	1	0	19	0	19	0	0	0	0	0	14	0	14	34
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.594	.000	.594	.000	.000	.000	.000	.000	.583	.000	.583	.708

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PO Box 1178
Corona, CA 92878
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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	0	0	0	0	0	2	0	2
+15 mins.	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	1	1	0	19	0	19	0	0	0	0	0	14	0	14
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.594	.000	.594	.000	.000	.000	.000	.000	.583	.000	.583

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

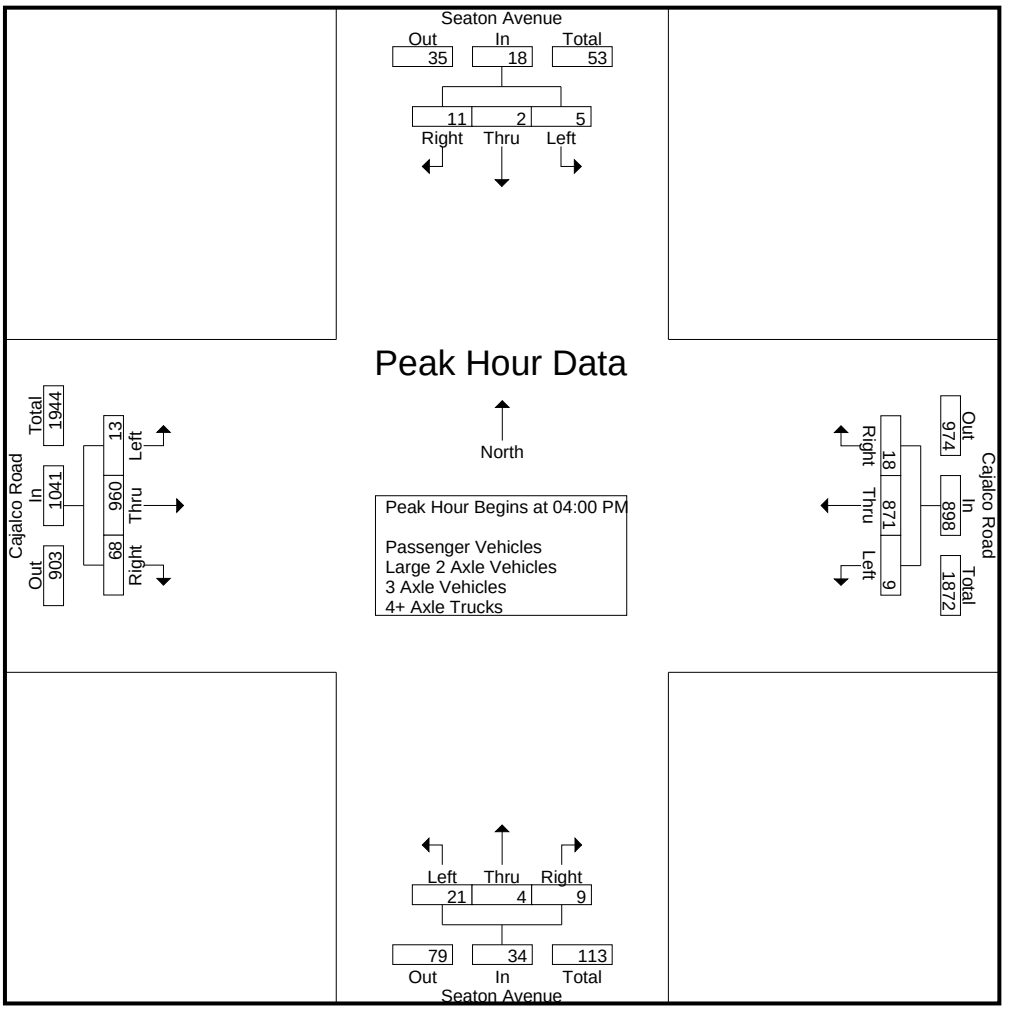
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	5	3	225	11	239	6	2	5	13	2	244	21	267	524
04:15 PM	0	1	2	3	3	216	1	220	2	2	2	6	1	218	16	235	464
04:30 PM	2	1	3	6	0	197	2	199	6	0	2	8	8	245	13	266	479
04:45 PM	3	0	1	4	3	233	4	240	7	0	0	7	2	253	18	273	524
Total	5	2	11	18	9	871	18	898	21	4	9	34	13	960	68	1041	1991
05:00 PM	3	0	3	6	4	190	7	201	4	0	2	6	8	240	10	258	471
05:15 PM	2	0	2	4	3	219	3	225	2	0	0	2	2	261	15	278	509
05:30 PM	4	2	4	10	1	170	3	174	7	0	1	8	2	259	13	274	466
05:45 PM	0	0	2	2	0	174	4	178	3	0	0	3	2	239	14	255	438
Total	9	2	11	22	8	753	17	778	16	0	3	19	14	999	52	1065	1884
Grand Total	14	4	22	40	17	1624	35	1676	37	4	12	53	27	1959	120	2106	3875
Apprch %	35	10	55		1	96.9	2.1		69.8	7.5	22.6		1.3	93	5.7		
Total %	0.4	0.1	0.6	1	0.4	41.9	0.9	43.3	1	0.1	0.3	1.4	0.7	50.6	3.1	54.3	
Passenger Vehicles	14	4	22	40	15	1521	35	1571	35	4	11	50	26	1868	117	2011	3672
% Passenger Vehicles	100	100	100	100	88.2	93.7	100	93.7	94.6	100	91.7	94.3	96.3	95.4	97.5	95.5	94.8
Large 2 Axle Vehicles	0	0	0	0	0	43	0	43	0	0	0	0	1	53	3	57	100
% Large 2 Axle Vehicles	0	0	0	0	0	2.6	0	2.6	0	0	0	0	3.7	2.7	2.5	2.7	2.6
3 Axle Vehicles	0	0	0	0	0	13	0	13	1	0	0	1	0	14	0	14	28
% 3 Axle Vehicles	0	0	0	0	0	0.8	0	0.8	2.7	0	0	1.9	0	0.7	0	0.7	0.7
4+ Axle Trucks	0	0	0	0	2	47	0	49	1	0	1	2	0	24	0	24	75
% 4+ Axle Trucks	0	0	0	0	11.8	2.9	0	2.9	2.7	0	8.3	3.8	0	1.2	0	1.1	1.9

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 04:00 PM																	
04:00 PM	0	0	**5**	5	**3**	225	**11**	239	6	**2**	**5**	**13**	2	244	**21**	267	**524**
04:15 PM	0	**1**	2	3	3	216	1	220	2	2	2	6	1	218	16	235	464
04:30 PM	2	1	3	**6**	0	197	2	199	6	0	2	8	**8**	245	13	266	479
04:45 PM	**3**	0	1	4	3	**233**	4	**240**	**7**	0	0	7	2	**253**	18	**273**	524
Total Volume	5	2	11	18	9	871	18	898	21	4	9	34	13	960	68	1041	1991
% App. Total	27.8	11.1	61.1		1	97	2		61.8	11.8	26.5		1.2	92.2	6.5		
PHF	.417	.500	.550	.750	.750	.935	.409	.935	.750	.500	.450	.654	.406	.949	.810	.953	.950

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County of Riverside
N/S: Seaton Avenue
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Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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:

	04:45 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	3	0	1	4	**3**	225	**11**	239	6	**2**	**5**	**13**	2	253	**18**	273
+15 mins.	3	0	3	6	3	216	1	220	2	2	2	6	**8**	240	10	258
+30 mins.	2	0	2	4	0	197	2	199	6	0	2	8	2	**261**	15	**278**
+45 mins.	**4**	**2**	**4**	**10**	3	**233**	4	**240**	**7**	0	0	7	2	259	13	274
Total Volume	12	2	10	24	9	871	18	898	21	4	9	34	14	1013	56	1083
% App. Total	50	8.3	41.7		1	97	2		61.8	11.8	26.5		1.3	93.5	5.2	
PHF	.750	.250	.625	.600	.750	.935	.409	.935	.750	.500	.450	.654	.438	.970	.778	.974

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County of Riverside
N/S: Seaton Avenue
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Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

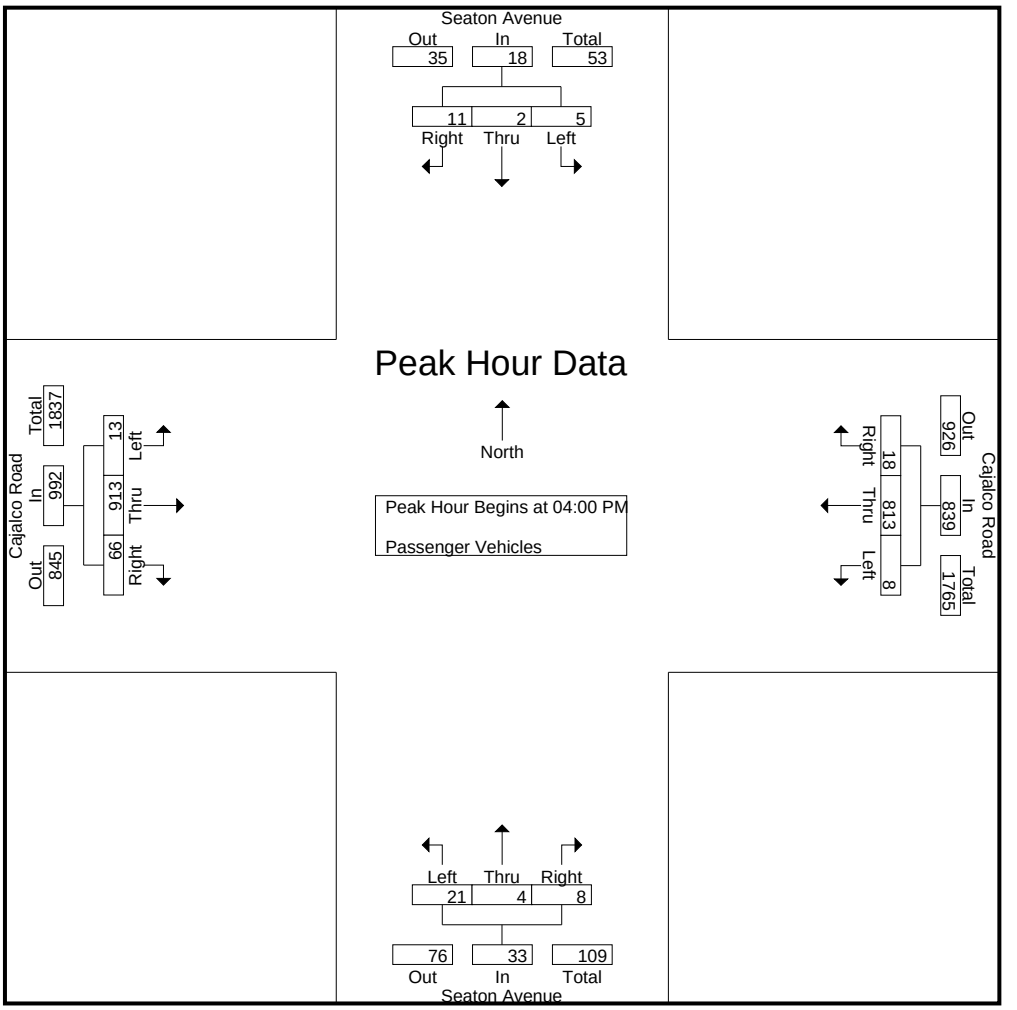
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	5	2	210	11	223	6	2	4	12	2	233	20	255	495
04:15 PM	0	1	2	3	3	198	1	202	2	2	2	6	1	204	16	221	432
04:30 PM	2	1	3	6	0	188	2	190	6	0	2	8	8	236	13	257	461
04:45 PM	3	0	1	4	3	217	4	224	7	0	0	7	2	240	17	259	494
Total	5	2	11	18	8	813	18	839	21	4	8	33	13	913	66	992	1882
05:00 PM	3	0	3	6	4	176	7	187	3	0	2	5	8	231	10	249	447
05:15 PM	2	0	2	4	2	207	3	212	2	0	0	2	1	247	15	263	481
05:30 PM	4	2	4	10	1	157	3	161	6	0	1	7	2	251	12	265	443
05:45 PM	0	0	2	2	0	168	4	172	3	0	0	3	2	226	14	242	419
Total	9	2	11	22	7	708	17	732	14	0	3	17	13	955	51	1019	1790
Grand Total	14	4	22	40	15	1521	35	1571	35	4	11	50	26	1868	117	2011	3672
Apprch %	35	10	55		1	96.8	2.2		70	8	22		1.3	92.9	5.8		
Total %	0.4	0.1	0.6	1.1	0.4	41.4	1	42.8	1	0.1	0.3	1.4	0.7	50.9	3.2	54.8	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**5**	5	2	210	**11**	223	6	**2**	**4**	**12**	2	233	**20**	255	**495**
04:15 PM	0	**1**	2	3	**3**	198	1	202	2	2	2	6	1	204	16	221	432
04:30 PM	2	1	3	**6**	0	188	2	190	6	0	2	8	**8**	236	13	257	461
04:45 PM	**3**	0	1	4	3	**217**	4	**224**	**7**	0	0	7	2	**240**	17	**259**	494
Total Volume	5	2	11	18	8	813	18	839	21	4	8	33	13	913	66	992	1882
% App. Total	27.8	11.1	61.1		1	96.9	2.1		63.6	12.1	24.2		1.3	92	6.7		
PHF	.417	.500	.550	.750	.667	.937	.409	.936	.750	.500	.500	.688	.406	.951	.825	.958	.951

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**5**	5	2	210	**11**	223	6	**2**	**4**	**12**	2	233	**20**	255
+15 mins.	0	**1**	2	3	**3**	198	1	202	2	2	2	6	1	204	16	221
+30 mins.	2	1	3	**6**	0	188	2	190	6	0	2	8	**8**	236	13	257
+45 mins.	**3**	0	1	4	3	**217**	4	**224**	**7**	0	0	7	2	**240**	17	**259**
Total Volume	5	2	11	18	8	813	18	839	21	4	8	33	13	913	66	992
% App. Total	27.8	11.1	61.1		1	96.9	2.1		63.6	12.1	24.2		1.3	92	6.7	
PHF	.417	.500	.550	.750	.667	.937	.409	.936	.750	.500	.500	.688	.406	.951	.825	.958

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

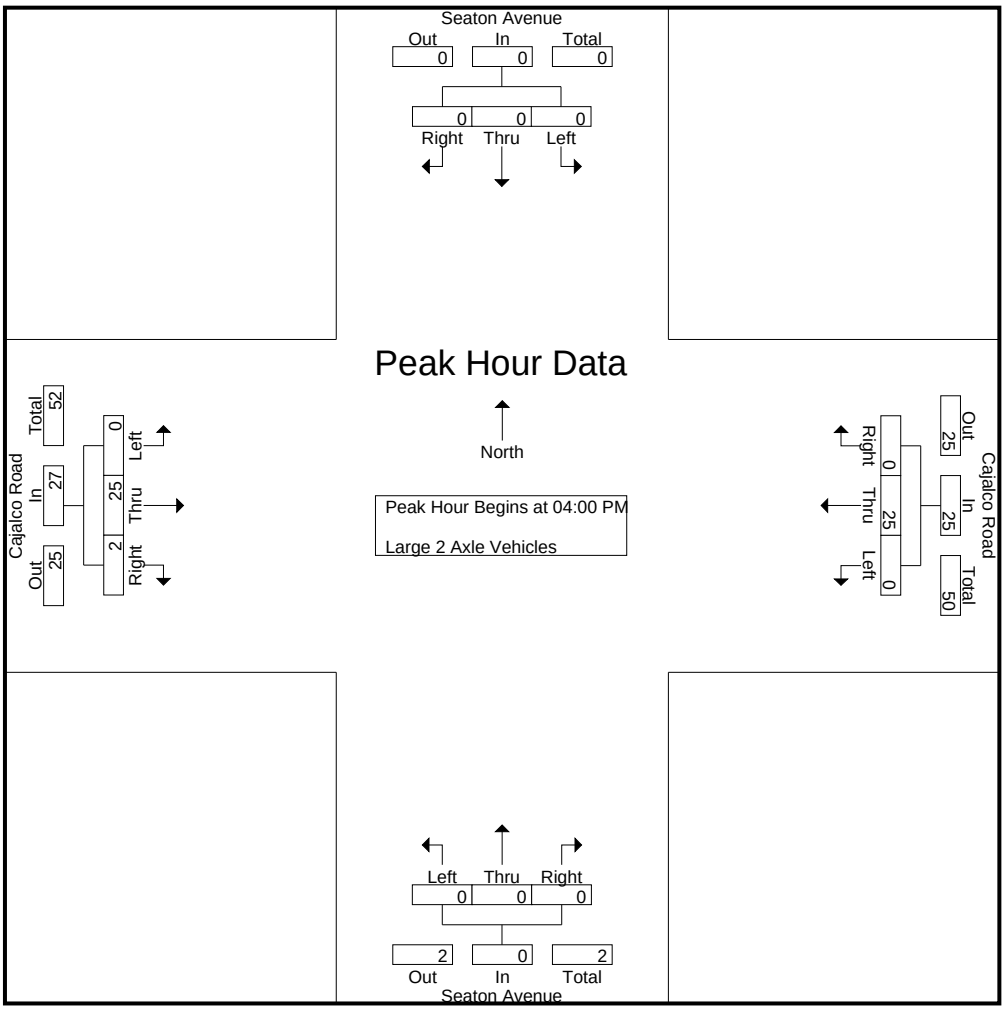
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	1	7	14
04:15 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8	18
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	9	14
Total	0	0	0	0	0	25	0	25	0	0	0	0	0	25	2	27	52
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	8	0	9	12
05:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	6	1	7	15
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	10	0	10	12
Total	0	0	0	0	0	18	0	18	0	0	0	0	1	28	1	30	48
Grand Total	0	0	0	0	0	43	0	43	0	0	0	0	1	53	3	57	100
Apprch %	0	0	0		0	100	0		0	0	0		1.8	93	5.3		
Total %	0	0	0	0	0	43	0	43	0	0	0	0	1	53	3	57	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 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	7	0	7	0	0	0	0	0	6	**1**	7	14
04:15 PM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**8**	0	8	**18**
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	**9**	14
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	25	2	27	52
% App. Total	0	0	0		0	100	0		0	0	0		0	92.6	7.4		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.781	.500	.750	.722

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County of Riverside
N/S: Seaton Avenue
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File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	6	**1**	7
+15 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**8**	0	8
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	**9**
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	25	2	27
% App. Total	0	0	0		0	100	0		0	0	0		0	92.6	7.4	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.781	.500	.750

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

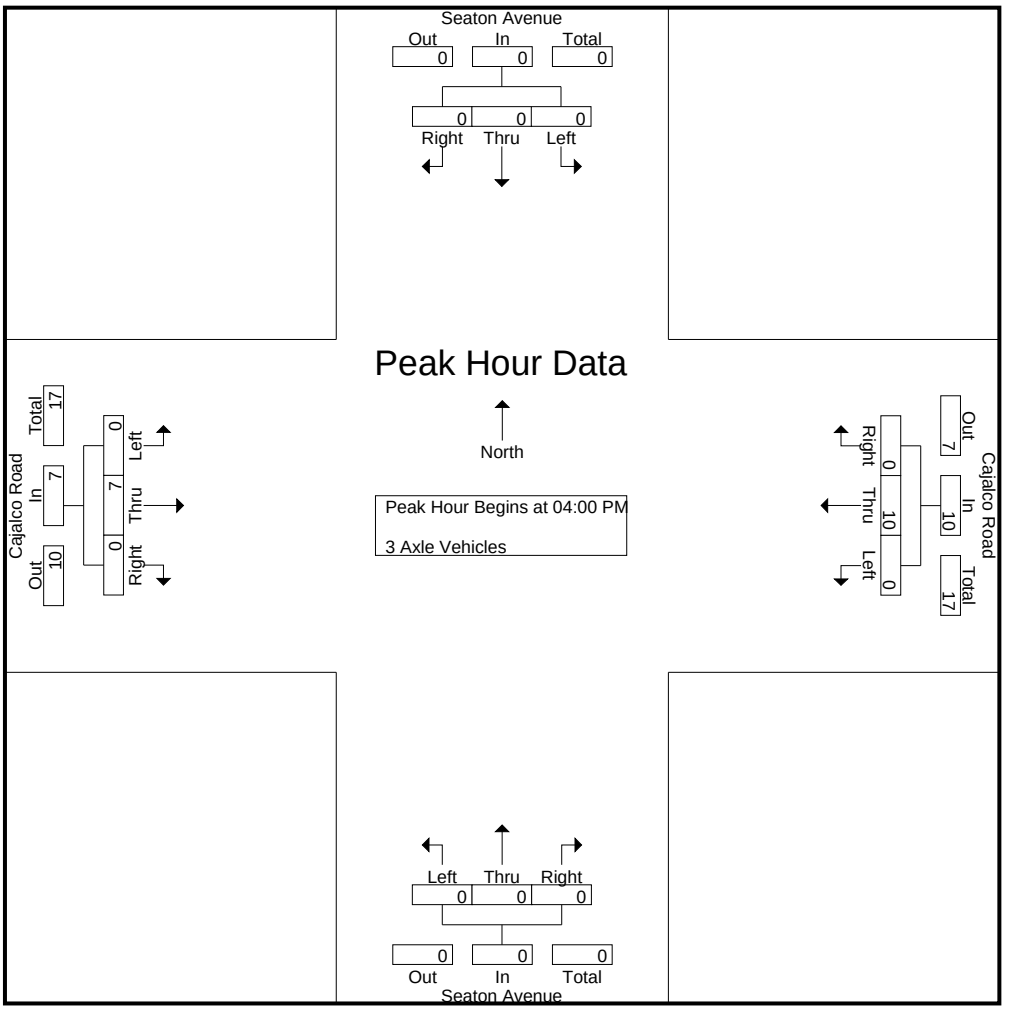
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	7	0	7	11
Grand Total	0	0	0	0	0	13	0	13	1	0	0	1	0	14	0	14	28
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	46.4	0	46.4	3.6	0	0	3.6	0	50	0	50	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 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	**4**	0	**4**	0	0	0	0	0	2	0	2	**6**
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.583	.000	.583	.708

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File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
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Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.583	.000	.583

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File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
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Page No : 1

Groups Printed- 4+ Axle Trucks

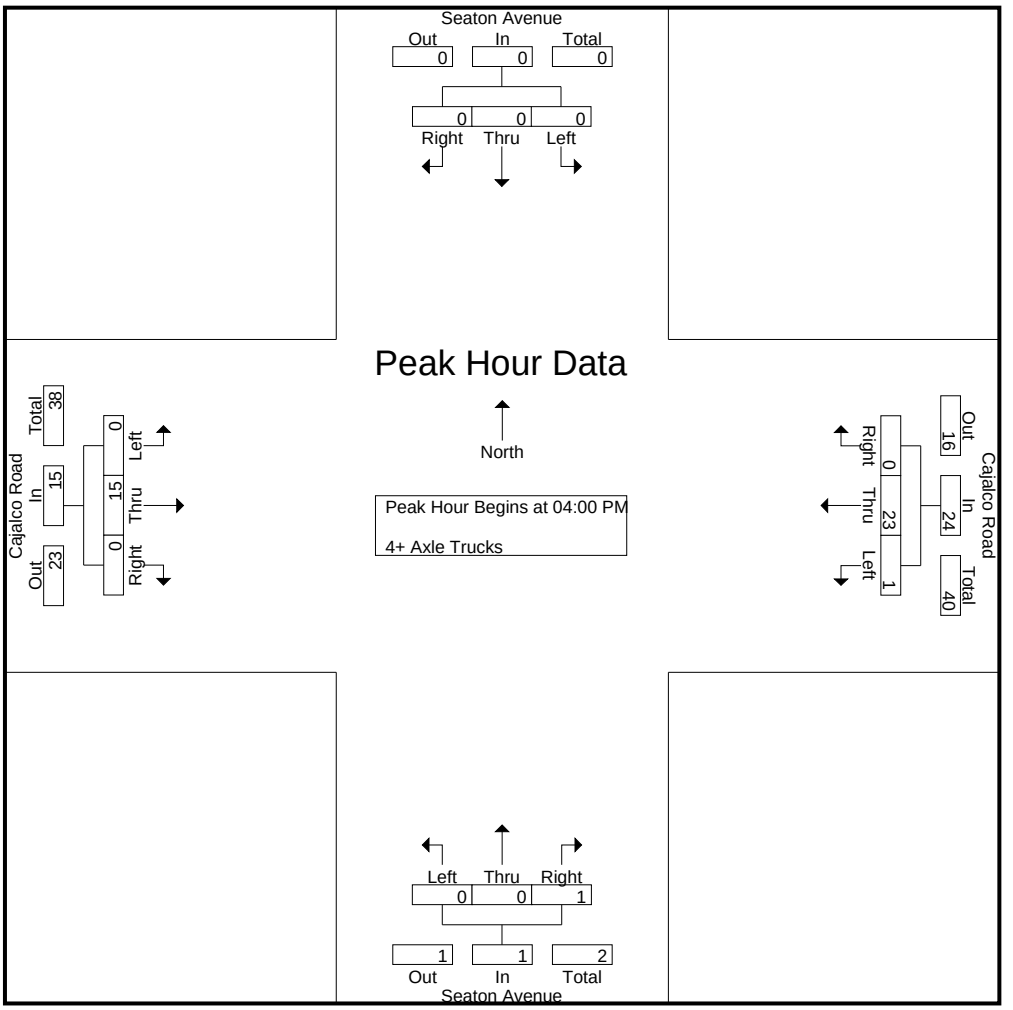
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	4	0	5	0	0	1	1	0	3	0	3	9
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
Total	0	0	0	0	1	23	0	24	0	0	1	1	0	15	0	15	40
05:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
05:15 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	3	0	3	12
05:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	1	24	0	25	1	0	0	1	0	9	0	9	35
Grand Total	0	0	0	0	2	47	0	49	1	0	1	2	0	24	0	24	75
Apprch %	0	0	0		4.1	95.9	0		50	0	50		0	100	0		
Total %	0	0	0	0	2.7	62.7	0	65.3	1.3	0	1.3	2.7	0	32	0	32	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	4	0	5	0	0	**1**	**1**	0	3	0	3	9
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	**6**	0	**6**	10
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	3	0	3	**12**
Total Volume	0	0	0	0	1	23	0	24	0	0	1	1	0	15	0	15	40
% App. Total	0	0	0		4.2	95.8	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.639	.000	.667	.000	.000	.250	.250	.000	.625	.000	.625	.833

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	4	0	5	0	0	**1**	**1**	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**6**	0	**6**
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	1	23	0	24	0	0	1	1	0	15	0	15
% App. Total	0	0	0		4.2	95.8	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.639	.000	.667	.000	.000	.250	.250	.000	.625	.000	.625

Location: County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Seaton Avenue	East Leg Cajalco Road	South Leg Seaton Avenue	West Leg Cajalco 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 Seaton Avenue	East Leg Cajalco Road	South Leg Seaton Avenue	West Leg Cajalco 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

Location: County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Seaton Avenue			Westbound Cajalco Road			Northbound Seaton Avenue			Eastbound Cajalco 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 Seaton Avenue			Westbound Cajalco Road			Northbound Seaton Avenue			Eastbound Cajalco 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	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

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

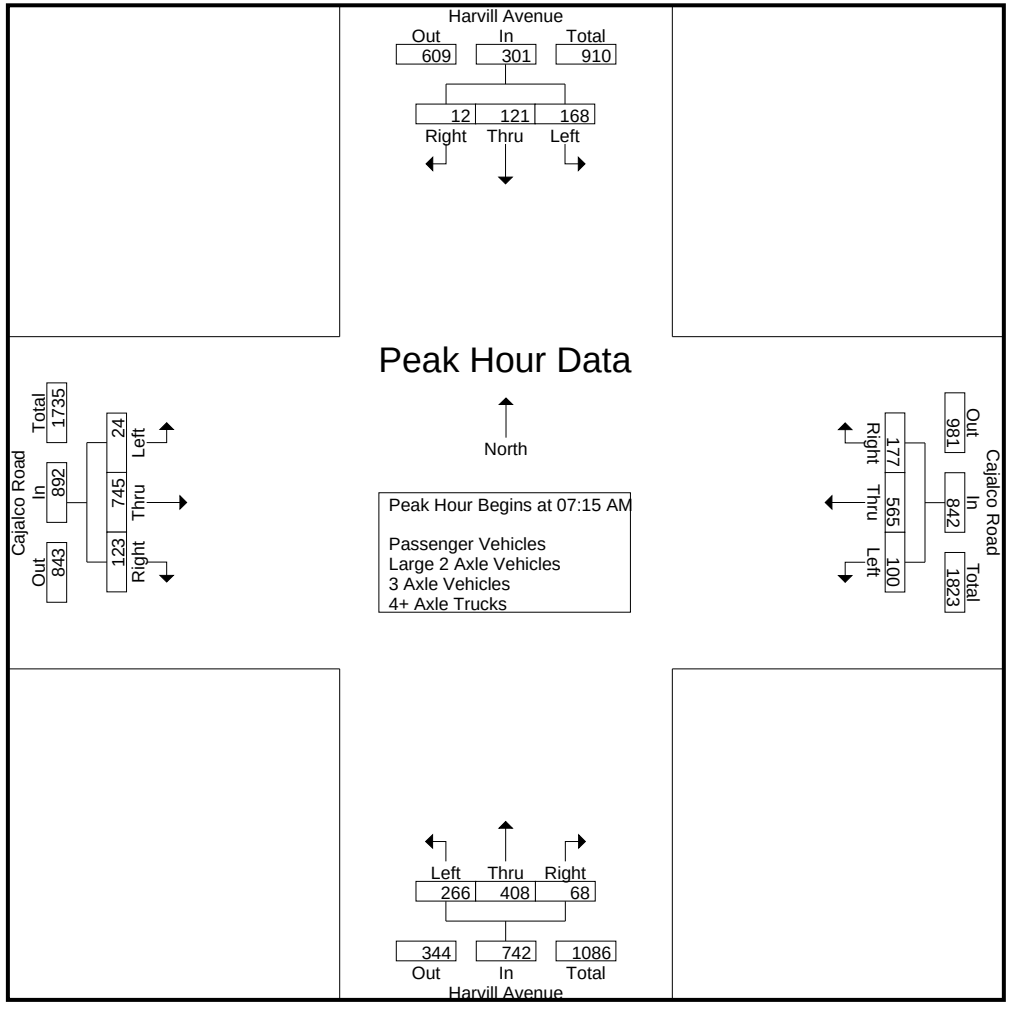
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	30	14	6	3	50	18	151	38	21	207	68	125	20	6	213	4	130	12	6	146	36	616	652
07:15 AM	41	17	3	0	61	29	134	43	18	206	78	118	19	6	215	3	171	23	9	197	33	679	712
07:30 AM	38	35	1	0	74	19	152	49	17	220	59	102	15	4	176	5	177	32	17	214	38	684	722
07:45 AM	39	37	4	2	80	21	132	44	12	197	71	122	15	1	208	11	190	34	15	235	30	720	750
Total	148	103	14	5	265	87	569	174	68	830	276	467	69	17	812	23	668	101	47	792	137	2699	2836
08:00 AM	50	32	4	4	86	31	147	41	14	219	58	66	19	6	143	5	207	34	15	246	39	694	733
08:15 AM	44	19	1	1	64	21	177	44	12	242	39	41	14	7	94	4	150	23	10	177	30	577	607
08:30 AM	31	28	4	2	63	22	167	33	15	222	45	44	14	8	103	6	140	32	19	178	44	566	610
08:45 AM	26	32	6	4	64	22	189	23	8	234	40	28	16	6	84	4	120	19	14	143	32	525	557
Total	151	111	15	11	277	96	680	141	49	917	182	179	63	27	424	19	617	108	58	744	145	2362	2507
Grand Total	299	214	29	16	542	183	1249	315	117	1747	458	646	132	44	1236	42	1285	209	105	1536	282	5061	5343
Apprch %	55.2	39.5	5.4			10.5	71.5	18			37.1	52.3	10.7			2.7	83.7	13.6					
Total %	5.9	4.2	0.6		10.7	3.6	24.7	6.2		34.5	9	12.8	2.6		24.4	0.8	25.4	4.1		30.3	5.3	94.7	
Passenger Vehicles	274	186	18		490	134	1163	291		1696	441	625	105		1211	30	1176	203		1511	0	0	4908
% Passenger Vehicles	91.6	86.9	62.1	75	87.8	73.2	93.1	92.4	92.3	91	96.3	96.7	79.5	90.9	94.6	71.4	91.5	97.1	97.1	92.1	0	0	91.9
Large 2 Axle Vehicles	12	13	2		28	10	32	14		62	7	11	9		28	6	46	3		57	0	0	175
% Large 2 Axle Vehicles	4	6.1	6.9	6.2	5	5.5	2.6	4.4	5.1	3.3	1.5	1.7	6.8	2.3	2.2	14.3	3.6	1.4	1.9	3.5	0	0	3.3
3 Axle Vehicles	4	7	1		12	5	12	4		21	5	2	4		12	1	15	1		17	0	0	62
% 3 Axle Vehicles	1.3	3.3	3.4	0	2.2	2.7	1	1.3	0	1.1	1.1	0.3	3	2.3	0.9	2.4	1.2	0.5	0	1	0	0	1.2
4+ Axle Trucks	9	8	8		28	34	42	6		85	5	8	14		29	5	48	2		56	0	0	198
% 4+ Axle Trucks	3	3.7	27.6	18.8	5	18.6	3.4	1.9	2.6	4.6	1.1	1.2	10.6	4.5	2.3	11.9	3.7	1	1	3.4	0	0	3.7

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	41	17	3	61	29	134	43	206	**78**	118	**19**	**215**	3	171	23	197	679
07:30 AM	38	35	1	74	19	**152**	**49**	**220**	59	102	15	176	5	177	32	214	684
07:45 AM	39	**37**	**4**	80	21	132	44	197	71	**122**	15	208	**11**	190	**34**	235	**720**
08:00 AM	**50**	32	4	**86**	**31**	147	41	219	58	66	19	143	5	**207**	34	**246**	694
Total Volume	168	121	12	301	100	565	177	842	266	408	68	742	24	745	123	892	2777
% App. Total	55.8	40.2	4		11.9	67.1	21		35.8	55	9.2		2.7	83.5	13.8		
PHF	.840	.818	.750	.875	.806	.929	.903	.957	.853	.836	.895	.863	.545	.900	.904	.907	.964

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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:																	
	07:30 AM				08:00 AM				07:00 AM				07:15 AM				
+0 mins.	38	35	1	74	**31**	147	41	219	68	**125**	**20**	213	3	171	23	197	
+15 mins.	39	**37**	**4**	80	21	177	**44**	**242**	**78**	118	19	**215**	5	177	32	214	
+30 mins.	**50**	32	4	**86**	22	167	33	222	59	102	15	176	**11**	190	**34**	235	
+45 mins.	44	19	1	64	22	**189**	23	234	71	122	15	208	5	**207**	34	**246**	
Total Volume	171	123	10	304	96	680	141	917	276	467	69	812	24	745	123	892	
% App. Total	56.2	40.5	3.3		10.5	74.2	15.4		34	57.5	8.5		2.7	83.5	13.8		
PHF	.855	.831	.625	.884	.774	.899	.801	.947	.885	.934	.863	.944	.545	.900	.904	.907	

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County of Riverside
N/S: Harvill Avenue
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

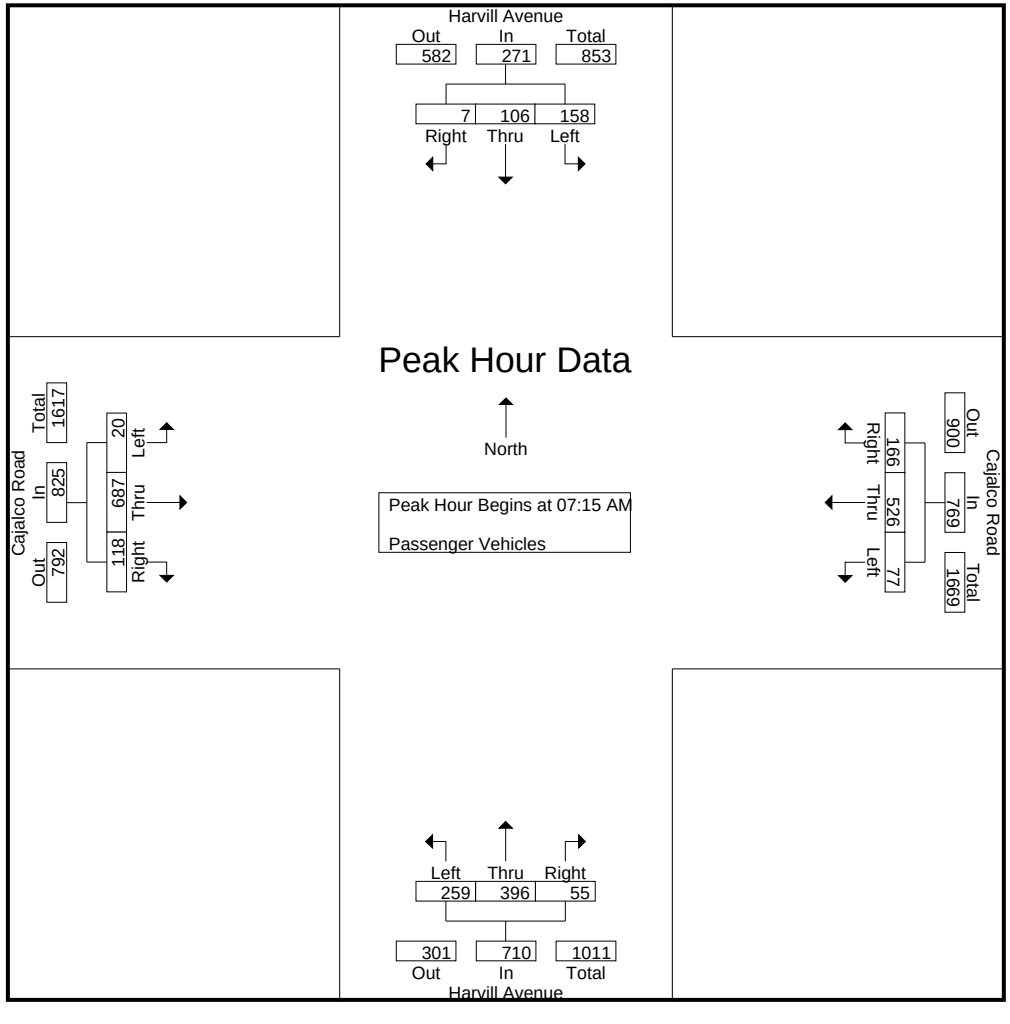
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	27	11	2	2	40	14	136	35	21	185	66	122	15	5	203	1	113	12	6	126	34	554	588
07:15 AM	39	16	1	0	56	24	126	40	16	190	77	116	15	6	208	3	161	20	7	184	29	638	667
07:30 AM	35	28	1	0	64	15	140	45	16	200	57	98	12	4	167	5	168	31	16	204	36	635	671
07:45 AM	38	31	2	1	71	17	120	41	11	178	68	119	12	1	199	10	173	34	15	217	28	665	693
Total	139	86	6	3	231	70	522	161	64	753	268	455	54	16	777	19	615	97	44	731	127	2492	2619
08:00 AM	46	31	3	3	80	21	140	40	14	201	57	63	16	6	136	2	185	33	15	220	38	637	675
08:15 AM	39	17	1	1	57	13	166	39	10	218	35	38	11	6	84	4	131	22	10	157	27	516	543
08:30 AM	28	25	3	2	56	13	159	30	12	202	42	41	13	8	96	3	130	32	19	165	41	519	560
08:45 AM	22	27	5	3	54	17	176	21	8	214	39	28	11	4	78	2	115	19	14	136	29	482	511
Total	135	100	12	9	247	64	641	130	44	835	173	170	51	24	394	11	561	106	58	678	135	2154	2289
Grand Total	274	186	18	12	478	134	1163	291	108	1588	441	625	105	40	1171	30	1176	203	102	1409	262	4646	4908
Apprch %	57.3	38.9	3.8			8.4	73.2	18.3			37.7	53.4	9			2.1	83.5	14.4					
Total %	5.9	4	0.4		10.3	2.9	25	6.3		34.2	9.5	13.5	2.3		25.2	0.6	25.3	4.4		30.3	5.3	94.7	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	39	16	1	56	**24**	126	40	190	**77**	116	15	**208**	3	161	20	184	638
07:30 AM	35	28	1	64	15	**140**	**45**	200	57	98	12	167	5	168	31	204	635
07:45 AM	38	**31**	2	71	17	120	41	178	68	**119**	12	199	**10**	173	**34**	217	**665**
08:00 AM	**46**	31	**3**	**80**	21	140	40	**201**	57	63	**16**	136	2	**185**	33	**220**	637
Total Volume	158	106	7	271	77	526	166	769	259	396	55	710	20	687	118	825	2575
% App. Total	58.3	39.1	2.6		10	68.4	21.6		36.5	55.8	7.7		2.4	83.3	14.3		
PHF	.859	.855	.583	.847	.802	.939	.922	.956	.841	.832	.859	.853	.500	.928	.868	.938	.968

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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.	39	16	1	56	**24**	126	40	190	**77**	116	15	**208**	3	161	20	184	
+15 mins.	35	28	1	64	15	**140**	**45**	200	57	98	12	167	5	168	31	204	
+30 mins.	38	**31**	2	71	17	120	41	178	68	**119**	12	199	**10**	173	**34**	217	
+45 mins.	**46**	31	**3**	**80**	21	140	40	**201**	57	63	**16**	136	2	**185**	33	**220**	
Total Volume	158	106	7	271	77	526	166	769	259	396	55	710	20	687	118	825	
% App. Total	58.3	39.1	2.6		10	68.4	21.6		36.5	55.8	7.7		2.4	83.3	14.3		
PHF	.859	.855	.583	.847	.802	.939	.922	.956	.841	.832	.859	.853	.500	.928	.868	.938	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

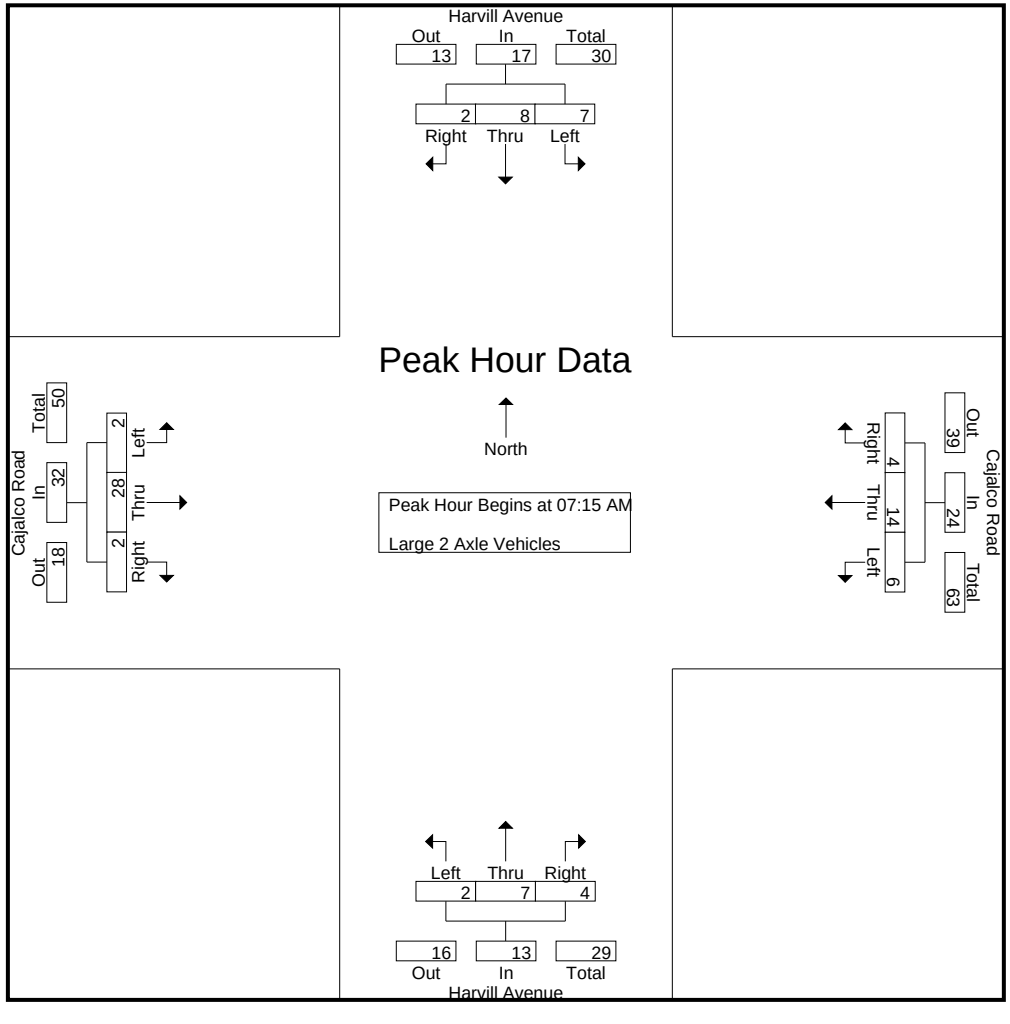
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	10	3	0	13	1	1	3	1	5	2	10	0	0	12	1	32	33
07:15 AM	2	1	1	0	4	1	3	1	1	5	0	2	0	0	2	0	4	2	2	6	3	17	20
07:30 AM	3	2	0	0	5	2	3	1	0	6	1	2	2	0	5	0	3	0	0	3	0	19	19
07:45 AM	0	5	0	0	5	0	3	1	1	4	1	2	1	0	4	1	11	0	0	12	1	25	26
Total	5	10	1	0	16	3	19	6	2	28	3	7	6	1	16	3	28	2	2	33	5	93	98
08:00 AM	2	0	1	1	3	3	5	1	0	9	0	1	1	0	2	1	10	0	0	11	1	25	26
08:15 AM	1	0	0	0	1	0	4	4	2	8	3	2	0	0	5	0	4	1	0	5	2	19	21
08:30 AM	2	1	0	0	3	1	1	2	2	4	1	1	0	0	2	1	3	0	0	4	2	13	15
08:45 AM	2	2	0	0	4	3	3	1	0	7	0	0	2	0	2	1	1	0	0	2	0	15	15
Total	7	3	1	1	11	7	13	8	4	28	4	4	3	0	11	3	18	1	0	22	5	72	77
Grand Total	12	13	2	1	27	10	32	14	6	56	7	11	9	1	27	6	46	3	2	55	10	165	175
Apprch %	44.4	48.1	7.4			17.9	57.1	25			25.9	40.7	33.3			10.9	83.6	5.5					
Total %	7.3	7.9	1.2		16.4	6.1	19.4	8.5		33.9	4.2	6.7	5.5		16.4	3.6	27.9	1.8		33.3	5.7	94.3	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	1	**1**	4	1	3	**1**	5	0	**2**	0	2	0	4	**2**	6	17
07:30 AM	**3**	2	0	**5**	2	3	1	6	**1**	2	**2**	**5**	0	3	0	3	19
07:45 AM	0	**5**	0	5	0	3	1	4	1	2	1	4	**1**	**11**	0	**12**	**25**
08:00 AM	2	0	1	3	**3**	**5**	1	**9**	0	1	1	2	1	10	0	11	25
Total Volume	7	8	2	17	6	14	4	24	2	7	4	13	2	28	2	32	86
% App. Total	41.2	47.1	11.8		25	58.3	16.7		15.4	53.8	30.8		6.2	87.5	6.2		
PHF	.583	.400	.500	.850	.500	.700	1.00	.667	.500	.875	.500	.650	.500	.636	.250	.667	.860

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	1	**1**	4	1	3	**1**	5	0	**2**	0	2	0	4	**2**	6	
+15 mins.	**3**	2	0	**5**	2	3	1	6	**1**	2	**2**	**5**	0	3	0	3	
+30 mins.	0	**5**	0	5	0	3	1	4	1	2	1	4	**1**	**11**	0	**12**	
+45 mins.	2	0	1	3	**3**	**5**	1	**9**	0	1	1	2	1	10	0	11	
Total Volume	7	8	2	17	6	14	4	24	2	7	4	13	2	28	2	32	
% App. Total	41.2	47.1	11.8		25	58.3	16.7		15.4	53.8	30.8		6.2	87.5	6.2		
PHF	.583	.400	.500	.850	.500	.700	1.000	.667	.500	.875	.500	.650	.500	.636	.250	.667	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

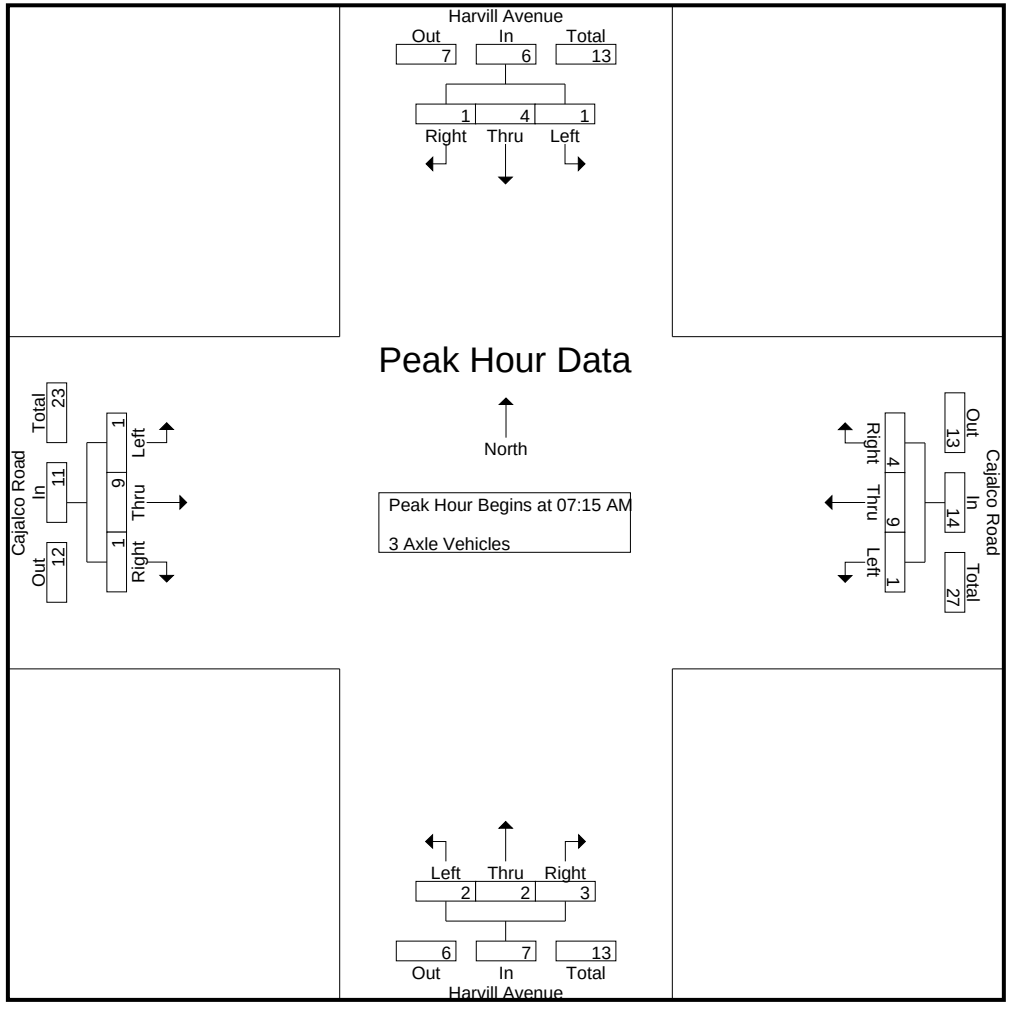
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	2	1	0	0	3	1	0	0	0	1	0	1	0	0	1	0	7	7
07:15 AM	0	0	1	0	1	0	1	1	0	2	0	0	2	0	2	0	2	0	0	2	0	7	7
07:30 AM	0	4	0	0	4	0	4	2	0	6	0	0	0	0	0	0	1	0	0	1	0	11	11
07:45 AM	0	0	0	0	0	1	2	1	0	4	1	1	0	0	2	0	1	0	0	1	0	7	7
Total	1	5	1	0	7	3	8	4	0	15	2	1	2	0	5	0	5	0	0	5	0	32	32
08:00 AM	1	0	0	0	1	0	2	0	0	2	1	1	1	0	3	1	5	1	0	7	0	13	13
08:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	4	4
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
08:45 AM	1	2	0	0	3	1	2	0	0	3	0	0	1	1	1	0	2	0	0	2	1	9	10
Total	3	2	0	0	5	2	4	0	0	6	3	1	2	1	6	1	10	1	0	12	1	29	30
Grand Total	4	7	1	0	12	5	12	4	0	21	5	2	4	1	11	1	15	1	0	17	1	61	62
Apprch %	33.3	58.3	8.3			23.8	57.1	19			45.5	18.2	36.4			5.9	88.2	5.9					
Total %	6.6	11.5	1.6		19.7	8.2	19.7	6.6		34.4	8.2	3.3	6.6		18	1.6	24.6	1.6		27.9	1.6	98.4	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	1	0	1	1	2	0	0	**2**	2	0	2	0	2	7
07:30 AM	0	**4**	0	**4**	0	**4**	**2**	**6**	0	0	0	0	0	1	0	1	11
07:45 AM	0	0	0	0	**1**	2	1	4	**1**	**1**	0	2	0	1	0	1	7
08:00 AM	**1**	0	0	1	0	2	0	2	1	1	1	**3**	**1**	**5**	**1**	**7**	**13**
Total Volume	1	4	1	6	1	9	4	14	2	2	3	7	1	9	1	11	38
% App. Total	16.7	66.7	16.7		7.1	64.3	28.6		28.6	28.6	42.9		9.1	81.8	9.1		
PHF	.250	.250	.250	.375	.250	.563	.500	.583	.500	.500	.375	.583	.250	.450	.250	.393	.731

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	1	0	1	1	2	0	0	**2**	2	0	2	0	2	
+15 mins.	0	**4**	0	**4**	0	**4**	**2**	**6**	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	**1**	2	1	4	**1**	**1**	0	2	0	1	0	1	
+45 mins.	**1**	0	0	1	0	2	0	2	1	1	1	**3**	**1**	**5**	**1**	**7**	
Total Volume	1	4	1	6	1	9	4	14	2	2	3	7	1	9	1	11	
% App. Total	16.7	66.7	16.7		7.1	64.3	28.6		28.6	28.6	42.9		9.1	81.8	9.1		
PHF	.250	.250	.250	.375	.250	.563	.500	.583	.500	.500	.375	.583	.250	.450	.250	.393	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

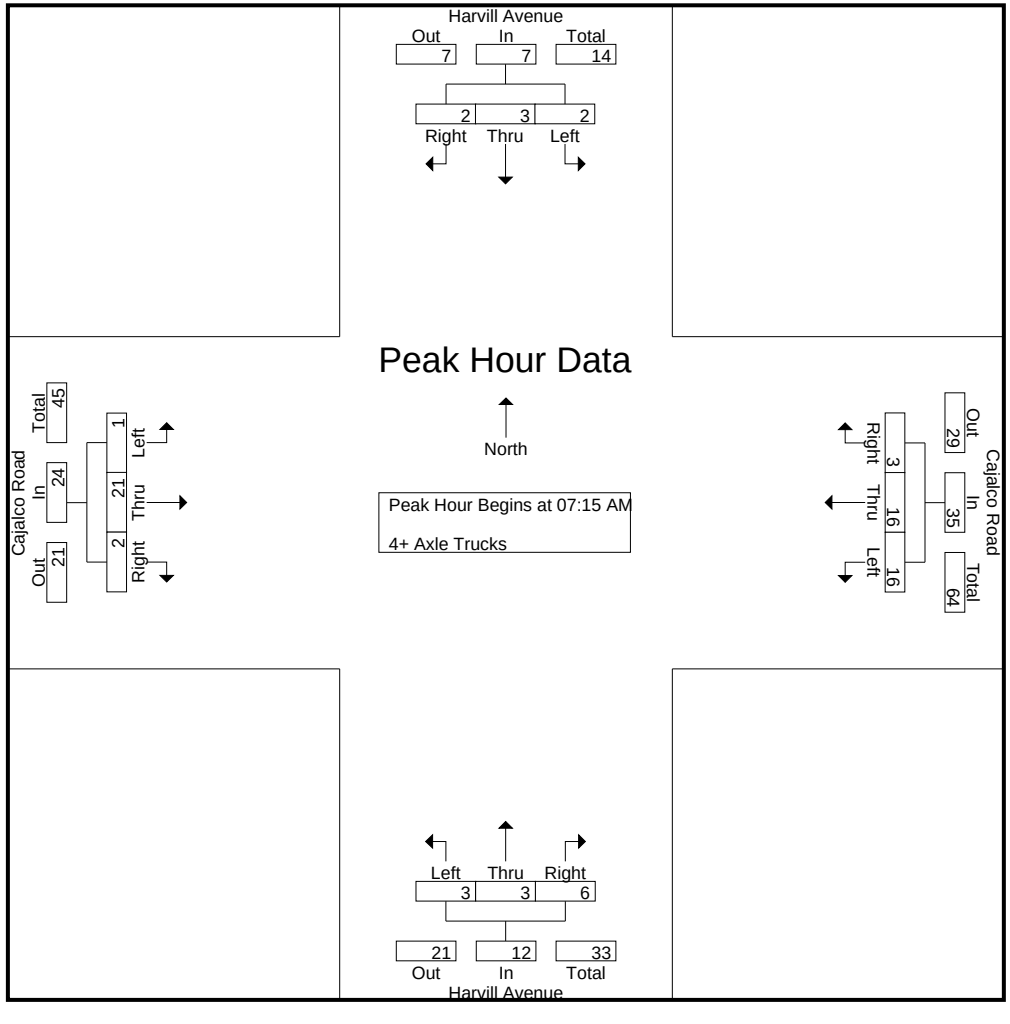
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	4	1	6	2	4	0	0	6	0	2	2	0	4	1	6	0	0	7	1	23	24
07:15 AM	0	0	0	0	0	4	4	1	1	9	1	0	2	0	3	0	4	1	0	5	1	17	18
07:30 AM	0	1	0	0	1	2	5	1	1	8	1	2	1	0	4	0	5	1	1	6	2	19	21
07:45 AM	1	1	2	1	4	3	7	1	0	11	1	0	2	0	3	0	5	0	0	5	1	23	24
Total	3	2	6	2	11	11	20	3	2	34	3	4	7	0	14	1	20	2	1	23	5	82	87
08:00 AM	1	1	0	0	2	7	0	0	0	7	0	1	1	0	2	1	7	0	0	8	0	19	19
08:15 AM	3	2	0	0	5	8	7	1	0	16	0	1	3	1	4	0	13	0	0	13	1	38	39
08:30 AM	1	2	1	0	4	7	7	1	1	15	1	2	1	0	4	2	6	0	0	8	1	31	32
08:45 AM	1	1	1	1	3	1	8	1	0	10	1	0	2	1	3	1	2	0	0	3	2	19	21
Total	6	6	2	1	14	23	22	3	1	48	2	4	7	2	13	4	28	0	0	32	4	107	111
Grand Total	9	8	8	3	25	34	42	6	3	82	5	8	14	2	27	5	48	2	1	55	9	189	198
Apprch %	36	32	32			41.5	51.2	7.3			18.5	29.6	51.9			9.1	87.3	3.6					
Total %	4.8	4.2	4.2		13.2	18	22.2	3.2		43.4	2.6	4.2	7.4		14.3	2.6	25.4	1.1		29.1	4.5	95.5	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	4	4	**1**	9	**1**	0	**2**	3	0	4	**1**	5	17
07:30 AM	0	**1**	0	1	2	5	1	8	1	**2**	1	**4**	0	5	1	6	19
07:45 AM	**1**	1	**2**	**4**	3	**7**	1	**11**	1	0	2	3	0	5	0	5	**23**
08:00 AM	1	1	0	2	**7**	0	0	7	0	1	1	2	**1**	**7**	0	**8**	19
Total Volume	2	3	2	7	16	16	3	35	3	3	6	12	1	21	2	24	78
% App. Total	28.6	42.9	28.6		45.7	45.7	8.6		25	25	50		4.2	87.5	8.3		
PHF	.500	.750	.250	.438	.571	.571	.750	.795	.750	.375	.750	.750	.250	.750	.500	.750	.848

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County of Riverside
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Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	4	4	**1**	9	**1**	0	**2**	3	0	4	**1**	5	
+15 mins.	0	**1**	0	1	2	5	1	8	1	**2**	1	**4**	0	5	1	6	
+30 mins.	**1**	1	**2**	**4**	3	**7**	1	**11**	1	0	2	3	0	5	0	5	
+45 mins.	1	1	0	2	**7**	0	0	7	0	1	1	2	**1**	**7**	0	**8**	
Total Volume	2	3	2	7	16	16	3	35	3	3	6	12	1	21	2	24	
% App. Total	28.6	42.9	28.6		45.7	45.7	8.6		25	25	50		4.2	87.5	8.3		
PHF	.500	.750	.250	.438	.571	.571	.750	.795	.750	.375	.750	.750	.250	.750	.500	.750	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

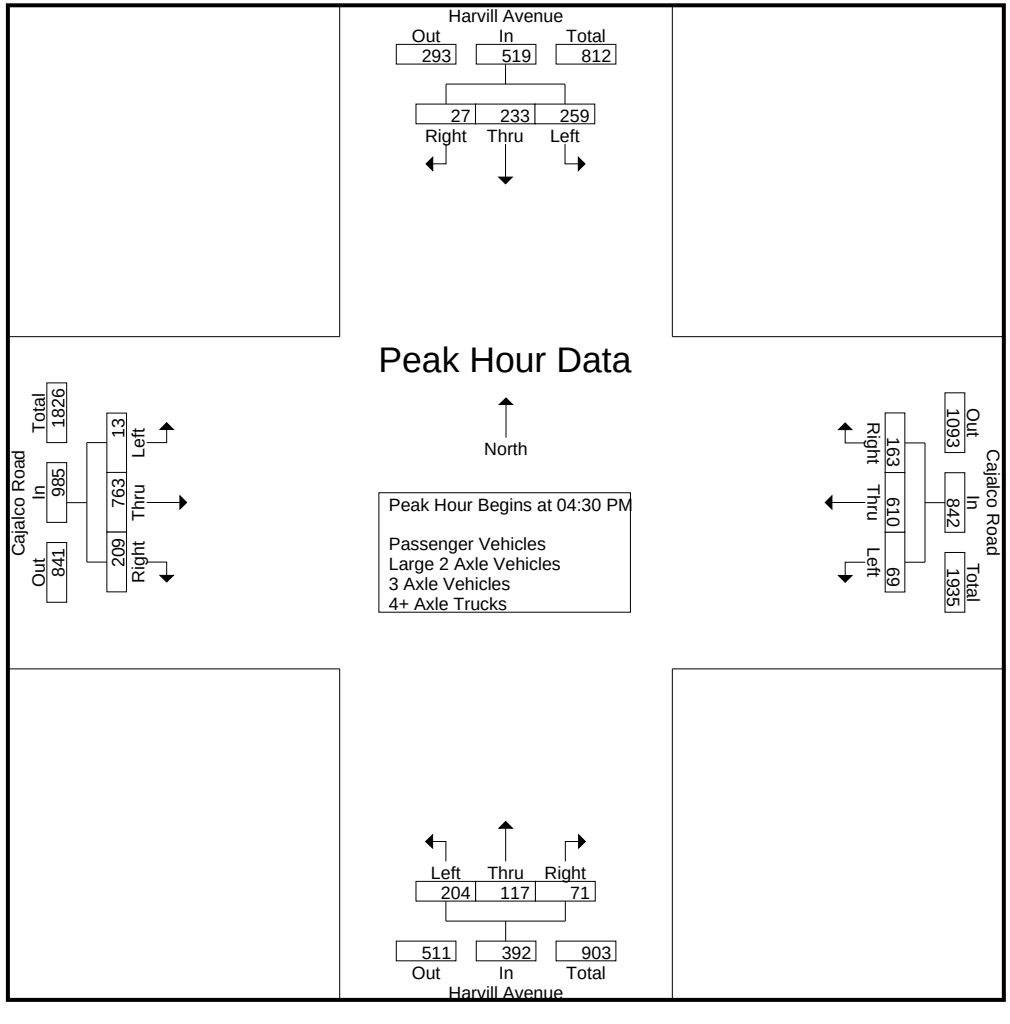
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	56	46	6	4	108	12	173	51	25	236	47	25	20	11	92	5	189	53	26	247	66	683	749
04:15 PM	72	60	6	5	138	21	148	37	13	206	62	34	17	9	113	0	171	38	21	209	48	666	714
04:30 PM	73	73	7	6	153	24	126	40	12	190	62	30	18	5	110	3	186	41	15	230	38	683	721
04:45 PM	50	54	6	3	110	15	174	42	11	231	53	22	16	11	91	2	206	58	32	266	57	698	755
Total	251	233	25	18	509	72	621	170	61	863	224	111	71	36	406	10	752	190	94	952	209	2730	2939
05:00 PM	71	68	8	2	147	15	143	45	17	203	45	39	14	8	98	3	173	55	26	231	53	679	732
05:15 PM	65	38	6	4	109	15	167	36	22	218	44	26	23	13	93	5	198	55	26	258	65	678	743
05:30 PM	68	42	5	2	115	14	138	31	8	183	36	39	13	8	88	2	209	44	18	255	36	641	677
05:45 PM	52	42	5	0	99	16	118	40	24	174	61	40	22	7	123	3	195	31	19	229	50	625	675
Total	256	190	24	8	470	60	566	152	71	778	186	144	72	36	402	13	775	185	89	973	204	2623	2827
Grand Total	507	423	49	26	979	132	1187	322	132	1641	410	255	143	72	808	23	1527	375	183	1925	413	5353	5766
Apprch %	51.8	43.2	5			8	72.3	19.6			50.7	31.6	17.7			1.2	79.3	19.5					
Total %	9.5	7.9	0.9		18.3	2.5	22.2	6		30.7	7.7	4.8	2.7		15.1	0.4	28.5	7		36	7.2	92.8	
Passenger Vehicles	499	411	37		969	103	1113	300		1643	407	254	131		861	19	1455	365		2016	0	0	5489
% Passenger Vehicles	98.4	97.2	75.5	84.6	96.4	78	93.8	93.2	96.2	92.7	99.3	99.6	91.6	95.8	97.8	82.6	95.3	97.3	96.7	95.6	0	0	95.2
Large 2 Axle Vehicles	2	5	2		10	2	25	10		40	1	0	1		3	0	28	7		39	0	0	92
% Large 2 Axle Vehicles	0.4	1.2	4.1	3.8	1	1.5	2.1	3.1	2.3	2.3	0.2	0	0.7	1.4	0.3	0	1.8	1.9	2.2	1.9	0	0	1.6
3 Axle Vehicles	4	0	3		8	5	6	1		12	0	0	5		5	1	12	1		15	0	0	40
% 3 Axle Vehicles	0.8	0	6.1	3.8	0.8	3.8	0.5	0.3	0	0.7	0	0	3.5	0	0.6	4.3	0.8	0.3	0.5	0.7	0	0	0.7
4+ Axle Trucks	2	7	7		18	22	43	11		78	2	1	6		11	3	32	2		38	0	0	145
% 4+ Axle Trucks	0.4	1.7	14.3	7.7	1.8	16.7	3.6	3.4	1.5	4.4	0.5	0.4	4.2	2.8	1.2	13	2.1	0.5	0.5	1.8	0	0	2.5

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**73**	**73**	7	**153**	**24**	126	40	190	**62**	30	18	**110**	3	186	41	230	683
04:45 PM	50	54	6	110	15	**174**	42	**231**	53	22	16	91	2	**206**	**58**	**266**	**698**
05:00 PM	71	68	**8**	147	15	143	**45**	203	45	**39**	14	98	3	173	55	231	679
05:15 PM	65	38	6	109	15	167	36	218	44	26	**23**	93	**5**	198	55	258	678
Total Volume	259	233	27	519	69	610	163	842	204	117	71	392	13	763	209	985	2738
% App. Total	49.9	44.9	5.2		8.2	72.4	19.4		52	29.8	18.1		1.3	77.5	21.2		
PHF	.887	.798	.844	.848	.719	.876	.906	.911	.823	.750	.772	.891	.650	.926	.901	.926	.981

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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:																	
	04:15 PM				04:00 PM				04:15 PM				04:45 PM				
+0 mins.	72	60	6	138	12	173	**51**	**236**	**62**	34	17	**113**	2	206	**58**	**266**	
+15 mins.	**73**	**73**	7	**153**	21	148	37	206	62	30	**18**	110	3	173	55	231	
+30 mins.	50	54	6	110	**24**	126	40	190	53	22	16	91	**5**	198	55	258	
+45 mins.	71	68	**8**	147	15	**174**	42	231	45	**39**	14	98	2	**209**	44	255	
Total Volume	266	255	27	548	72	621	170	863	222	125	65	412	12	786	212	1010	
% App. Total	48.5	46.5	4.9		8.3	72	19.7		53.9	30.3	15.8		1.2	77.8	21		
PHF	.911	.873	.844	.895	.750	.892	.833	.914	.895	.801	.903	.912	.600	.940	.914	.949	

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County of Riverside
N/S: Harvill Avenue
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File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

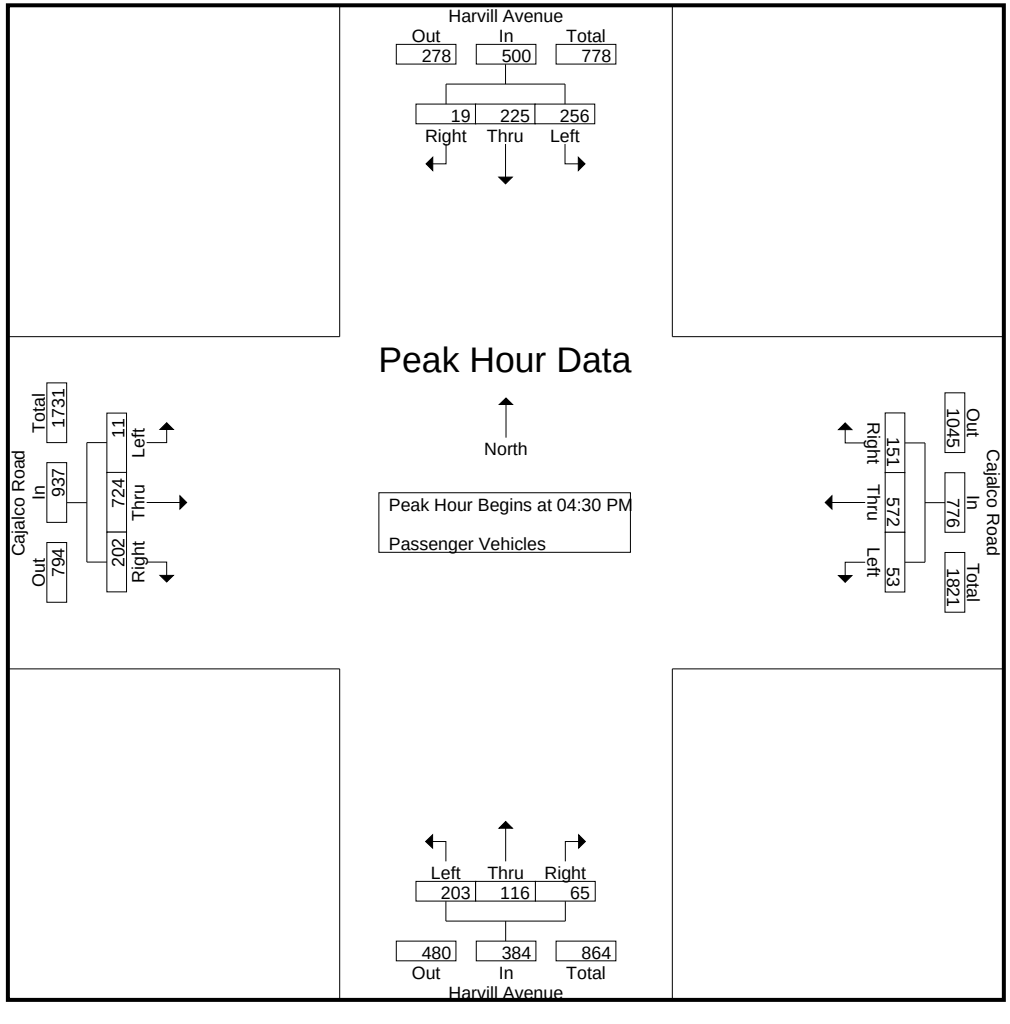
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	56	45	4	3	105	8	165	48	24	221	47	25	17	10	89	3	180	52	25	235	62	650	712
04:15 PM	70	58	6	5	134	16	135	35	13	186	60	34	17	9	111	0	160	36	20	196	47	627	674
04:30 PM	73	71	7	6	151	19	119	37	11	175	62	30	18	5	110	3	179	39	14	221	36	657	693
04:45 PM	49	53	4	2	106	13	163	40	11	216	52	22	15	10	89	1	194	58	32	253	55	664	719
Total	248	227	21	16	496	56	582	160	59	798	221	111	67	34	399	7	713	185	91	905	200	2598	2798
05:00 PM	70	64	2	1	136	11	134	41	16	186	45	38	14	8	97	2	165	55	26	222	51	641	692
05:15 PM	64	37	6	4	107	10	156	33	20	199	44	26	18	12	88	5	186	50	23	241	59	635	694
05:30 PM	68	42	4	1	114	13	127	30	8	170	36	39	13	8	88	2	204	44	18	250	35	622	657
05:45 PM	49	41	4	0	94	13	114	36	24	163	61	40	19	7	120	3	187	31	19	221	50	598	648
Total	251	184	16	6	451	47	531	140	68	718	186	143	64	35	393	12	742	180	86	934	195	2496	2691
Grand Total	499	411	37	22	947	103	1113	300	127	1516	407	254	131	69	792	19	1455	365	177	1839	395	5094	5489
Apprch %	52.7	43.4	3.9			6.8	73.4	19.8			51.4	32.1	16.5			1	79.1	19.8					
Total %	9.8	8.1	0.7		18.6	2	21.8	5.9		29.8	8	5	2.6		15.5	0.4	28.6	7.2		36.1	7.2	92.8	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**73**	**71**	**7**	**151**	**19**	119	37	175	**62**	30	**18**	**110**	3	179	39	221	657
04:45 PM	49	53	4	106	13	**163**	40	**216**	52	22	15	89	1	**194**	**58**	**253**	**664**
05:00 PM	70	64	2	136	11	134	**41**	186	45	**38**	14	97	2	165	55	222	641
05:15 PM	64	37	6	107	10	156	33	199	44	26	18	88	**5**	186	50	241	635
Total Volume	256	225	19	500	53	572	151	776	203	116	65	384	11	724	202	937	2597
% App. Total	51.2	45	3.8		6.8	73.7	19.5		52.9	30.2	16.9		1.2	77.3	21.6		
PHF	.877	.792	.679	.828	.697	.877	.921	.898	.819	.763	.903	.873	.550	.933	.871	.926	.978

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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.	**73**	**71**	**7**	**151**	**19**	119	37	175	**62**	30	**18**	**110**	3	179	39	221	
+15 mins.	49	53	4	106	13	**163**	40	**216**	52	22	15	89	1	**194**	**58**	**253**	
+30 mins.	70	64	2	136	11	134	**41**	186	45	**38**	14	97	2	165	55	222	
+45 mins.	64	37	6	107	10	156	33	199	44	26	18	88	**5**	186	50	241	
Total Volume	256	225	19	500	53	572	151	776	203	116	65	384	11	724	202	937	
% App. Total	51.2	45	3.8		6.8	73.7	19.5		52.9	30.2	16.9		1.2	77.3	21.6		
PHF	.877	.792	.679	.828	.697	.877	.921	.898	.819	.763	.903	.873	.550	.933	.871	.926	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

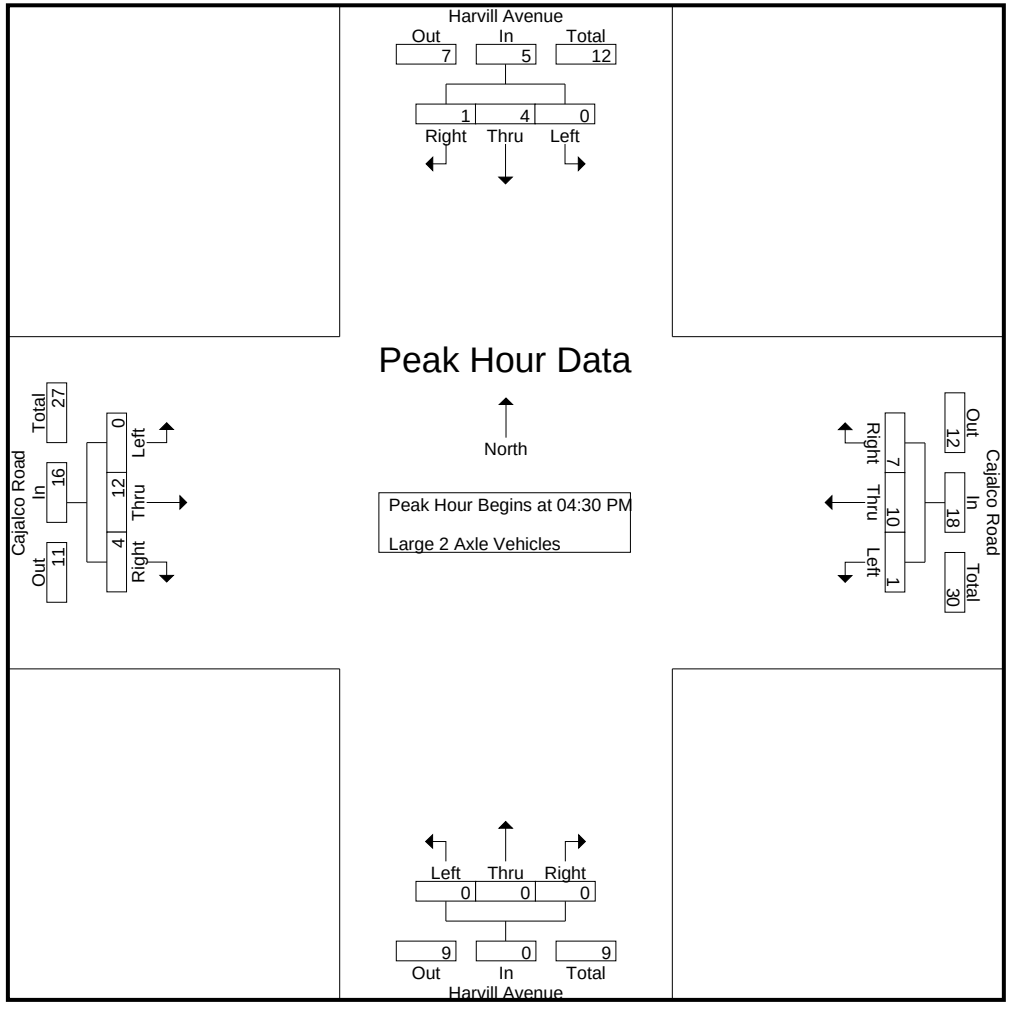
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	1	3	2	0	6	0	0	1	1	1	0	4	1	1	5	3	13	16
04:15 PM	2	1	0	0	3	0	6	1	0	7	1	0	0	0	1	0	5	2	1	7	1	18	19
04:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
04:45 PM	0	1	0	0	1	1	4	1	0	6	0	0	0	0	0	0	3	0	0	3	0	10	10
Total	2	2	1	1	5	2	14	5	0	21	1	0	1	1	2	0	15	3	2	18	4	46	50
05:00 PM	0	2	1	0	3	0	3	2	1	5	0	0	0	0	0	0	3	0	0	3	1	11	12
05:15 PM	0	1	0	0	1	0	2	3	2	5	0	0	0	0	0	0	3	4	2	7	4	13	17
05:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Total	0	3	1	0	4	0	11	5	3	16	0	0	0	0	0	0	13	4	2	17	5	37	42
Grand Total	2	5	2	1	9	2	25	10	3	37	1	0	1	1	2	0	28	7	4	35	9	83	92
Apprch %	22.2	55.6	22.2			5.4	67.6	27			50	0	50			0	80	20					
Total %	2.4	6	2.4		10.8	2.4	30.1	12		44.6	1.2	0	1.2		2.4	0	33.7	8.4		42.2	9.8	90.2	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	0	0	0	0	0	**3**	0	3	5
04:45 PM	0	1	0	1	**1**	**4**	1	**6**	0	0	0	0	0	3	0	3	10
05:00 PM	0	**2**	**1**	**3**	0	3	2	5	0	0	0	0	0	3	0	3	11
05:15 PM	0	1	0	1	0	2	**3**	5	0	0	0	0	0	3	**4**	**7**	**13**
Total Volume	0	4	1	5	1	10	7	18	0	0	0	0	0	12	4	16	39
% App. Total	0	80	20		5.6	55.6	38.9		0	0	0		0	75	25		
PHF	.000	.500	.250	.417	.250	.625	.583	.750	.000	.000	.000	.000	.000	1.00	.250	.571	.750

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	0	0	0	0	0	**3**	0	3	
+15 mins.	0	1	0	1	**1**	**4**	1	**6**	0	0	0	0	0	3	0	3	
+30 mins.	0	**2**	**1**	**3**	0	3	2	5	0	0	0	0	0	3	0	3	
+45 mins.	0	1	0	1	0	2	**3**	5	0	0	0	0	0	3	**4**	**7**	
Total Volume	0	4	1	5	1	10	7	18	0	0	0	0	0	12	4	16	
% App. Total	0	80	20		5.6	55.6	38.9		0	0	0		0	75	25		
PHF	.000	.500	.250	.417	.250	.625	.583	.750	.000	.000	.000	.000	.000	1.000	.250	.571	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

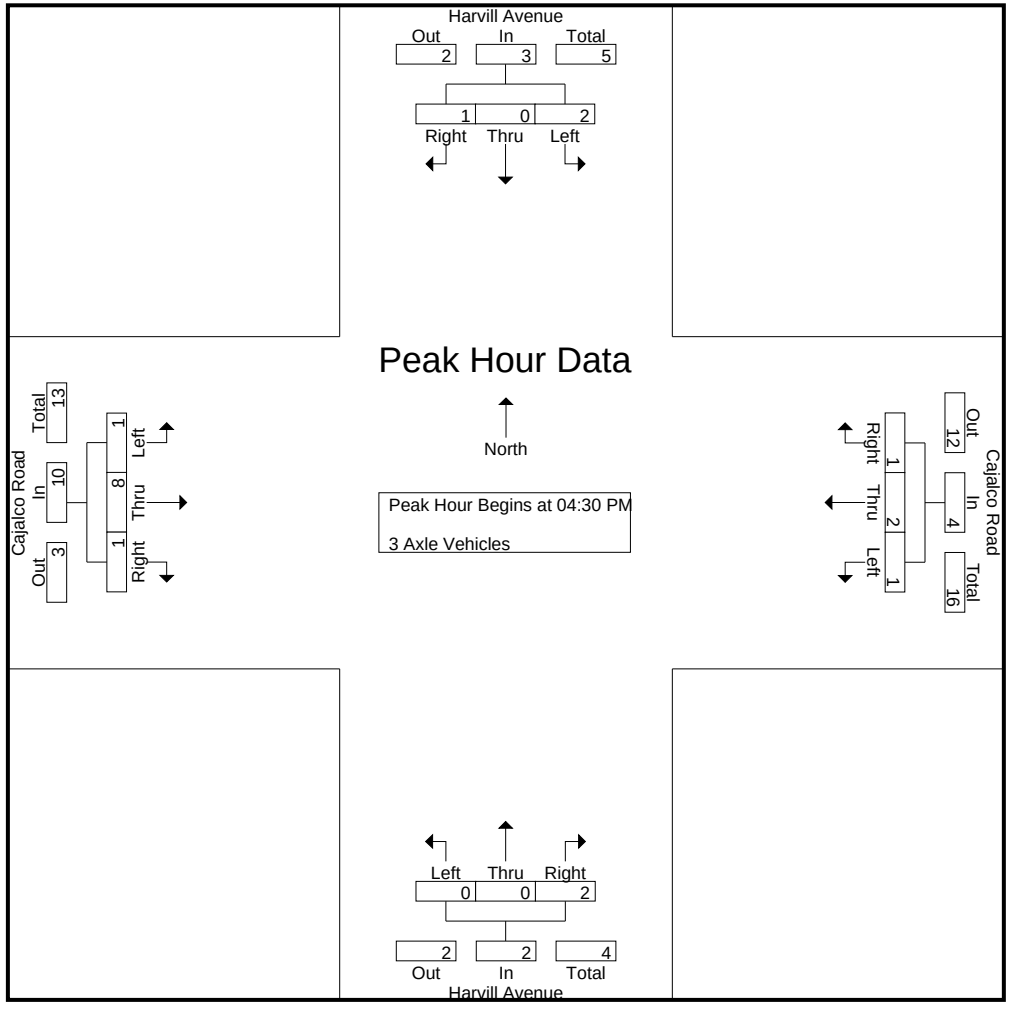
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	4	4
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	3
04:45 PM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1	3	0	0	4	0	7	7
Total	1	0	2	0	3	2	4	0	0	6	0	0	1	0	1	1	5	1	1	7	1	17	18
05:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	0	7	7
05:30 PM	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3
05:45 PM	2	0	0	0	2	2	0	0	0	2	0	0	2	0	2	0	3	0	0	3	0	9	9
Total	3	0	1	1	4	3	2	1	0	6	0	0	4	0	4	0	7	0	0	7	1	21	22
Grand Total	4	0	3	1	7	5	6	1	0	12	0	0	5	0	5	1	12	1	1	14	2	38	40
Apprch %	57.1	0	42.9			41.7	50	8.3			0	0	100			7.1	85.7	7.1					
Total %	10.5	0	7.9		18.4	13.2	15.8	2.6		31.6	0	0	13.2		13.2	2.6	31.6	2.6		36.8	5	95	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	2	2
04:45 PM	**1**	0	**1**	**2**	**1**	0	0	1	0	0	0	0	**1**	**3**	0	**4**	**7**
05:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	3
05:15 PM	1	0	0	1	0	1	0	1	0	0	**2**	**2**	0	3	0	3	7
Total Volume	2	0	1	3	1	2	1	4	0	0	2	2	1	8	1	10	19
% App. Total	66.7	0	33.3		25	50	25		0	0	100		10	80	10		
PHF	.500	.000	.250	.375	.250	.500	.250	.500	.000	.000	.250	.250	.250	.667	.250	.625	.679

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	2	
+15 mins.	**1**	0	**1**	**2**	**1**	0	0	1	0	0	0	0	**1**	**3**	0	**4**	
+30 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	
+45 mins.	1	0	0	1	0	1	0	1	0	0	**2**	**2**	0	3	0	3	
Total Volume	2	0	1	3	1	2	1	4	0	0	2	2	1	8	1	10	
% App. Total	66.7	0	33.3		25	50	25		0	0	100		10	80	10		
PHF	.500	.000	.250	.375	.250	.500	.250	.500	.000	.000	.250	.250	.250	.667	.250	.625	

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County of Riverside
N/S: Harvill Avenue
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Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
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Page No : 1

Groups Printed- 4+ Axle Trucks

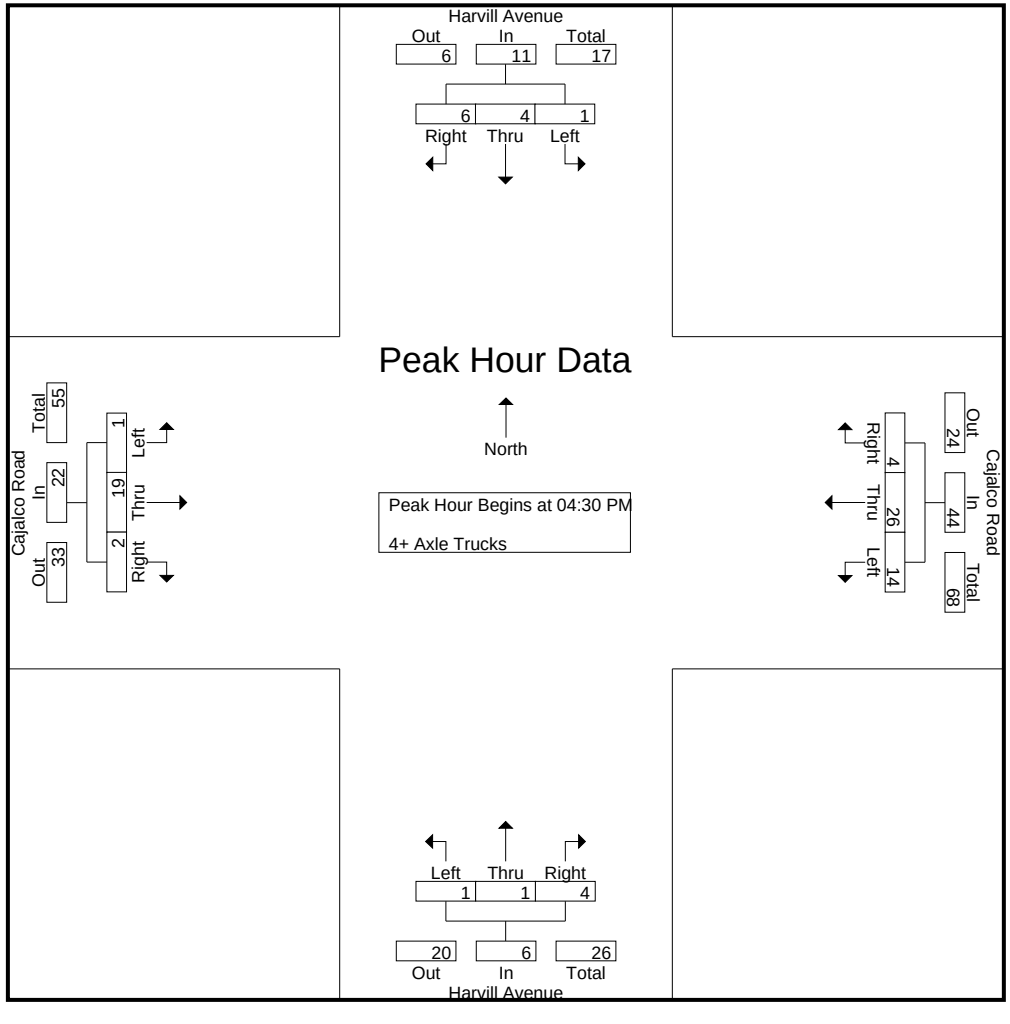
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	3	4	1	1	8	0	0	1	0	1	2	4	0	0	6	1	16	17
04:15 PM	0	1	0	0	1	4	4	1	0	9	1	0	0	0	1	0	6	0	0	6	0	17	17
04:30 PM	0	2	0	0	2	5	6	2	1	13	0	0	0	0	0	0	3	1	0	4	1	19	20
04:45 PM	0	0	1	1	1	0	7	1	0	8	1	0	1	1	2	0	6	0	0	6	2	17	19
Total	0	4	1	1	5	12	21	5	2	38	2	0	2	1	4	2	19	1	0	22	4	69	73
05:00 PM	1	2	5	1	8	4	5	1	0	10	0	1	0	0	1	1	4	0	0	5	1	24	25
05:15 PM	0	0	0	0	0	5	8	0	0	13	0	0	3	1	3	0	6	1	1	7	2	23	25
05:30 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7
05:45 PM	1	1	1	0	3	1	4	4	0	9	0	0	1	0	1	0	2	0	0	2	0	15	15
Total	2	3	6	1	11	10	22	6	0	38	0	1	4	1	5	1	13	1	1	15	3	69	72
Grand Total	2	7	7	2	16	22	43	11	2	76	2	1	6	2	9	3	32	2	1	37	7	138	145
Apprch %	12.5	43.8	43.8			28.9	56.6	14.5			22.2	11.1	66.7			8.1	86.5	5.4					
Total %	1.4	5.1	5.1		11.6	15.9	31.2	8		55.1	1.4	0.7	4.3		6.5	2.2	23.2	1.4		26.8	4.8	95.2	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**2**	0	2	**5**	6	**2**	**13**	0	0	0	0	0	3	**1**	4	19
04:45 PM	0	0	1	1	0	7	1	8	**1**	0	1	2	0	**6**	0	6	17
05:00 PM	**1**	2	**5**	**8**	4	5	1	10	0	**1**	0	1	**1**	4	0	5	**24**
05:15 PM	0	0	0	0	5	**8**	0	13	0	0	**3**	**3**	0	6	1	**7**	23
Total Volume	1	4	6	11	14	26	4	44	1	1	4	6	1	19	2	22	83
% App. Total	9.1	36.4	54.5		31.8	59.1	9.1		16.7	16.7	66.7		4.5	86.4	9.1		
PHF	.250	.500	.300	.344	.700	.813	.500	.846	.250	.250	.333	.500	.250	.792	.500	.786	.865

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**2**	0	2	**5**	6	**2**	**13**	0	0	0	0	0	3	**1**	4	
+15 mins.	0	0	1	1	0	7	1	8	**1**	0	1	2	0	**6**	0	6	
+30 mins.	**1**	2	**5**	**8**	4	5	1	10	0	**1**	0	1	**1**	4	0	5	
+45 mins.	0	0	0	0	5	**8**	0	13	0	0	**3**	**3**	0	6	1	**7**	
Total Volume	1	4	6	11	14	26	4	44	1	1	4	6	1	19	2	22	
% App. Total	9.1	36.4	54.5		31.8	59.1	9.1		16.7	16.7	66.7		4.5	86.4	9.1		
PHF	.250	.500	.300	.344	.700	.813	.500	.846	.250	.250	.333	.500	.250	.792	.500	.786	

Location: County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Harvill Avenue	East Leg Cajalco Road	South Leg Harvill Avenue	West Leg Cajalco 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	1	0	1	0	2
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:	1	0	1	0	2

	North Leg Harvill Avenue	East Leg Cajalco Road	South Leg Harvill Avenue	West Leg Cajalco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	1	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
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:	2	0	0	2	4

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Location: County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Harvill Avenue			Westbound Cajalco Road			Northbound Harvill Avenue			Eastbound Cajalco 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	1	1
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	1	1

	Southbound Harvill Avenue			Westbound Cajalco Road			Northbound Harvill Avenue			Eastbound Cajalco 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	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	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	2	0	0	0	0	0	1	0	0	0	0	3

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

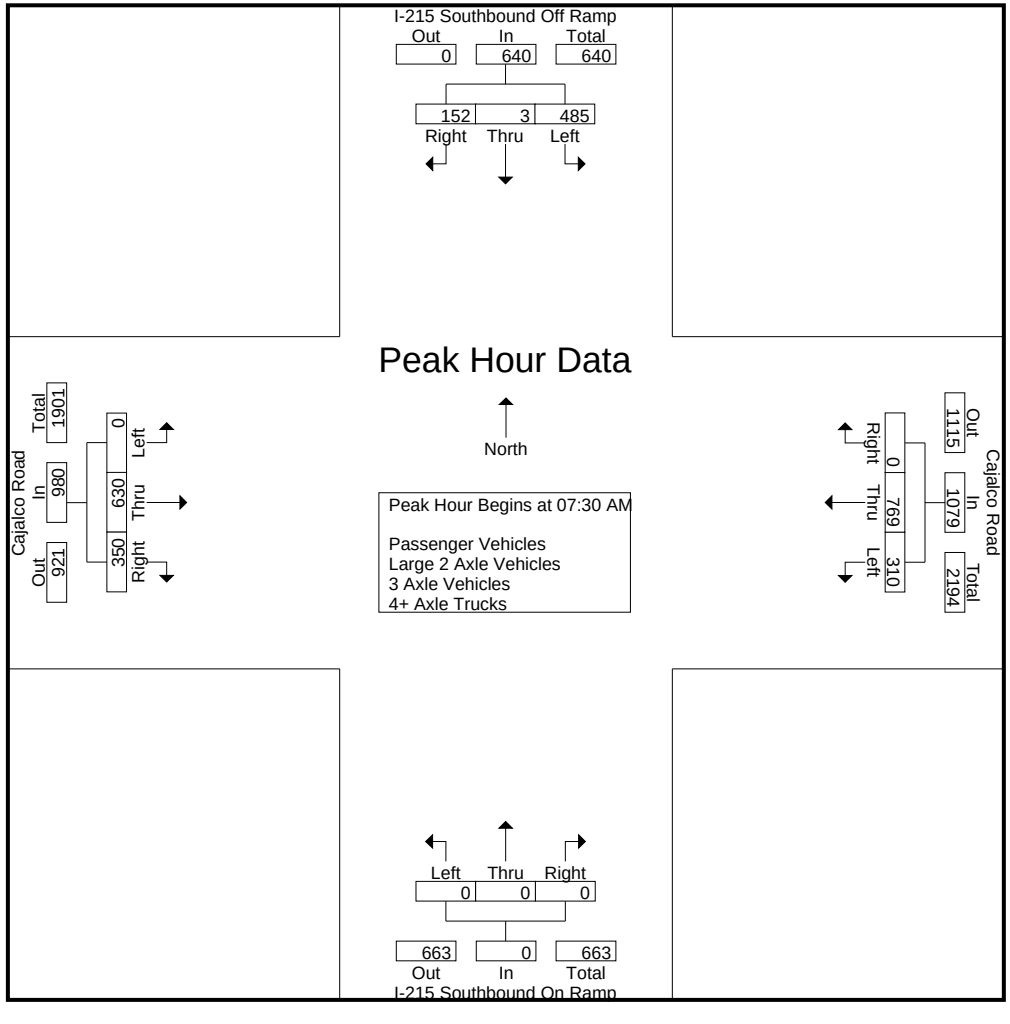
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	101	0	37	13	138	55	179	0	0	234	0	0	0	0	0	0	111	63	18	174	31	546	577
07:15 AM	119	0	35	18	154	85	166	0	0	251	0	0	0	0	0	0	138	86	32	224	50	629	679
07:30 AM	138	0	46	17	184	72	190	0	0	262	0	0	0	0	0	0	165	84	40	249	57	695	752
07:45 AM	130	2	34	12	166	84	177	0	0	261	0	0	0	0	0	0	151	82	30	233	42	660	702
Total	488	2	152	60	642	296	712	0	0	1008	0	0	0	0	0	0	565	315	120	880	180	2530	2710
08:00 AM	112	1	37	20	150	77	180	0	0	257	0	0	0	0	0	0	155	104	49	259	69	666	735
08:15 AM	105	0	35	10	140	77	222	0	0	299	0	0	0	0	0	0	159	80	36	239	46	678	724
08:30 AM	79	0	30	7	109	42	195	0	0	237	0	0	0	0	0	0	114	73	16	187	23	533	556
08:45 AM	91	0	38	19	129	49	201	0	0	250	0	0	0	0	0	0	95	67	14	162	33	541	574
Total	387	1	140	56	528	245	798	0	0	1043	0	0	0	0	0	0	523	324	115	847	171	2418	2589
Grand Total	875	3	292	116	1170	541	1510	0	0	2051	0	0	0	0	0	0	1088	639	235	1727	351	4948	5299
Apprch %	74.8	0.3	25			26.4	73.6	0			0	0	0			0	63	37					
Total %	17.7	0.1	5.9		23.6	10.9	30.5	0		41.5	0	0	0		0	0	22	12.9		34.9	6.6	93.4	
Passenger Vehicles	705	1	227		1034	507	1388	0		1895	0	0	0		0	0	950	581		1753	0	0	4682
% Passenger Vehicles	80.6	33.3	77.7	87.1	80.4	93.7	91.9	0	0	92.4	0	0	0	0	0	0	87.3	90.9	94.5	89.3	0	0	88.4
Large 2 Axle Vehicles	49	0	20		78	21	65	0		86	0	0	0		0	0	63	39		112	0	0	276
% Large 2 Axle Vehicles	5.6	0	6.8	7.8	6.1	3.9	4.3	0	0	4.2	0	0	0	0	0	0	5.8	6.1	4.3	5.7	0	0	5.2
3 Axle Vehicles	18	0	8		26	3	12	0		15	0	0	0		0	0	18	5		23	0	0	64
% 3 Axle Vehicles	2.1	0	2.7	0	2	0.6	0.8	0	0	0.7	0	0	0	0	0	0	1.7	0.8	0	1.2	0	0	1.2
4+ Axle Trucks	103	2	37		148	10	45	0		55	0	0	0		0	0	57	14		74	0	0	277
% 4+ Axle Trucks	11.8	66.7	12.7	5.2	11.5	1.8	3	0	0	2.7	0	0	0	0	0	0	5.2	2.2	1.3	3.8	0	0	5.2

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**138**	0	**46**	**184**	72	190	0	262	0	0	0	0	0	**165**	84	249	**695**
07:45 AM	130	**2**	34	166	**84**	177	0	261	0	0	0	0	0	151	82	233	660
08:00 AM	112	1	37	150	77	180	0	257	0	0	0	0	0	155	**104**	**259**	666
08:15 AM	105	0	35	140	77	**222**	0	**299**	0	0	0	0	0	159	80	239	678
Total Volume	485	3	152	640	310	769	0	1079	0	0	0	0	0	630	350	980	2699
% App. Total	75.8	0.5	23.8		28.7	71.3	0		0	0	0		0	64.3	35.7		
PHF	.879	.375	.826	.870	.923	.866	.000	.902	.000	.000	.000	.000	.000	.955	.841	.946	.971

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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:																	
	07:15 AM				07:30 AM				07:00 AM				07:30 AM				
+0 mins.	119	0	35	154	72	190	0	262	0	0	0	0	0	**165**	84	249	
+15 mins.	**138**	0	**46**	**184**	**84**	177	0	261	0	0	0	0	0	151	82	233	
+30 mins.	130	**2**	34	166	77	180	0	257	0	0	0	0	0	155	**104**	**259**	
+45 mins.	112	1	37	150	77	**222**	0	**299**	0	0	0	0	0	159	80	239	
Total Volume	499	3	152	654	310	769	0	1079	0	0	0	0	0	630	350	980	
% App. Total	76.3	0.5	23.2		28.7	71.3	0		0	0	0		0	64.3	35.7		
PHF	.904	.375	.826	.889	.923	.866	.000	.902	.000	.000	.000	.000	.000	.955	.841	.946	

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County of Riverside
N/S: I-215 Southbound Ramps
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File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

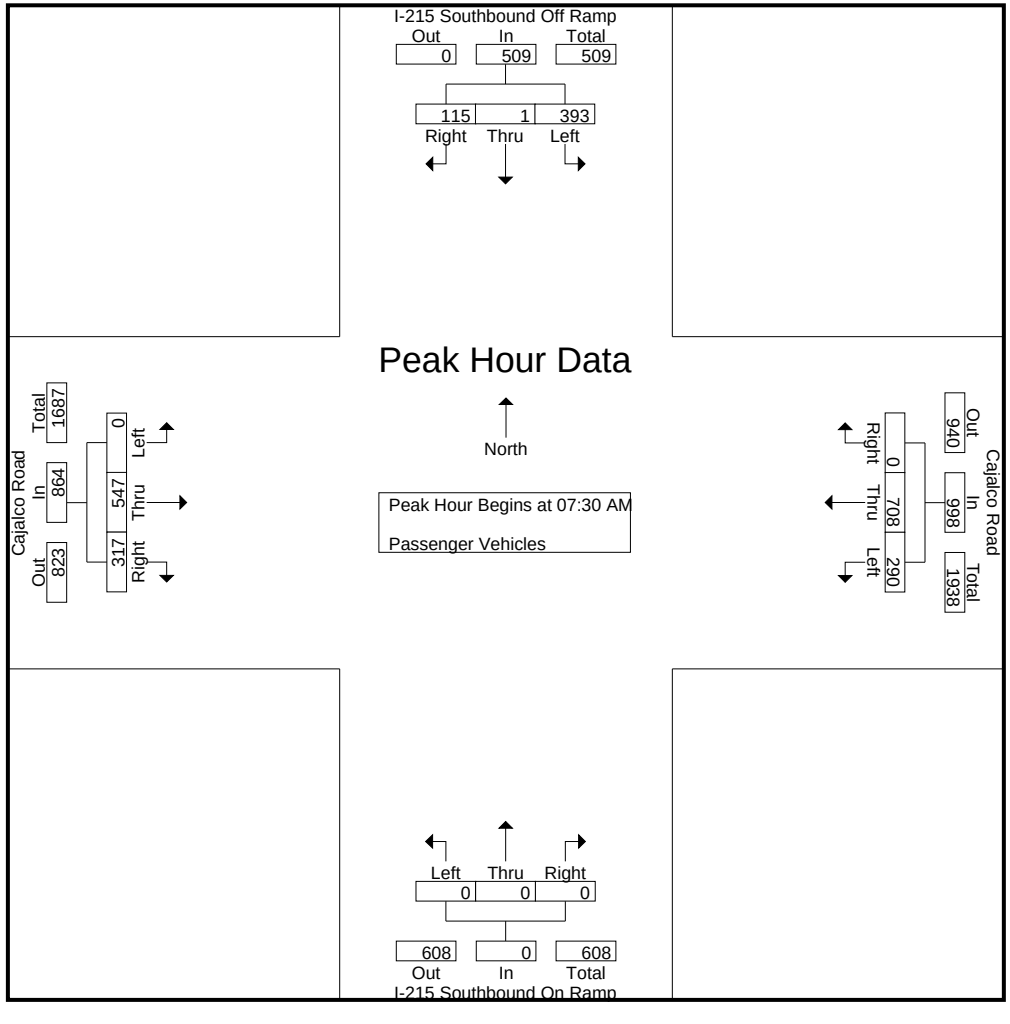
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	87	0	31	12	118	53	162	0	0	215	0	0	0	0	0	0	95	57	14	152	26	485	511
07:15 AM	100	0	30	17	130	76	154	0	0	230	0	0	0	0	0	0	124	79	31	203	48	563	611
07:30 AM	114	0	37	15	151	70	175	0	0	245	0	0	0	0	0	0	153	74	38	227	53	623	676
07:45 AM	105	0	24	10	129	76	165	0	0	241	0	0	0	0	0	0	134	74	28	208	38	578	616
Total	406	0	122	54	528	275	656	0	0	931	0	0	0	0	0	0	506	284	111	790	165	2249	2414
08:00 AM	93	1	28	16	122	75	167	0	0	242	0	0	0	0	0	0	130	96	48	226	64	590	654
08:15 AM	81	0	26	9	107	69	201	0	0	270	0	0	0	0	0	0	130	73	33	203	42	580	622
08:30 AM	56	0	20	7	76	39	178	0	0	217	0	0	0	0	0	0	102	67	16	169	23	462	485
08:45 AM	69	0	31	15	100	49	186	0	0	235	0	0	0	0	0	0	82	61	14	143	29	478	507
Total	299	1	105	47	405	232	732	0	0	964	0	0	0	0	0	0	444	297	111	741	158	2110	2268
Grand Total	705	1	227	101	933	507	1388	0	0	1895	0	0	0	0	0	0	950	581	222	1531	323	4359	4682
Apprch %	75.6	0.1	24.3			26.8	73.2	0			0	0	0			0	62.1	37.9					
Total %	16.2	0	5.2		21.4	11.6	31.8	0		43.5	0	0	0		0	0	21.8	13.3		35.1	6.9	93.1	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**114**	0	**37**	**151**	70	175	0	245	0	0	0	0	0	**153**	74	**227**	**623**
07:45 AM	105	0	24	129	**76**	165	0	241	0	0	0	0	0	134	74	208	578
08:00 AM	93	**1**	28	122	75	167	0	242	0	0	0	0	0	130	**96**	226	590
08:15 AM	81	0	26	107	69	**201**	0	**270**	0	0	0	0	0	130	73	203	580
Total Volume	393	1	115	509	290	708	0	998	0	0	0	0	0	547	317	864	2371
% App. Total	77.2	0.2	22.6		29.1	70.9	0		0	0	0		0	63.3	36.7		
PHF	.862	.250	.777	.843	.954	.881	.000	.924	.000	.000	.000	.000	.000	.894	.826	.952	.951

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	**114**	0	**37**	**151**	70	175	0	245	0	0	0	0	0	**153**	74	**227**	
+15 mins.	105	0	24	129	**76**	165	0	241	0	0	0	0	0	134	74	208	
+30 mins.	93	**1**	28	122	75	167	0	242	0	0	0	0	0	130	**96**	226	
+45 mins.	81	0	26	107	69	**201**	0	**270**	0	0	0	0	0	130	73	203	
Total Volume	393	1	115	509	290	708	0	998	0	0	0	0	0	547	317	864	
% App. Total	77.2	0.2	22.6		29.1	70.9	0		0	0	0		0	63.3	36.7		
PHF	.862	.250	.777	.843	.954	.881	.000	.924	.000	.000	.000	.000	.000	.894	.826	.952	

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PO Box 1178
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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

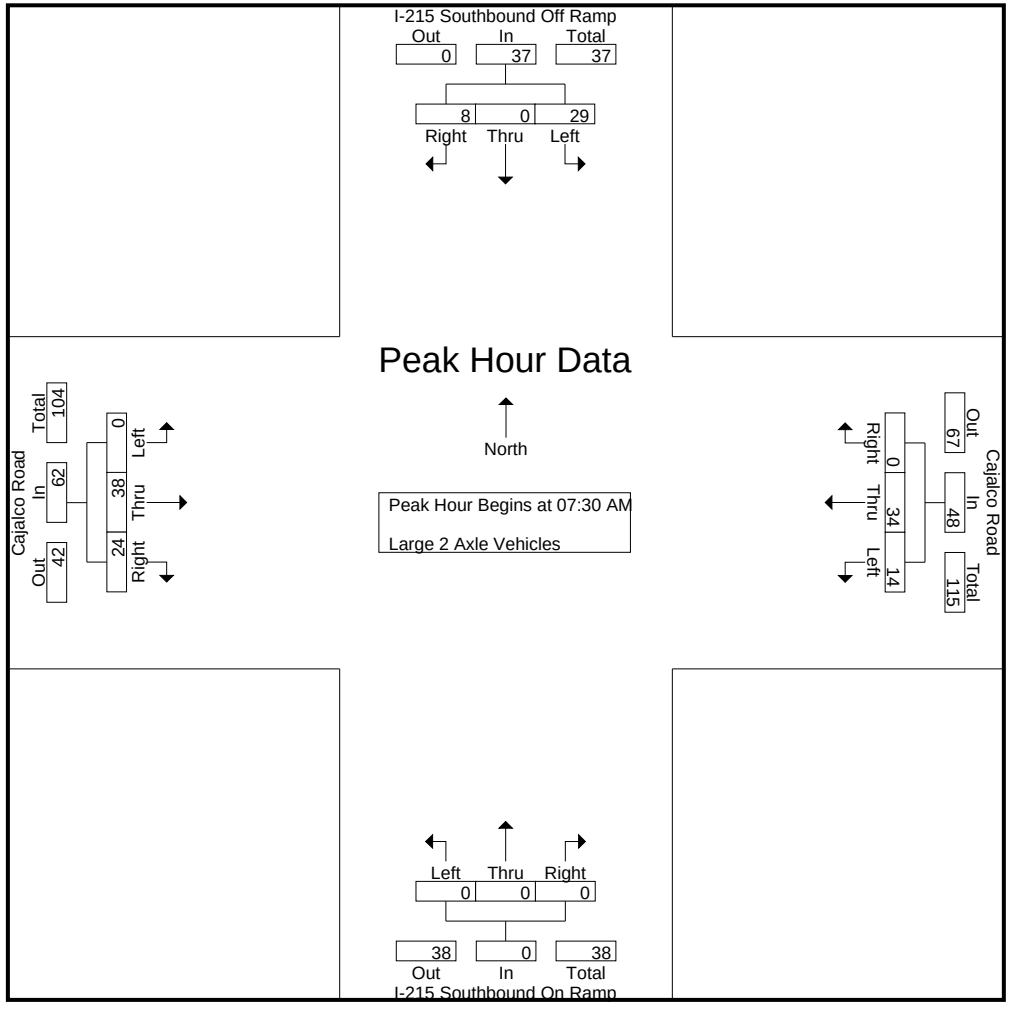
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	0	3	1	11	1	12	0	0	13	0	0	0	0	0	0	10	5	3	15	4	39	43
07:15 AM	4	0	2	0	6	5	5	0	0	10	0	0	0	0	0	0	3	3	0	6	0	22	22
07:30 AM	7	0	1	1	8	2	8	0	0	10	0	0	0	0	0	0	6	9	2	15	3	33	36
07:45 AM	9	0	2	1	11	5	7	0	0	12	0	0	0	0	0	0	14	6	2	20	3	43	46
Total	28	0	8	3	36	13	32	0	0	45	0	0	0	0	0	0	33	23	7	56	10	137	147
08:00 AM	6	0	5	3	11	2	6	0	0	8	0	0	0	0	0	0	9	7	1	16	4	35	39
08:15 AM	7	0	0	0	7	5	13	0	0	18	0	0	0	0	0	0	9	2	2	11	2	36	38
08:30 AM	4	0	2	0	6	1	8	0	0	9	0	0	0	0	0	0	5	3	0	8	0	23	23
08:45 AM	4	0	5	3	9	0	6	0	0	6	0	0	0	0	0	0	7	4	0	11	3	26	29
Total	21	0	12	6	33	8	33	0	0	41	0	0	0	0	0	0	30	16	3	46	9	120	129
Grand Total	49	0	20	9	69	21	65	0	0	86	0	0	0	0	0	0	63	39	10	102	19	257	276
Apprch %	71	0	29			24.4	75.6	0			0	0	0			0	61.8	38.2					
Total %	19.1	0	7.8		26.8	8.2	25.3	0		33.5	0	0	0		0	0	24.5	15.2		39.7	6.9	93.1	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	7	0	1	8	2	8	0	10	0	0	0	0	0	6	**9**	15	33
07:45 AM	**9**	0	2	**11**	**5**	7	0	12	0	0	0	0	0	**14**	6	**20**	**43**
08:00 AM	6	0	**5**	11	2	6	0	8	0	0	0	0	0	9	7	16	35
08:15 AM	7	0	0	7	5	**13**	0	**18**	0	0	0	0	0	9	2	11	36
Total Volume	29	0	8	37	14	34	0	48	0	0	0	0	0	38	24	62	147
% App. Total	78.4	0	21.6		29.2	70.8	0		0	0	0		0	61.3	38.7		
PHF	.806	.000	.400	.841	.700	.654	.000	.667	.000	.000	.000	.000	.000	.679	.667	.775	.855

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	7	0	1	8	2	8	0	10	0	0	0	0	0	6	**9**	15	
+15 mins.	**9**	0	2	**11**	**5**	7	0	12	0	0	0	0	0	**14**	6	**20**	
+30 mins.	6	0	**5**	11	2	6	0	8	0	0	0	0	0	9	7	16	
+45 mins.	7	0	0	7	5	**13**	0	**18**	0	0	0	0	0	9	2	11	
Total Volume	29	0	8	37	14	34	0	48	0	0	0	0	0	38	24	62	
% App. Total	78.4	0	21.6		29.2	70.8	0		0	0	0		0	61.3	38.7		
PHF	.806	.000	.400	.841	.700	.654	.000	.667	.000	.000	.000	.000	.000	.679	.667	.775	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

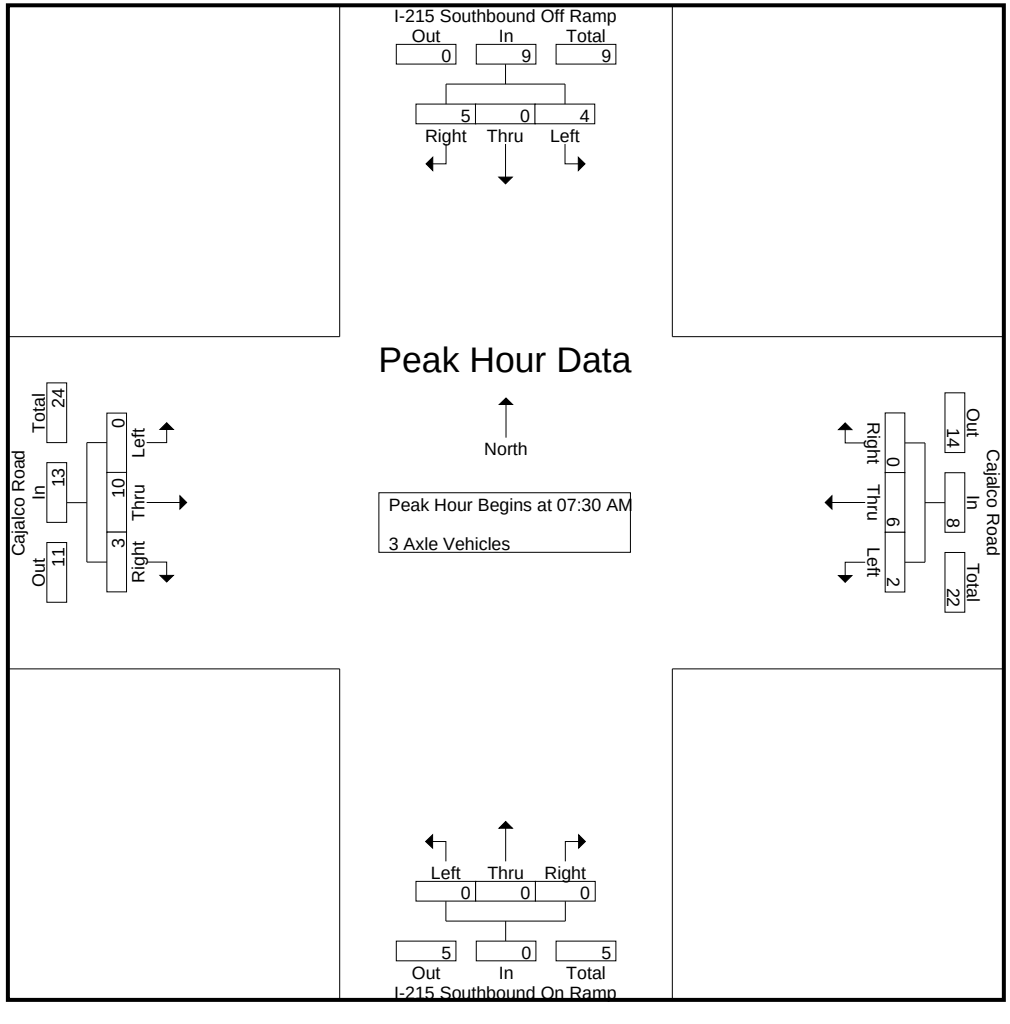
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	6	6
07:15 AM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	8	8
07:30 AM	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	7	7
07:45 AM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	7	7
Total	5	0	6	0	11	2	7	0	0	9	0	0	0	0	0	0	6	2	0	8	0	28	28
08:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	8	8
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	2	0	6	0	8	8
08:30 AM	7	0	1	0	8	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	11	11
08:45 AM	4	0	1	0	5	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	9	9
Total	13	0	2	0	15	1	5	0	0	6	0	0	0	0	0	0	12	3	0	15	0	36	36
Grand Total	18	0	8	0	26	3	12	0	0	15	0	0	0	0	0	0	18	5	0	23	0	64	64
Apprch %	69.2	0	30.8			20	80	0			0	0	0			0	78.3	21.7					
Total %	28.1	0	12.5		40.6	4.7	18.8	0		23.4	0	0	0		0	0	28.1	7.8		35.9	0	100	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**5**	**5**	0	1	0	1	0	0	0	0	0	1	0	1	7
07:45 AM	**2**	0	0	2	**1**	2	0	**3**	0	0	0	0	0	1	1	2	7
08:00 AM	1	0	0	1	0	**3**	0	3	0	0	0	0	0	**4**	0	4	**8**
08:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	4	**2**	**6**	8
Total Volume	4	0	5	9	2	6	0	8	0	0	0	0	0	10	3	13	30
% App. Total	44.4	0	55.6		25	75	0		0	0	0		0	76.9	23.1		
PHF	.500	.000	.250	.450	.500	.500	.000	.667	.000	.000	.000	.000	.000	.625	.375	.542	.938

Counts Unlimited, Inc.
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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**5**	**5**	0	1	0	1	0	0	0	0	0	1	0	1	
+15 mins.	**2**	0	0	2	**1**	2	0	**3**	0	0	0	0	0	1	1	2	
+30 mins.	1	0	0	1	0	**3**	0	3	0	0	0	0	0	**4**	0	4	
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	4	**2**	**6**	
Total Volume	4	0	5	9	2	6	0	8	0	0	0	0	0	10	3	13	
% App. Total	44.4	0	55.6		25	75	0		0	0	0		0	76.9	23.1		
PHF	.500	.000	.250	.450	.500	.500	.000	.667	.000	.000	.000	.000	.000	.625	.375	.542	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

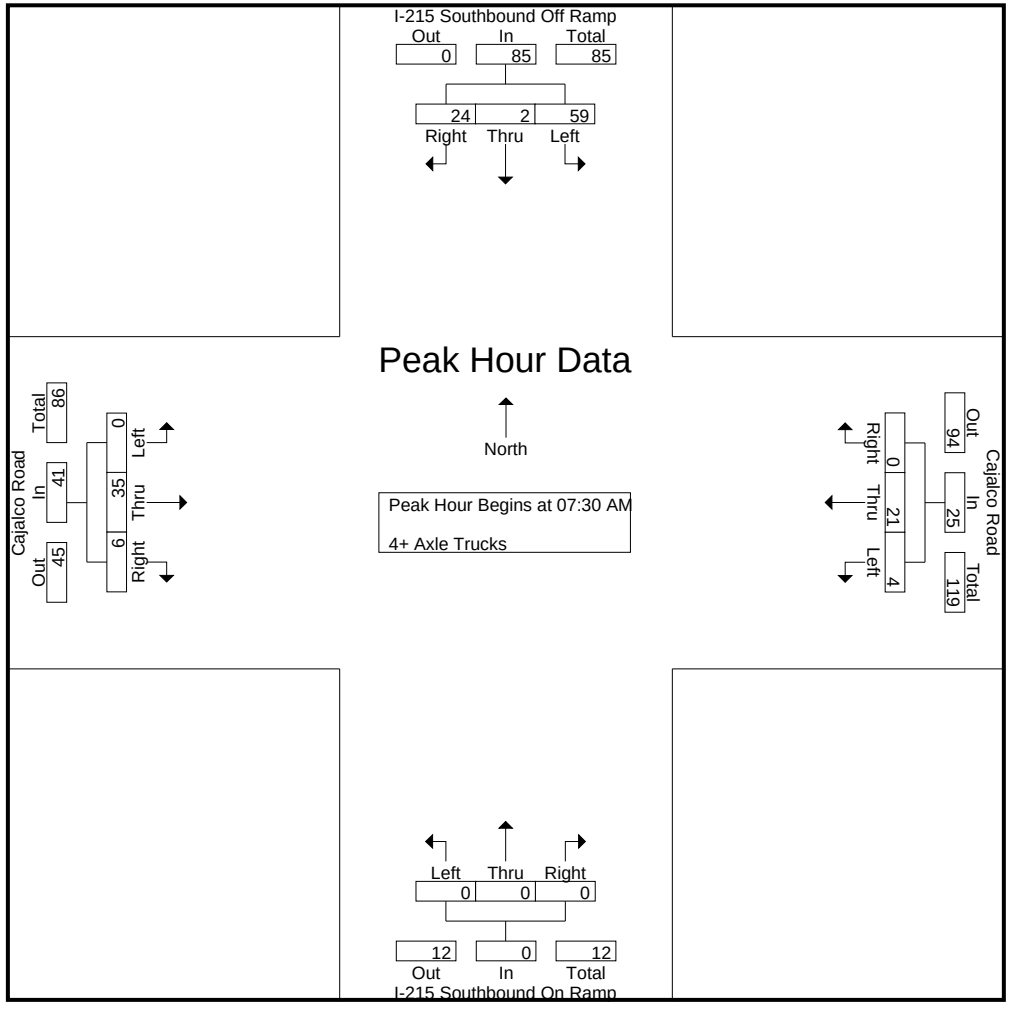
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	0	2	0	7	1	3	0	0	4	0	0	0	0	0	0	4	1	1	5	1	16	17
07:15 AM	13	0	3	1	16	3	5	0	0	8	0	0	0	0	0	0	9	3	1	12	2	36	38
07:30 AM	17	0	3	1	20	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	1	32	33
07:45 AM	14	2	8	1	24	2	3	0	0	5	0	0	0	0	0	0	2	1	0	3	1	32	33
Total	49	2	16	3	67	6	17	0	0	23	0	0	0	0	0	0	20	6	2	26	5	116	121
08:00 AM	12	0	4	1	16	0	4	0	0	4	0	0	0	0	0	0	12	1	0	13	1	33	34
08:15 AM	16	0	9	1	25	2	8	0	0	10	0	0	0	0	0	0	16	3	1	19	2	54	56
08:30 AM	12	0	7	0	19	2	8	0	0	10	0	0	0	0	0	0	5	3	0	8	0	37	37
08:45 AM	14	0	1	1	15	0	8	0	0	8	0	0	0	0	0	0	4	1	0	5	1	28	29
Total	54	0	21	3	75	4	28	0	0	32	0	0	0	0	0	0	37	8	1	45	4	152	156
Grand Total	103	2	37	6	142	10	45	0	0	55	0	0	0	0	0	0	57	14	3	71	9	268	277
Apprch %	72.5	1.4	26.1			18.2	81.8	0			0	0	0			0	80.3	19.7					
Total %	38.4	0.7	13.8		53	3.7	16.8	0		20.5	0	0	0		0	0	21.3	5.2		26.5	3.2	96.8	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**17**	0	3	20	0	6	0	6	0	0	0	0	0	5	1	6	32
07:45 AM	14	**2**	8	24	**2**	3	0	5	0	0	0	0	0	2	1	3	32
08:00 AM	12	0	4	16	0	4	0	4	0	0	0	0	0	12	1	13	33
08:15 AM	16	0	**9**	**25**	2	**8**	0	**10**	0	0	0	0	0	**16**	**3**	**19**	**54**
Total Volume	59	2	24	85	4	21	0	25	0	0	0	0	0	35	6	41	151
% App. Total	69.4	2.4	28.2		16	84	0		0	0	0		0	85.4	14.6		
PHF	.868	.250	.667	.850	.500	.656	.000	.625	.000	.000	.000	.000	.000	.547	.500	.539	.699

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	**17**	0	3	20	0	6	0	6	0	0	0	0	0	5	1	6	
+15 mins.	14	**2**	8	24	**2**	3	0	5	0	0	0	0	0	2	1	3	
+30 mins.	12	0	4	16	0	4	0	4	0	0	0	0	0	12	1	13	
+45 mins.	16	0	**9**	**25**	2	**8**	0	**10**	0	0	0	0	0	**16**	**3**	**19**	
Total Volume	59	2	24	85	4	21	0	25	0	0	0	0	0	35	6	41	
% App. Total	69.4	2.4	28.2		16	84	0		0	0	0		0	85.4	14.6		
PHF	.868	.250	.667	.850	.500	.656	.000	.625	.000	.000	.000	.000	.000	.547	.500	.539	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

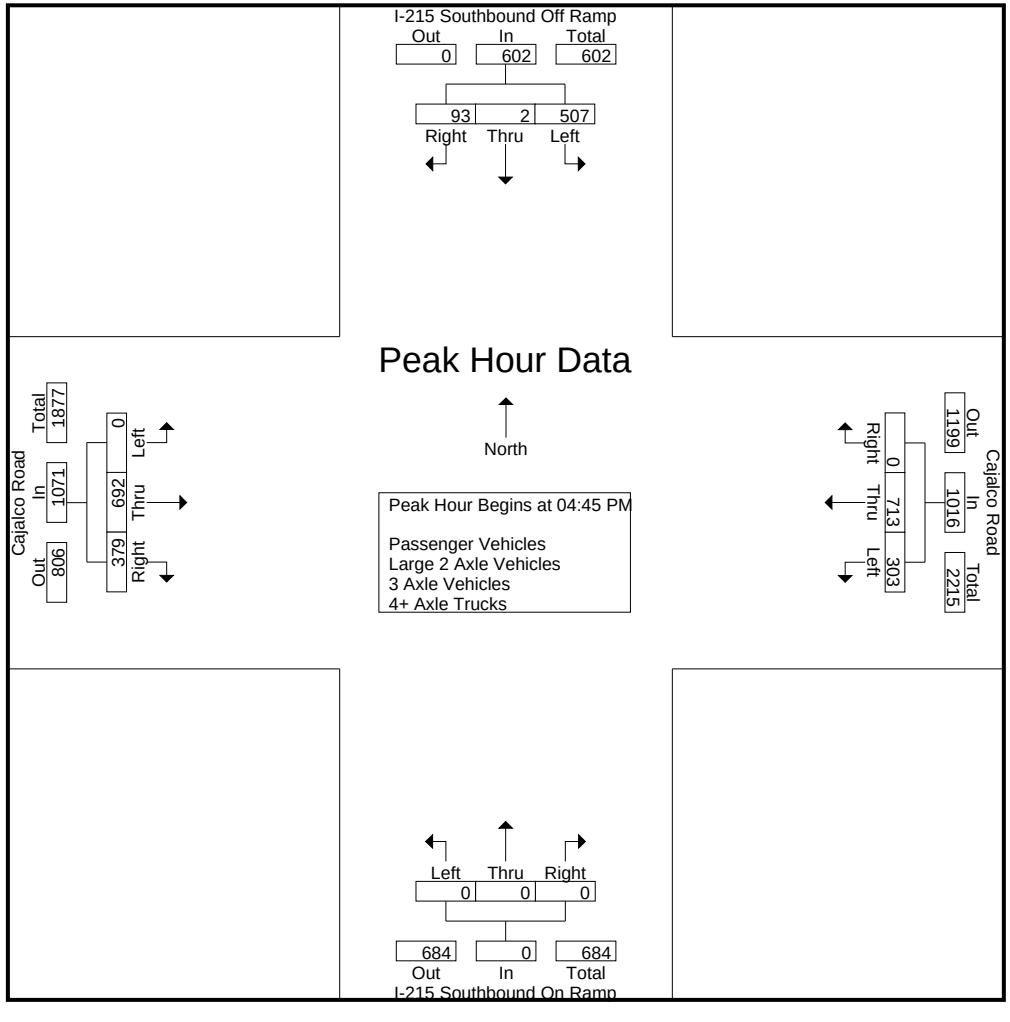
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	115	0	23	8	138	87	212	0	0	299	0	0	0	0	0	0	170	78	20	248	28	685	713
04:15 PM	97	0	17	4	114	78	200	0	0	278	0	0	0	0	0	0	163	92	23	255	27	647	674
04:30 PM	112	1	22	15	135	76	160	0	0	236	0	0	0	0	0	0	176	101	31	277	46	648	694
04:45 PM	112	0	24	12	136	75	192	0	0	267	0	0	0	0	0	0	182	93	25	275	37	678	715
Total	436	1	86	39	523	316	764	0	0	1080	0	0	0	0	0	0	691	364	99	1055	138	2658	2796
05:00 PM	124	1	18	7	143	63	184	0	0	247	0	0	0	0	0	0	162	79	17	241	24	631	655
05:15 PM	149	0	30	16	179	70	182	0	0	252	0	0	0	0	0	0	171	102	35	273	51	704	755
05:30 PM	122	1	21	11	144	95	155	0	0	250	0	0	0	0	0	0	177	105	22	282	33	676	709
05:45 PM	155	0	19	11	174	82	142	0	0	224	0	0	0	0	0	0	158	94	30	252	41	650	691
Total	550	2	88	45	640	310	663	0	0	973	0	0	0	0	0	0	668	380	104	1048	149	2661	2810
Grand Total	986	3	174	84	1163	626	1427	0	0	2053	0	0	0	0	0	0	1359	744	203	2103	287	5319	5606
Apprch %	84.8	0.3	15			30.5	69.5	0			0	0	0			0	64.6	35.4					
Total %	18.5	0.1	3.3		21.9	11.8	26.8	0		38.6	0	0	0		0	0	25.5	14		39.5	5.1	94.9	
Passenger Vehicles	949	3	159		1190	614	1376	0		1990	0	0	0		0	0	1308	719		2228	0	0	5408
% Passenger Vehicles	96.2	100	91.4	94	95.4	98.1	96.4	0	0	96.9	0	0	0	0	0	0	96.2	96.6	99	96.6	0	0	96.5
Large 2 Axle Vehicles	24	0	8		35	11	41	0		52	0	0	0		0	0	40	17		59	0	0	146
% Large 2 Axle Vehicles	2.4	0	4.6	3.6	2.8	1.8	2.9	0	0	2.5	0	0	0	0	0	0	2.9	2.3	1	2.6	0	0	2.6
3 Axle Vehicles	13	0	7		21	1	10	0		11	0	0	0		0	0	11	8		19	0	0	51
% 3 Axle Vehicles	1.3	0	4	1.2	1.7	0.2	0.7	0	0	0.5	0	0	0	0	0	0	0.8	1.1	0	0.8	0	0	0.9
4+ Axle Trucks	0	0	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1
% 4+ Axle Trucks	0	0	0	1.2	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	112	0	24	136	75	**192**	0	**267**	0	0	0	0	0	**182**	93	275	678
05:00 PM	124	**1**	18	143	63	184	0	247	0	0	0	0	0	162	79	241	631
05:15 PM	**149**	0	**30**	**179**	70	182	0	252	0	0	0	0	0	171	102	273	**704**
05:30 PM	122	1	21	144	**95**	155	0	250	0	0	0	0	0	177	**105**	**282**	676
Total Volume	507	2	93	602	303	713	0	1016	0	0	0	0	0	692	379	1071	2689
% App. Total	84.2	0.3	15.4		29.8	70.2	0		0	0	0		0	64.6	35.4		
PHF	.851	.500	.775	.841	.797	.928	.000	.951	.000	.000	.000	.000	.000	.951	.902	.949	.955

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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:																	
	05:00 PM				04:00 PM				04:00 PM				04:45 PM				
+0 mins.	124	**1**	18	143	**87**	**212**	0	**299**	0	0	0	0	0	**182**	93	275	
+15 mins.	149	0	**30**	**179**	78	200	0	278	0	0	0	0	0	162	79	241	
+30 mins.	122	1	21	144	76	160	0	236	0	0	0	0	0	171	102	273	
+45 mins.	**155**	0	19	174	75	192	0	267	0	0	0	0	0	177	**105**	**282**	
Total Volume	550	2	88	640	316	764	0	1080	0	0	0	0	0	692	379	1071	
% App. Total	85.9	0.3	13.8		29.3	70.7	0		0	0	0		0	64.6	35.4		
PHF	.887	.500	.733	.894	.908	.901	.000	.903	.000	.000	.000	.000	.000	.951	.902	.949	

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County of Riverside
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File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

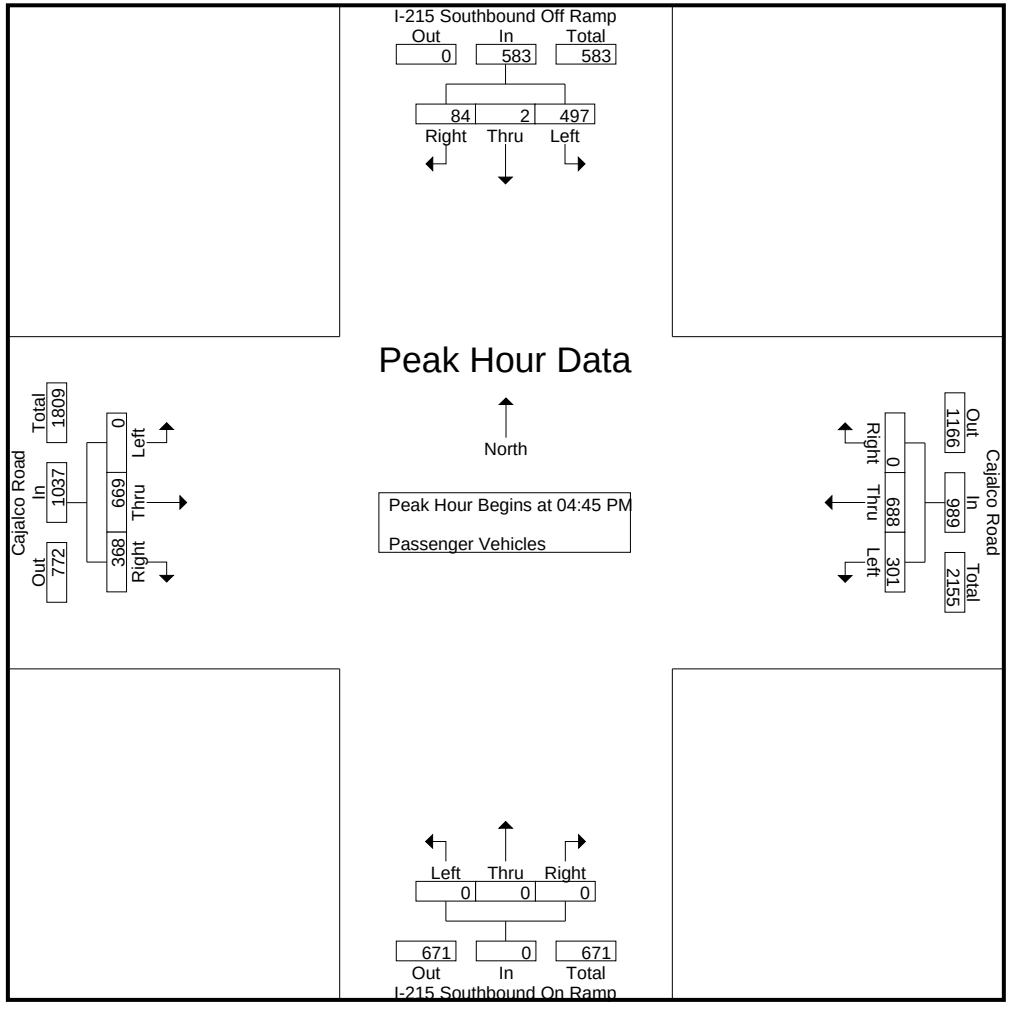
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	107	0	20	8	127	85	204	0	0	289	0	0	0	0	0	0	157	76	20	233	28	649	677
04:15 PM	91	0	15	4	106	75	186	0	0	261	0	0	0	0	0	0	158	89	21	247	25	614	639
04:30 PM	103	1	22	15	126	74	156	0	0	230	0	0	0	0	0	0	175	97	31	272	46	628	674
04:45 PM	111	0	20	9	131	74	188	0	0	262	0	0	0	0	0	0	176	88	25	264	34	657	691
Total	412	1	77	36	490	308	734	0	0	1042	0	0	0	0	0	0	666	350	97	1016	133	2548	2681
05:00 PM	119	1	18	7	138	63	176	0	0	239	0	0	0	0	0	0	157	77	17	234	24	611	635
05:15 PM	145	0	27	15	172	69	177	0	0	246	0	0	0	0	0	0	166	98	35	264	50	682	732
05:30 PM	122	1	19	10	142	95	147	0	0	242	0	0	0	0	0	0	170	105	22	275	32	659	691
05:45 PM	151	0	18	11	169	79	142	0	0	221	0	0	0	0	0	0	149	89	30	238	41	628	669
Total	537	2	82	43	621	306	642	0	0	948	0	0	0	0	0	0	642	369	104	1011	147	2580	2727
Grand Total	949	3	159	79	1111	614	1376	0	0	1990	0	0	0	0	0	0	1308	719	201	2027	280	5128	5408
Apprch %	85.4	0.3	14.3			30.9	69.1	0			0	0	0			0	64.5	35.5					
Total %	18.5	0.1	3.1		21.7	12	26.8	0		38.8	0	0	0		0	0	25.5	14		39.5	5.2	94.8	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	111	0	20	131	74	**188**	0	**262**	0	0	0	0	0	**176**	88	264	657
05:00 PM	119	**1**	18	138	63	176	0	239	0	0	0	0	0	157	77	234	611
05:15 PM	**145**	0	**27**	**172**	69	177	0	246	0	0	0	0	0	166	98	264	**682**
05:30 PM	122	1	19	142	**95**	147	0	242	0	0	0	0	0	170	**105**	**275**	659
Total Volume	497	2	84	583	301	688	0	989	0	0	0	0	0	669	368	1037	2609
% App. Total	85.2	0.3	14.4		30.4	69.6	0		0	0	0		0	64.5	35.5		
PHF	.857	.500	.778	.847	.792	.915	.000	.944	.000	.000	.000	.000	.000	.950	.876	.943	.956

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	111	0	20	131	74	**188**	0	**262**	0	0	0	0	0	**176**	88	264	
+15 mins.	119	**1**	18	138	63	176	0	239	0	0	0	0	0	157	77	234	
+30 mins.	**145**	0	**27**	**172**	69	177	0	246	0	0	0	0	0	166	98	264	
+45 mins.	122	1	19	142	**95**	147	0	242	0	0	0	0	0	170	**105**	**275**	
Total Volume	497	2	84	583	301	688	0	989	0	0	0	0	0	669	368	1037	
% App. Total	85.2	0.3	14.4		30.4	69.6	0		0	0	0		0	64.5	35.5		
PHF	.857	.500	.778	.847	.792	.915	.000	.944	.000	.000	.000	.000	.000	.950	.876	.943	

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County of Riverside
N/S: I-215 Southbound Ramps
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Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

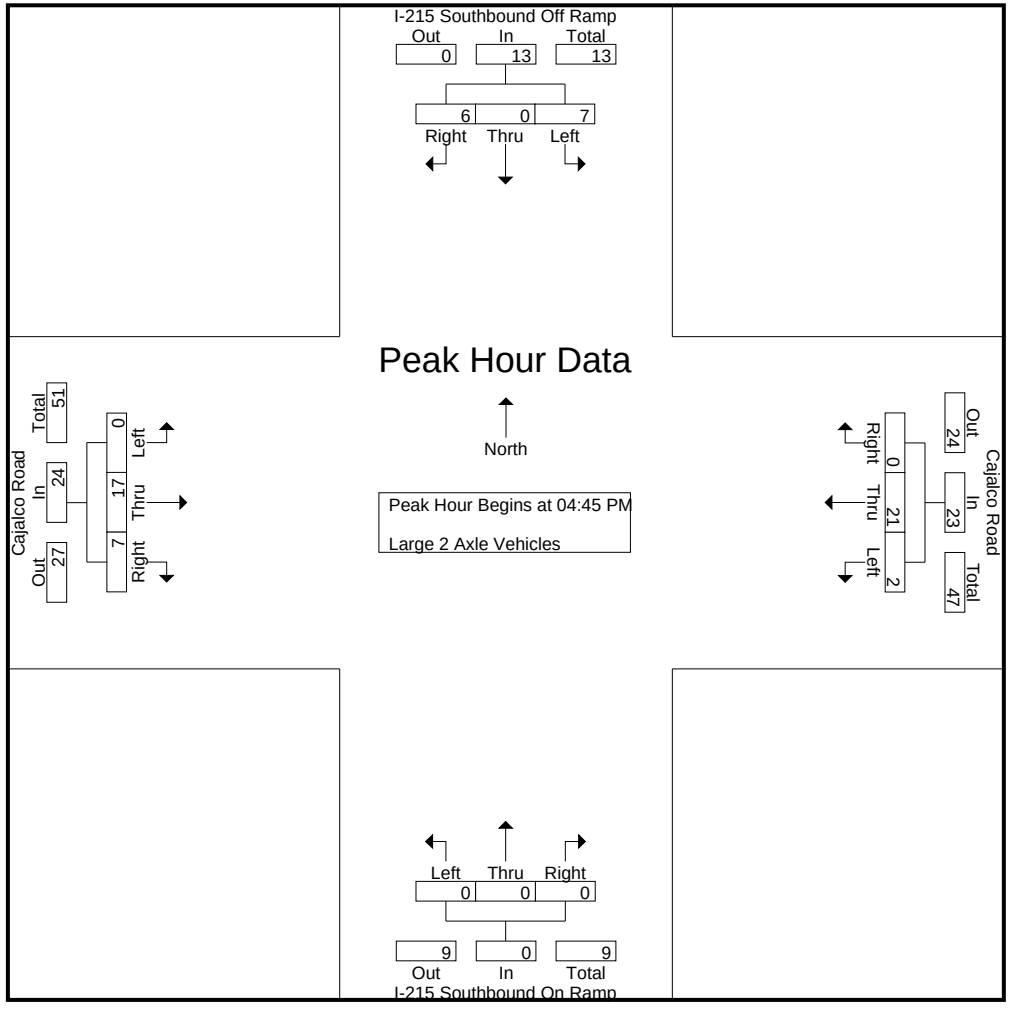
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	6	0	2	0	8	2	5	0	0	7	0	0	0	0	0	0	11	1	0	12	0	27	27
04:15 PM	5	0	0	0	5	3	11	0	0	14	0	0	0	0	0	0	5	3	2	8	2	27	29
04:30 PM	5	0	0	0	5	1	4	0	0	5	0	0	0	0	0	0	1	3	0	4	0	14	14
04:45 PM	1	0	3	2	4	1	3	0	0	4	0	0	0	0	0	0	5	3	0	8	2	16	18
Total	17	0	5	2	22	7	23	0	0	30	0	0	0	0	0	0	22	10	2	32	4	84	88
05:00 PM	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	0	4	2	0	6	0	16	16
05:15 PM	2	0	2	1	4	1	5	0	0	6	0	0	0	0	0	0	1	2	0	3	1	13	14
05:30 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	15	15
05:45 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	6	3	0	9	0	13	13
Total	7	0	3	1	10	4	18	0	0	22	0	0	0	0	0	0	18	7	0	25	1	57	58
Grand Total	24	0	8	3	32	11	41	0	0	52	0	0	0	0	0	0	40	17	2	57	5	141	146
Apprch %	75	0	25			21.2	78.8	0			0	0	0			0	70.2	29.8					
Total %	17	0	5.7		22.7	7.8	29.1	0		36.9	0	0	0		0	0	28.4	12.1		40.4	3.4	96.6	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	1	0	**3**	**4**	**1**	3	0	4	0	0	0	0	0	5	**3**	**8**	**16**
05:00 PM	**4**	0	0	4	0	6	0	6	0	0	0	0	0	4	2	6	16
05:15 PM	2	0	2	4	1	5	0	6	0	0	0	0	0	1	2	3	13
05:30 PM	0	0	1	1	0	**7**	0	**7**	0	0	0	0	0	**7**	0	7	15
Total Volume	7	0	6	13	2	21	0	23	0	0	0	0	0	17	7	24	60
% App. Total	53.8	0	46.2		8.7	91.3	0		0	0	0		0	70.8	29.2		
PHF	.438	.000	.500	.813	.500	.750	.000	.821	.000	.000	.000	.000	.000	.607	.583	.750	.938

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	1	0	**3**	**4**	**1**	3	0	4	0	0	0	0	0	5	**3**	**8**	
+15 mins.	**4**	0	0	4	0	6	0	6	0	0	0	0	0	4	2	6	
+30 mins.	2	0	2	4	1	5	0	6	0	0	0	0	0	1	2	3	
+45 mins.	0	0	1	1	0	**7**	0	**7**	0	0	0	0	0	**7**	0	7	
Total Volume	7	0	6	13	2	21	0	23	0	0	0	0	0	17	7	24	
% App. Total	53.8	0	46.2		8.7	91.3	0		0	0	0		0	70.8	29.2		
PHF	.438	.000	.500	.813	.500	.750	.000	.821	.000	.000	.000	.000	.000	.607	.583	.750	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

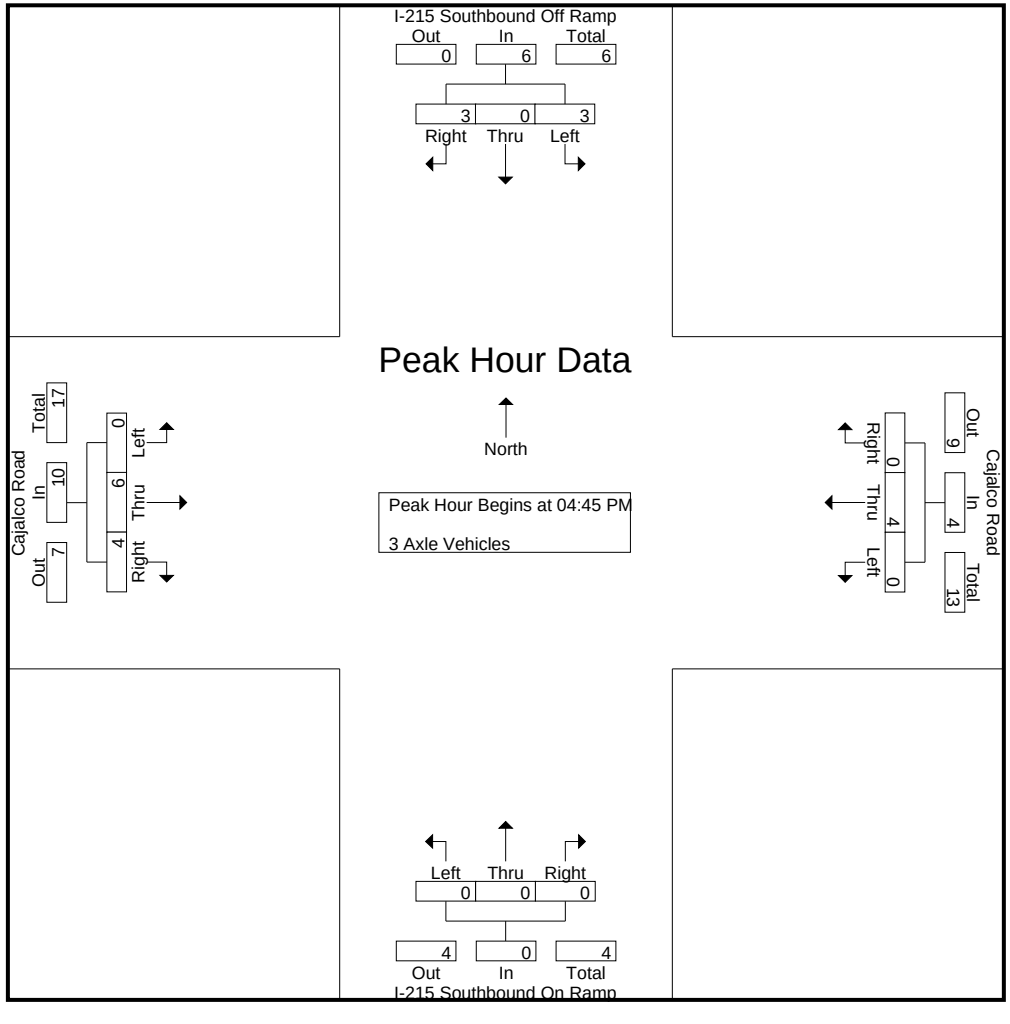
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	9	9
04:15 PM	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	6
04:30 PM	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	6	6
04:45 PM	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	1	5	6
Total	7	0	4	1	11	1	7	0	0	8	0	0	0	0	0	0	3	4	0	7	1	26	27
05:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
05:15 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	0	9	9
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	9	9
Total	6	0	3	0	9	0	3	0	0	3	0	0	0	0	0	0	8	4	0	12	0	24	24
Grand Total	13	0	7	1	20	1	10	0	0	11	0	0	0	0	0	0	11	8	0	19	1	50	51
Apprch %	65	0	35			9.1	90.9	0			0	0	0			0	57.9	42.1					
Total %	26	0	14		40	2	20	0		22	0	0	0		0	0	22	16		38	2	98	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**1**	1	0	1	0	1	0	0	0	0	0	1	**2**	3	5
05:00 PM	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1	4
05:15 PM	**2**	0	1	**3**	0	0	0	0	0	0	0	0	0	**4**	2	**6**	**9**
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	3	0	3	6	0	4	0	4	0	0	0	0	0	6	4	10	20
% App. Total	50	0	50		0	100	0		0	0	0		0	60	40		
PHF	.375	.000	.750	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.500	.417	.556

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**1**	1	0	1	0	1	0	0	0	0	0	1	**2**	3	
+15 mins.	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1	
+30 mins.	**2**	0	1	**3**	0	0	0	0	0	0	0	0	0	**4**	2	**6**	
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	3	0	3	6	0	4	0	4	0	0	0	0	0	6	4	10	
% App. Total	50	0	50		0	100	0		0	0	0		0	60	40		
PHF	.375	.000	.750	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.500	.417	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

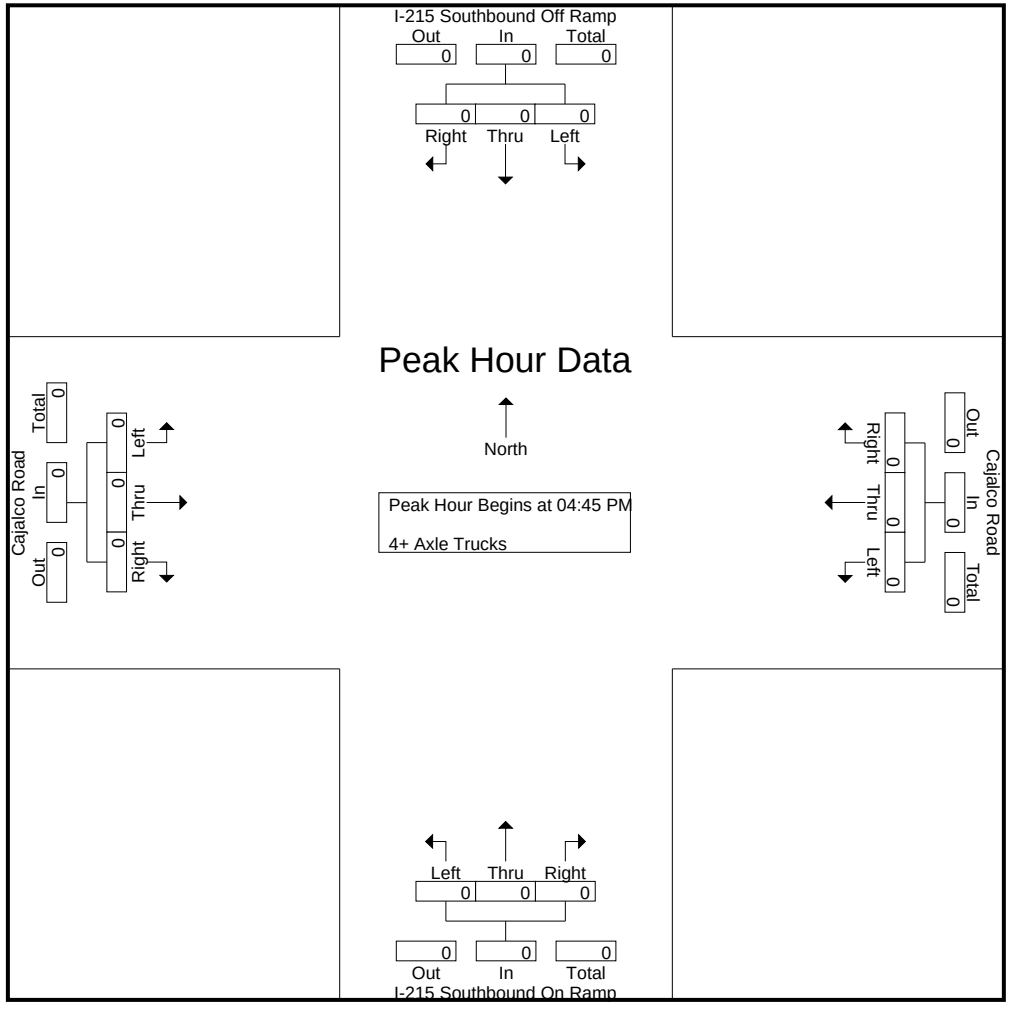
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Apprch %	0	0	0			0	0	0			0	0	0			0	0	0					
Total %																					100	0	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
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File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: County of Riverside
N/S: I-215 SB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Cajalco Road	South Leg I-215 SB Ramps	West Leg Cajalco 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-215 SB Ramps	East Leg Cajalco Road	South Leg I-215 SB Ramps	West Leg Cajalco 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

Location: County of Riverside
N/S: I-215 SB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Cajalco Road			Northbound I-215 SB Ramps			Eastbound Cajalco 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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

	Southbound I-215 SB Ramps			Westbound Cajalco Road			Northbound I-215 SB Ramps			Eastbound Cajalco 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	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

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

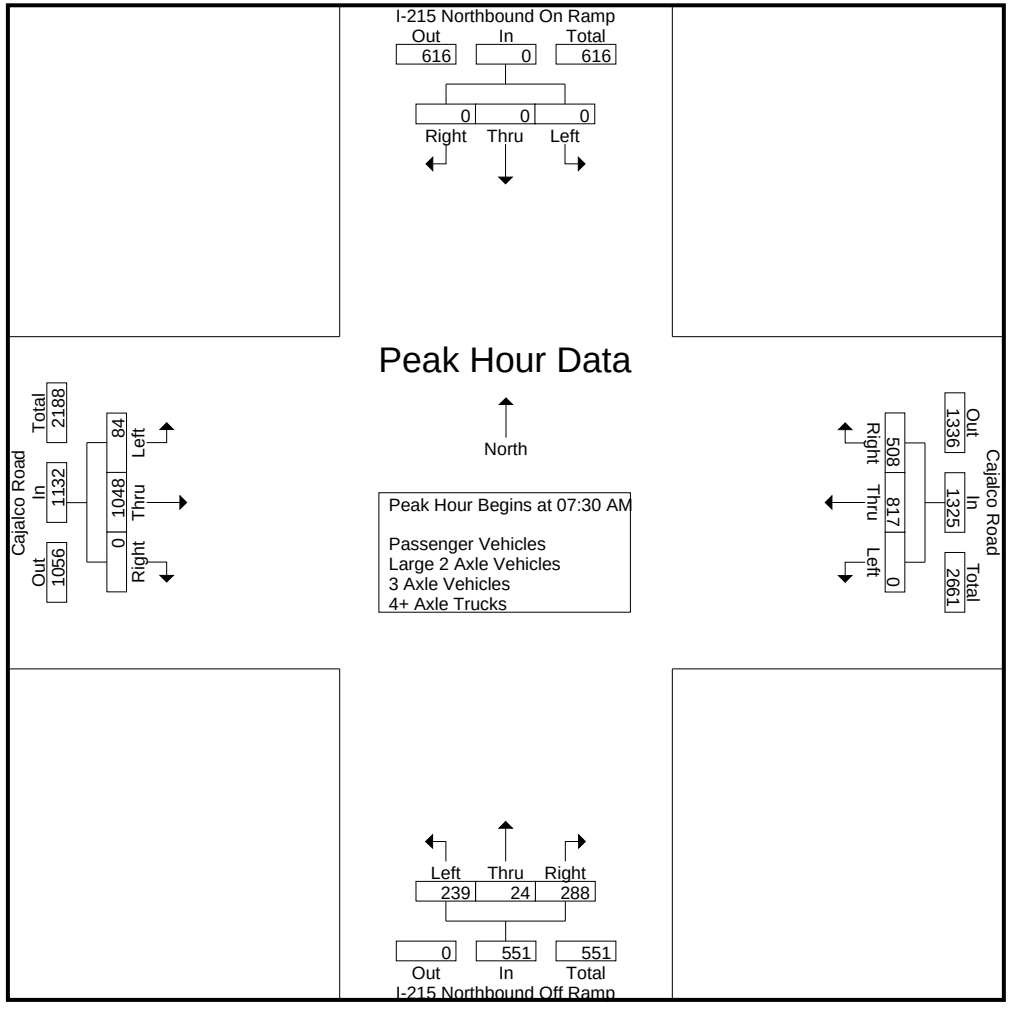
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	216	159	34	375	25	1	37	27	63	19	192	0	0	211	61	649	710
07:15 AM	0	0	0	0	0	0	220	157	42	377	31	4	38	16	73	22	230	0	0	252	58	702	760
07:30 AM	0	0	0	0	0	0	212	142	46	354	41	8	36	22	85	20	287	0	0	307	68	746	814
07:45 AM	0	0	0	0	0	0	211	121	46	332	46	8	72	40	126	19	271	0	0	290	86	748	834
Total	0	0	0	0	0	0	859	579	168	1438	143	21	183	105	347	80	980	0	0	1060	273	2845	3118
08:00 AM	0	0	0	0	0	0	206	122	48	328	59	3	81	41	143	23	240	0	0	263	89	734	823
08:15 AM	0	0	0	0	0	0	188	123	45	311	93	5	99	34	197	22	250	0	0	272	79	780	859
08:30 AM	0	0	0	0	0	0	177	132	50	309	83	1	85	49	169	23	173	0	0	196	99	674	773
08:45 AM	0	0	0	0	0	0	171	125	47	296	82	0	80	32	162	24	158	0	0	182	79	640	719
Total	0	0	0	0	0	0	742	502	190	1244	317	9	345	156	671	92	821	0	0	913	346	2828	3174
Grand Total	0	0	0	0	0	0	1601	1081	358	2682	460	30	528	261	1018	172	1801	0	0	1973	619	5673	6292
Apprch %	0	0	0			0	59.7	40.3			45.2	2.9	51.9			8.7	91.3	0					
Total %	0	0	0		0	0	28.2	19.1		47.3	8.1	0.5	9.3		17.9	3	31.7	0		34.8	9.8	90.2	
Passenger Vehicles	0	0	0		0	0	1487	965		2783	431	28	488		1189	127	1569	0		1696	0	0	5668
% Passenger Vehicles	0	0	0	0	0	0	92.9	89.3	92.5	91.5	93.7	93.3	92.4	92.7	93	73.8	87.1	0	0	86	0	0	90.1
Large 2 Axle Vehicles	0	0	0		0	0	57	40		109	15	1	19		46	10	71	0		81	0	0	236
% Large 2 Axle Vehicles	0	0	0	0	0	0	3.6	3.7	3.4	3.6	3.3	3.3	3.6	4.2	3.6	5.8	3.9	0	0	4.1	0	0	3.8
3 Axle Vehicles	0	0	0		0	0	12	14		31	3	0	7		11	6	28	0		34	0	0	76
% 3 Axle Vehicles	0	0	0	0	0	0	0.7	1.3	1.4	1	0.7	0	1.3	0.4	0.9	3.5	1.6	0	0	1.7	0	0	1.2
4+ Axle Trucks	0	0	0		0	0	45	62		117	11	1	14		33	29	133	0		162	0	0	312
% 4+ Axle Trucks	0	0	0	0	0	0	2.8	5.7	2.8	3.8	2.4	3.3	2.7	2.7	2.6	16.9	7.4	0	0	8.2	0	0	5

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**212**	**142**	**354**	41	**8**	36	85	20	**287**	0	**307**	746
07:45 AM	0	0	0	0	0	211	121	332	46	8	72	126	19	271	0	290	748
08:00 AM	0	0	0	0	0	206	122	328	59	3	81	143	**23**	240	0	263	734
08:15 AM	0	0	0	0	0	188	123	311	**93**	5	**99**	**197**	22	250	0	272	**780**
Total Volume	0	0	0	0	0	817	508	1325	239	24	288	551	84	1048	0	1132	3008
% App. Total	0	0	0		0	61.7	38.3		43.4	4.4	52.3		7.4	92.6	0		
PHF	.000	.000	.000	.000	.000	.963	.894	.936	.642	.750	.727	.699	.913	.913	.000	.922	.964

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
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File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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				07:00 AM				08:00 AM				07:30 AM				
+0 mins.	0	0	0	0	0	216	**159**	375	59	3	81	143	20	**287**	0	**307**	
+15 mins.	0	0	0	0	0	**220**	157	**377**	**93**	**5**	**99**	**197**	19	271	0	290	
+30 mins.	0	0	0	0	0	212	142	354	83	1	85	169	**23**	240	0	263	
+45 mins.	0	0	0	0	0	211	121	332	82	0	80	162	22	250	0	272	
Total Volume	0	0	0	0	0	859	579	1438	317	9	345	671	84	1048	0	1132	
% App. Total	0	0	0		0	59.7	40.3		47.2	1.3	51.4		7.4	92.6	0		
PHF	.000	.000	.000	.000	.000	.976	.910	.954	.852	.450	.871	.852	.913	.913	.000	.922	

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County of Riverside
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File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
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Groups Printed- Passenger Vehicles

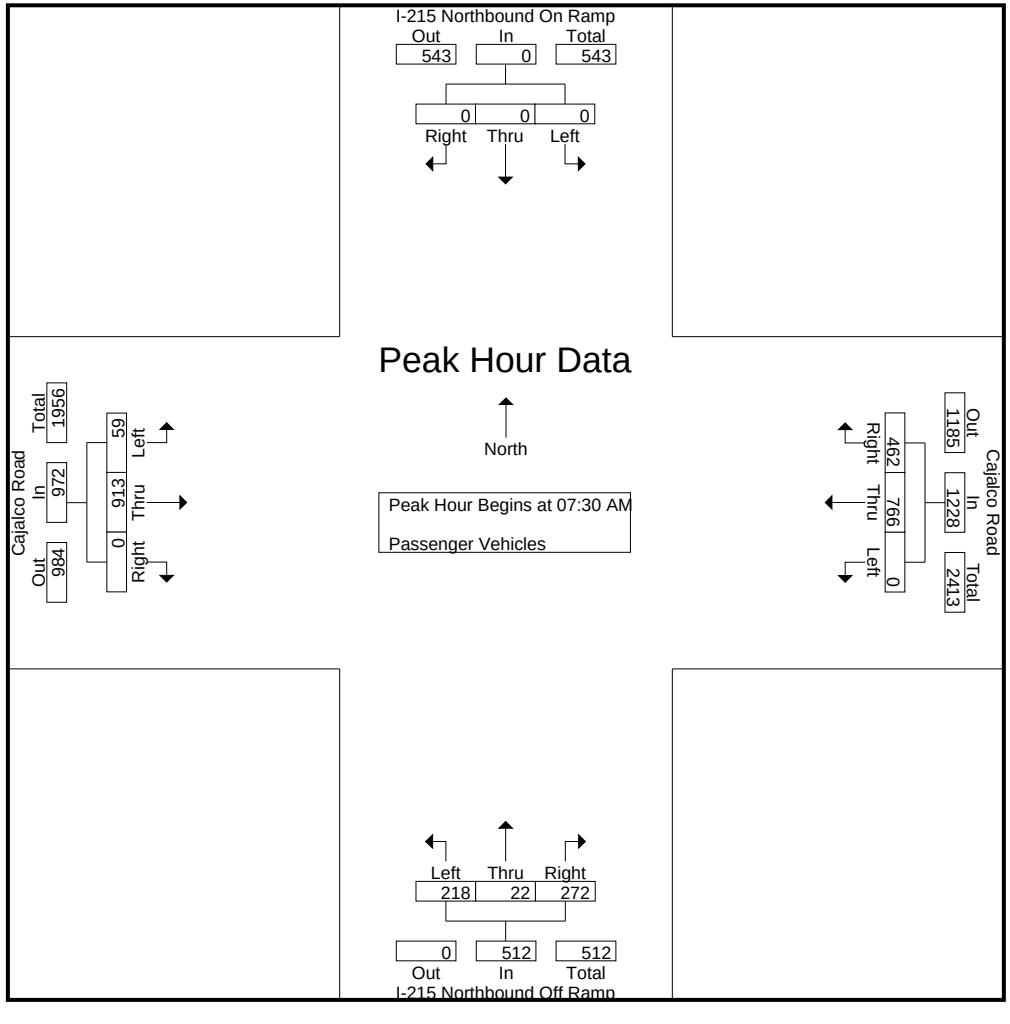
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	200	141	29	341	23	1	35	25	59	13	172	0	0	185	54	585	639
07:15 AM	0	0	0	0	0	0	200	146	38	346	29	4	33	14	66	16	208	0	0	224	52	636	688
07:30 AM	0	0	0	0	0	0	202	132	44	334	38	8	33	20	79	16	258	0	0	274	64	687	751
07:45 AM	0	0	0	0	0	0	197	111	44	308	42	7	71	39	120	15	239	0	0	254	83	682	765
Total	0	0	0	0	0	0	799	530	155	1329	132	20	172	98	324	60	877	0	0	937	253	2590	2843
08:00 AM	0	0	0	0	0	0	193	108	45	301	55	3	78	38	136	13	209	0	0	222	83	659	742
08:15 AM	0	0	0	0	0	0	174	111	42	285	83	4	90	32	177	15	207	0	0	222	74	684	758
08:30 AM	0	0	0	0	0	0	163	115	46	278	80	1	77	45	158	20	143	0	0	163	91	599	690
08:45 AM	0	0	0	0	0	0	158	101	43	259	81	0	71	29	152	19	133	0	0	152	72	563	635
Total	0	0	0	0	0	0	688	435	176	1123	299	8	316	144	623	67	692	0	0	759	320	2505	2825
Grand Total	0	0	0	0	0	0	1487	965	331	2452	431	28	488	242	947	127	1569	0	0	1696	573	5095	5668
Apprch %	0	0	0			0	60.6	39.4			45.5	3	51.5			7.5	92.5	0					
Total %	0	0	0		0	0	29.2	18.9		48.1	8.5	0.5	9.6		18.6	2.5	30.8	0		33.3	10.1	89.9	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**202**	**132**	**334**	38	**8**	33	79	**16**	**258**	0	**274**	**687**
07:45 AM	0	0	0	0	0	197	111	308	42	7	71	120	15	239	0	254	682
08:00 AM	0	0	0	0	0	193	108	301	55	3	78	136	13	209	0	222	659
08:15 AM	0	0	0	0	0	174	111	285	**83**	4	**90**	**177**	15	207	0	222	684
Total Volume	0	0	0	0	0	766	462	1228	218	22	272	512	59	913	0	972	2712
% App. Total	0	0	0		0	62.4	37.6		42.6	4.3	53.1		6.1	93.9	0		
PHF	.000	.000	.000	.000	.000	.948	.875	.919	.657	.688	.756	.723	.922	.885	.000	.887	.987

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**202**	**132**	**334**	38	**8**	33	79	**16**	**258**	0	**274**	
+15 mins.	0	0	0	0	0	197	111	308	42	7	71	120	15	239	0	254	
+30 mins.	0	0	0	0	0	193	108	301	55	3	78	136	13	209	0	222	
+45 mins.	0	0	0	0	0	174	111	285	**83**	4	**90**	**177**	15	207	0	222	
Total Volume	0	0	0	0	0	766	462	1228	218	22	272	512	59	913	0	972	
% App. Total	0	0	0		0	62.4	37.6		42.6	4.3	53.1		6.1	93.9	0		
PHF	.000	.000	.000	.000	.000	.948	.875	.919	.657	.688	.756	.723	.922	.885	.000	.887	

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(951)268-6268

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

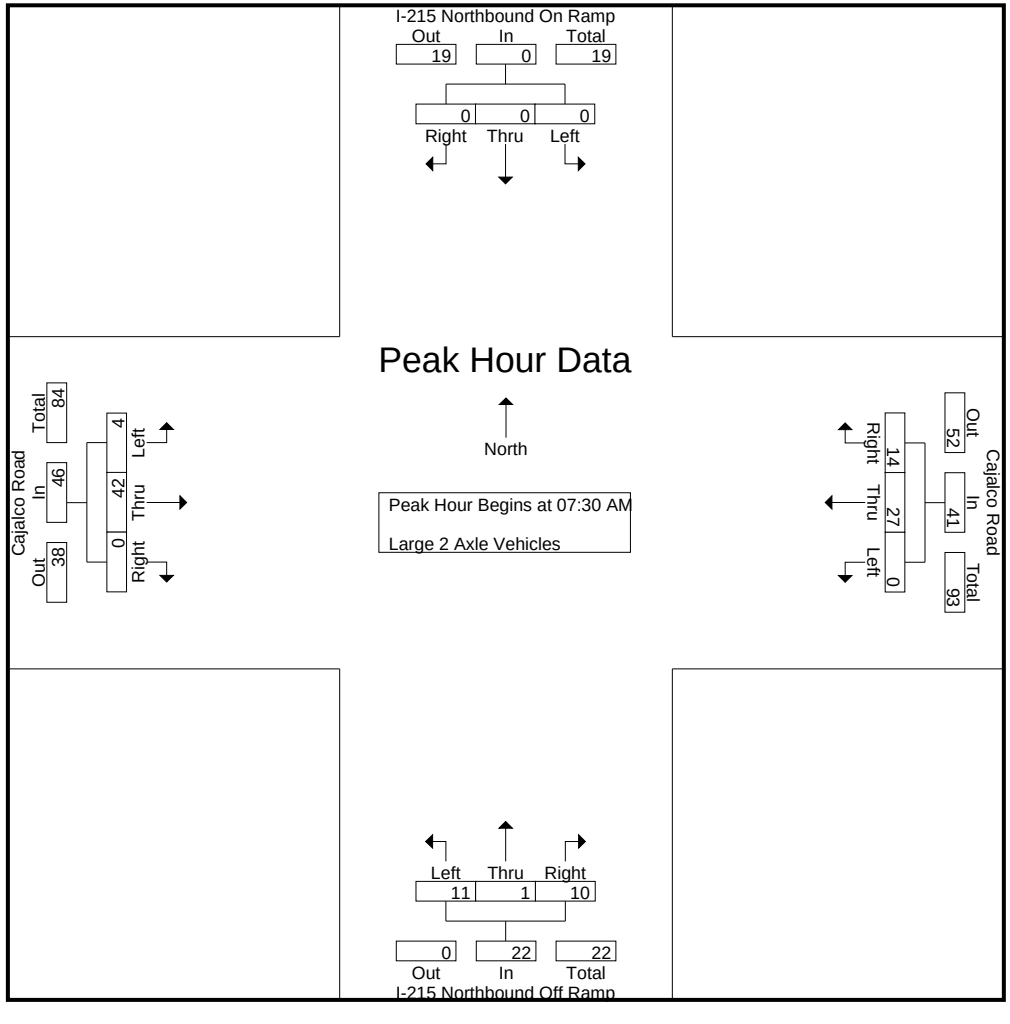
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	9	5	1	14	2	0	2	2	4	2	11	0	0	13	3	31	34
07:15 AM	0	0	0	0	0	0	11	3	1	14	0	0	1	1	1	2	4	0	0	6	2	21	23
07:30 AM	0	0	0	0	0	0	5	5	2	10	1	0	1	1	2	0	8	0	0	8	3	20	23
07:45 AM	0	0	0	0	0	0	7	1	1	8	3	1	0	0	4	1	14	0	0	15	1	27	28
Total	0	0	0	0	0	0	32	14	5	46	6	1	4	4	11	5	37	0	0	42	9	99	108
08:00 AM	0	0	0	0	0	0	7	4	0	11	1	0	2	2	3	3	8	0	0	11	2	25	27
08:15 AM	0	0	0	0	0	0	8	4	3	12	6	0	7	2	13	0	12	0	0	12	5	37	42
08:30 AM	0	0	0	0	0	0	5	6	2	11	2	0	4	3	6	1	8	0	0	9	5	26	31
08:45 AM	0	0	0	0	0	0	5	12	2	17	0	0	2	0	2	1	6	0	0	7	2	26	28
Total	0	0	0	0	0	0	25	26	7	51	9	0	15	7	24	5	34	0	0	39	14	114	128
Grand Total	0	0	0	0	0	0	57	40	12	97	15	1	19	11	35	10	71	0	0	81	23	213	236
Apprch %	0	0	0			0	58.8	41.2			42.9	2.9	54.3			12.3	87.7	0					
Total %	0	0	0		0	0	26.8	18.8		45.5	7	0.5	8.9		16.4	4.7	33.3	0		38	9.7	90.3	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	5	**5**	10	1	0	1	2	0	8	0	8	20
07:45 AM	0	0	0	0	0	7	1	8	3	**1**	0	4	1	**14**	0	**15**	27
08:00 AM	0	0	0	0	0	7	4	11	1	0	2	3	**3**	8	0	11	25
08:15 AM	0	0	0	0	0	**8**	4	**12**	**6**	0	**7**	**13**	0	12	0	12	**37**
Total Volume	0	0	0	0	0	27	14	41	11	1	10	22	4	42	0	46	109
% App. Total	0	0	0		0	65.9	34.1		50	4.5	45.5		8.7	91.3	0		
PHF	.000	.000	.000	.000	.000	.844	.700	.854	.458	.250	.357	.423	.333	.750	.000	.767	.736

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	5	**5**	10	1	0	1	2	0	8	0	8	
+15 mins.	0	0	0	0	0	7	1	8	3	**1**	0	4	1	**14**	0	**15**	
+30 mins.	0	0	0	0	0	7	4	11	1	0	2	3	**3**	8	0	11	
+45 mins.	0	0	0	0	0	**8**	4	**12**	**6**	0	**7**	**13**	0	12	0	12	
Total Volume	0	0	0	0	0	27	14	41	11	1	10	22	4	42	0	46	
% App. Total	0	0	0		0	65.9	34.1		50	4.5	45.5		8.7	91.3	0		
PHF	.000	.000	.000	.000	.000	.844	.700	.854	.458	.250	.357	.423	.333	.750	.000	.767	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

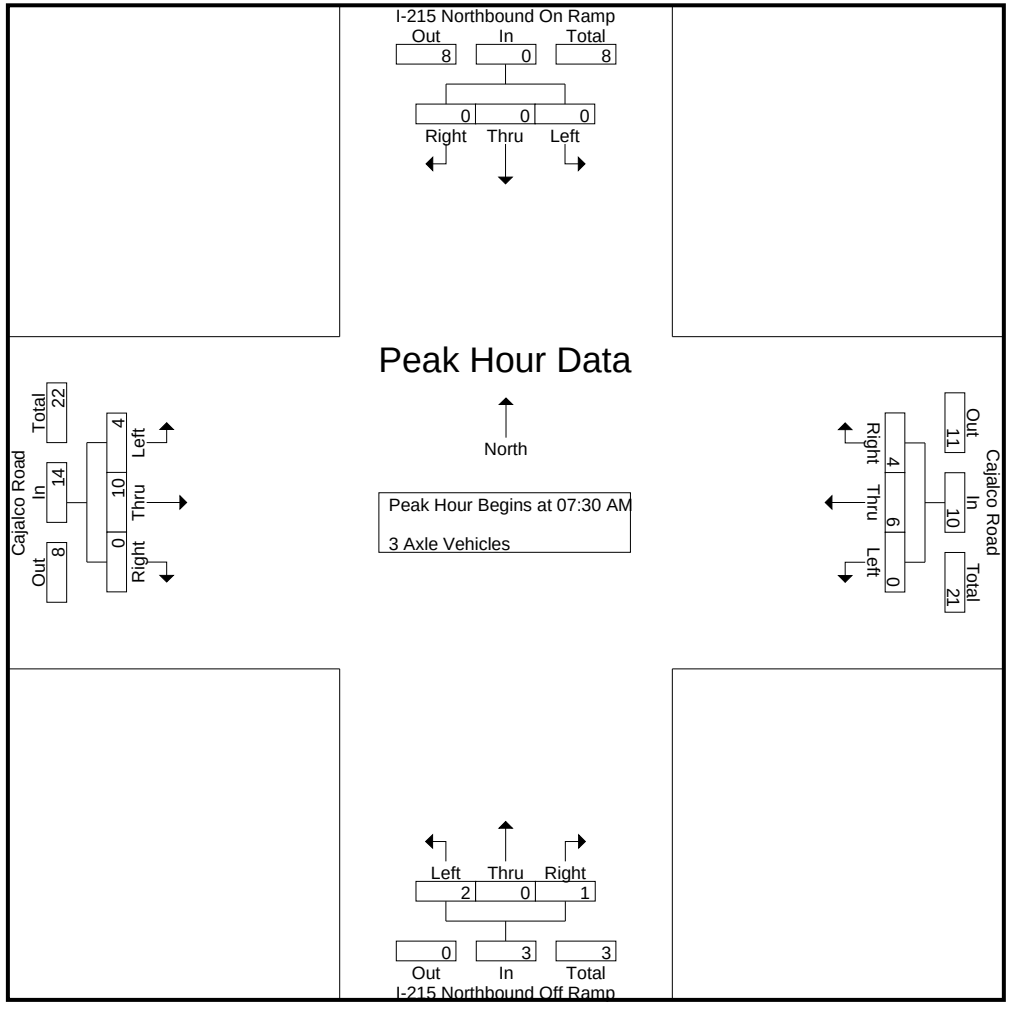
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	3	1	5	0	0	0	0	0	1	2	0	0	3	1	8	9
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	3	1	3	0	4	0	0	4	1	10	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	2
07:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6
Total	0	0	0	0	0	0	8	4	1	12	1	0	3	1	4	1	9	0	0	10	2	26	28
08:00 AM	0	0	0	0	0	0	2	2	1	4	1	0	0	0	1	1	4	0	0	5	1	10	11
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	3	3	0	0	6	0	9	9
08:30 AM	0	0	0	0	0	0	0	3	2	3	1	0	2	0	3	1	7	0	0	8	2	14	16
08:45 AM	0	0	0	0	0	0	1	4	1	5	0	0	1	0	1	0	5	0	0	5	1	11	12
Total	0	0	0	0	0	0	4	10	4	14	2	0	4	0	6	5	19	0	0	24	4	44	48
Grand Total	0	0	0	0	0	0	12	14	5	26	3	0	7	1	10	6	28	0	0	34	6	70	76
Apprch %	0	0	0			0	46.2	53.8			30	0	70			17.6	82.4	0					
Total %	0	0	0		0	0	17.1	20		37.1	4.3	0	10		14.3	8.6	40	0		48.6	7.9	92.1	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	0	0	**1**	0	0	**1**	0	1	0	1	2
07:45 AM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	0	0	0	2	**2**	4	1	0	0	1	1	**4**	0	5	**10**
08:15 AM	0	0	0	0	0	1	1	2	0	0	**1**	1	**3**	3	0	**6**	9
Total Volume	0	0	0	0	0	6	4	10	2	0	1	3	4	10	0	14	27
% App. Total	0	0	0		0	60	40		66.7	0	33.3		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.625	.500	.000	.250	.750	.333	.625	.000	.583	.675

Counts Unlimited, Inc.
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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	0	0	**1**	0	0	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	2	**2**	4	1	0	0	1	1	**4**	0	5	
+45 mins.	0	0	0	0	0	1	1	2	0	0	**1**	1	**3**	3	0	**6**	
Total Volume	0	0	0	0	0	6	4	10	2	0	1	3	4	10	0	14	
% App. Total	0	0	0		0	60	40		66.7	0	33.3		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.625	.500	.000	.250	.750	.333	.625	.000	.583	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

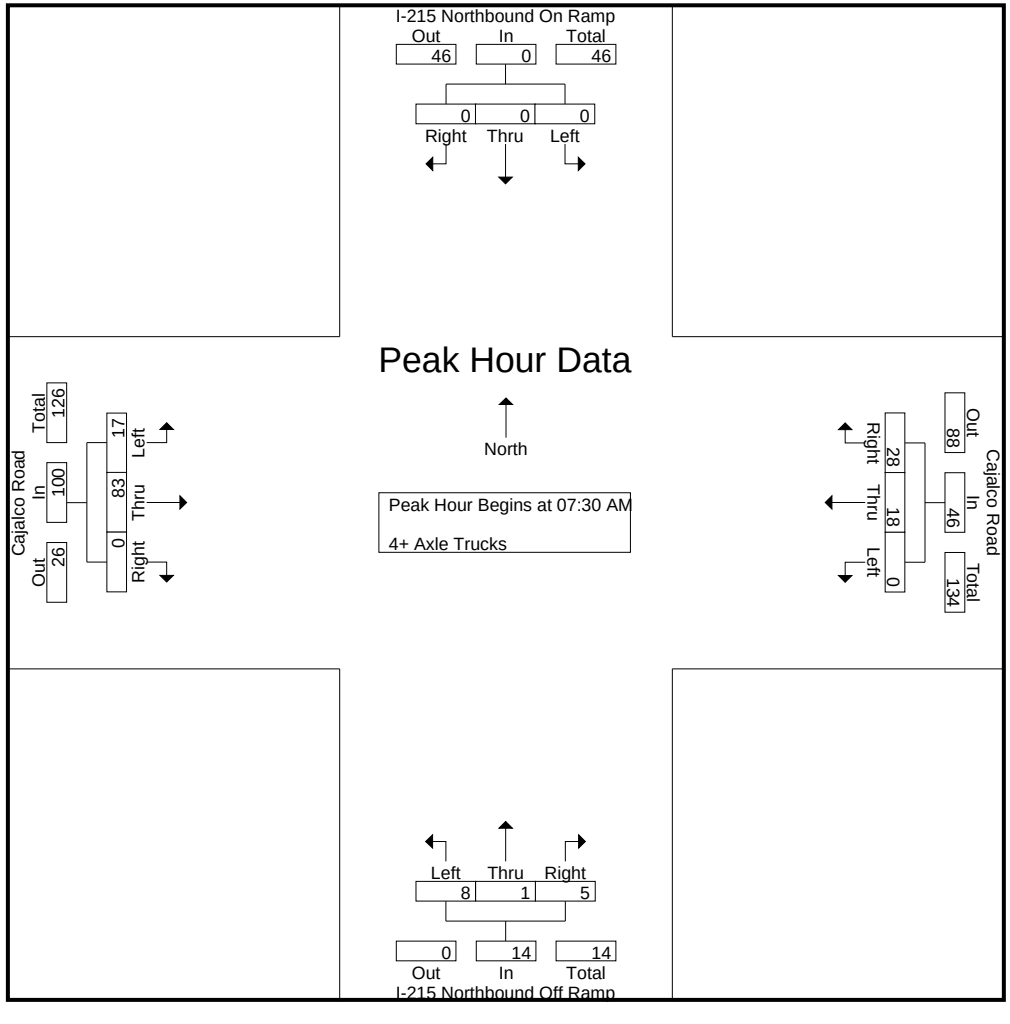
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	10	3	15	0	0	0	0	0	3	7	0	0	10	3	25	28
07:15 AM	0	0	0	0	0	0	6	8	3	14	2	0	1	0	3	4	14	0	0	18	3	35	38
07:30 AM	0	0	0	0	0	0	5	5	0	10	1	0	2	1	3	4	20	0	0	24	1	37	38
07:45 AM	0	0	0	0	0	0	4	8	1	12	1	0	1	1	2	3	16	0	0	19	2	33	35
Total	0	0	0	0	0	0	20	31	7	51	4	0	4	2	8	14	57	0	0	71	9	130	139
08:00 AM	0	0	0	0	0	0	4	8	2	12	2	0	1	1	3	6	19	0	0	25	3	40	43
08:15 AM	0	0	0	0	0	0	5	7	0	12	4	1	1	0	6	4	28	0	0	32	0	50	50
08:30 AM	0	0	0	0	0	0	9	8	0	17	0	0	2	1	2	1	15	0	0	16	1	35	36
08:45 AM	0	0	0	0	0	0	7	8	1	15	1	0	6	3	7	4	14	0	0	18	4	40	44
Total	0	0	0	0	0	0	25	31	3	56	7	1	10	5	18	15	76	0	0	91	8	165	173
Grand Total	0	0	0	0	0	0	45	62	10	107	11	1	14	7	26	29	133	0	0	162	17	295	312
Apprch %	0	0	0			0	42.1	57.9			42.3	3.8	53.8			17.9	82.1	0					
Total %	0	0	0		0	0	15.3	21		36.3	3.7	0.3	4.7		8.8	9.8	45.1	0		54.9	5.4	94.6	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**5**	5	10	1	0	**2**	3	4	20	0	24	37
07:45 AM	0	0	0	0	0	4	**8**	**12**	1	0	1	2	3	16	0	19	33
08:00 AM	0	0	0	0	0	4	8	12	2	0	1	3	**6**	19	0	25	40
08:15 AM	0	0	0	0	0	5	7	12	**4**	**1**	1	**6**	4	**28**	0	**32**	**50**
Total Volume	0	0	0	0	0	18	28	46	8	1	5	14	17	83	0	100	160
% App. Total	0	0	0		0	39.1	60.9		57.1	7.1	35.7		17	83	0		
PHF	.000	.000	.000	.000	.000	.900	.875	.958	.500	.250	.625	.583	.708	.741	.000	.781	.800

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**5**	5	10	1	0	**2**	3	4	20	0	24	
+15 mins.	0	0	0	0	0	4	**8**	**12**	1	0	1	2	3	16	0	19	
+30 mins.	0	0	0	0	0	4	8	12	2	0	1	3	**6**	19	0	25	
+45 mins.	0	0	0	0	0	5	7	12	**4**	**1**	1	**6**	4	**28**	0	**32**	
Total Volume	0	0	0	0	0	18	28	46	8	1	5	14	17	83	0	100	
% App. Total	0	0	0		0	39.1	60.9		57.1	7.1	35.7		17	83	0		
PHF	.000	.000	.000	.000	.000	.900	.875	.958	.500	.250	.625	.583	.708	.741	.000	.781	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

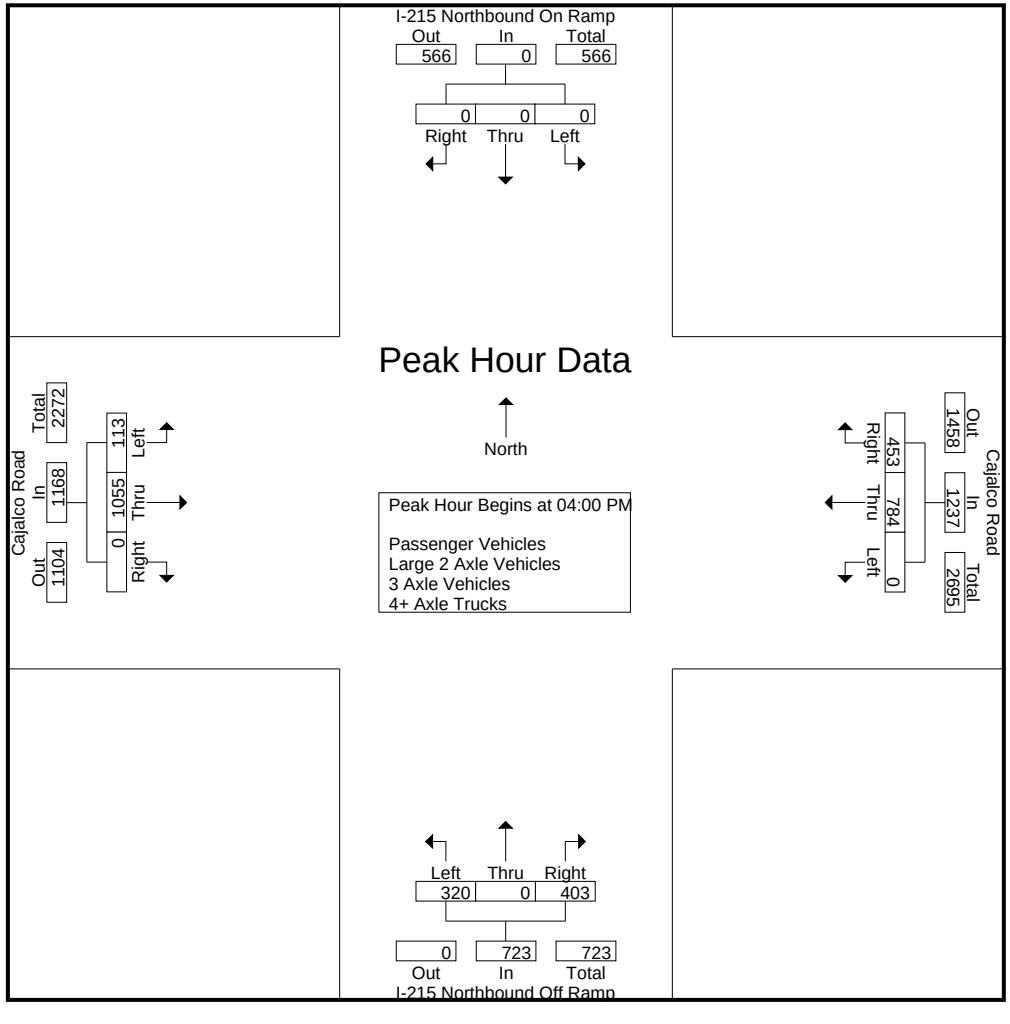
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	196	130	35	326	96	0	96	32	192	33	265	0	0	298	67	816	883
04:15 PM	0	0	0	0	0	0	214	138	43	352	65	0	93	44	158	25	241	0	0	266	87	776	863
04:30 PM	0	0	0	0	0	0	176	99	64	275	83	0	112	35	195	27	276	0	0	303	99	773	872
04:45 PM	0	0	0	0	0	0	198	86	42	284	76	0	102	33	178	28	273	0	0	301	75	763	838
Total	0	0	0	0	0	0	784	453	184	1237	320	0	403	144	723	113	1055	0	0	1168	328	3128	3456
05:00 PM	0	0	0	0	0	0	172	129	68	301	80	0	97	32	177	25	261	0	0	286	100	764	864
05:15 PM	0	0	0	0	0	0	183	114	46	297	83	0	71	24	154	32	289	0	0	321	70	772	842
05:30 PM	0	0	0	0	0	0	174	129	52	303	74	0	99	40	173	23	285	0	0	308	92	784	876
05:45 PM	0	0	0	0	0	0	157	95	33	252	68	0	103	24	171	30	284	0	0	314	57	737	794
Total	0	0	0	0	0	0	686	467	199	1153	305	0	370	120	675	110	1119	0	0	1229	319	3057	3376
Grand Total	0	0	0	0	0	0	1470	920	383	2390	625	0	773	264	1398	223	2174	0	0	2397	647	6185	6832
Apprch %	0	0	0			0	61.5	38.5			44.7	0	55.3			9.3	90.7	0					
Total %	0	0	0		0	0	23.8	14.9		38.6	10.1	0	12.5		22.6	3.6	35.1	0		38.8	9.5	90.5	
Passenger Vehicles	0	0	0		0	0	1403	835		2591	600	0	742		1597	193	2066	0		2259	0	0	6447
% Passenger Vehicles	0	0	0	0	0	0	95.4	90.8	92.2	93.4	96	0	96	96.6	96.1	86.5	95	0	0	94.2	0	0	94.4
Large 2 Axle Vehicles	0	0	0		0	0	25	20		53	9	0	19		35	6	30	0		36	0	0	124
% Large 2 Axle Vehicles	0	0	0	0	0	0	1.7	2.2	2.1	1.9	1.4	0	2.5	2.7	2.1	2.7	1.4	0	0	1.5	0	0	1.8
3 Axle Vehicles	0	0	0		0	0	4	10		20	3	0	4		7	7	15	0		22	0	0	49
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	1.1	1.6	0.7	0.5	0	0.5	0	0.4	3.1	0.7	0	0	0.9	0	0	0.7
4+ Axle Trucks	0	0	0		0	0	38	55		109	13	0	8		23	17	63	0		80	0	0	212
% 4+ Axle Trucks	0	0	0	0	0	0	2.6	6	4.2	3.9	2.1	0	1	0.8	1.4	7.6	2.9	0	0	3.3	0	0	3.1

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:00 PM																	
04:00 PM	0	0	0	0	0	196	130	326	**96**	0	96	192	**33**	265	0	298	**816**
04:15 PM	0	0	0	0	0	**214**	**138**	**352**	65	0	93	158	25	241	0	266	776
04:30 PM	0	0	0	0	0	176	99	275	83	0	**112**	**195**	27	**276**	0	**303**	773
04:45 PM	0	0	0	0	0	198	86	284	76	0	102	178	28	273	0	301	763
Total Volume	0	0	0	0	0	784	453	1237	320	0	403	723	113	1055	0	1168	3128
% App. Total	0	0	0		0	63.4	36.6		44.3	0	55.7		9.7	90.3	0		
PHF	.000	.000	.000	.000	.000	.916	.821	.879	.833	.000	.900	.927	.856	.956	.000	.964	.958

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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				04:00 PM				04:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	196	130	326	**96**	0	96	192	25	261	0	286	
+15 mins.	0	0	0	0	0	**214**	**138**	**352**	65	0	93	158	**32**	**289**	0	**321**	
+30 mins.	0	0	0	0	0	176	99	275	83	0	**112**	**195**	23	285	0	308	
+45 mins.	0	0	0	0	0	198	86	284	76	0	102	178	30	284	0	314	
Total Volume	0	0	0	0	0	784	453	1237	320	0	403	723	110	1119	0	1229	
% App. Total	0	0	0		0	63.4	36.6		44.3	0	55.7		9	91	0		
PHF	.000	.000	.000	.000	.000	.916	.821	.879	.833	.000	.900	.927	.859	.968	.000	.957	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

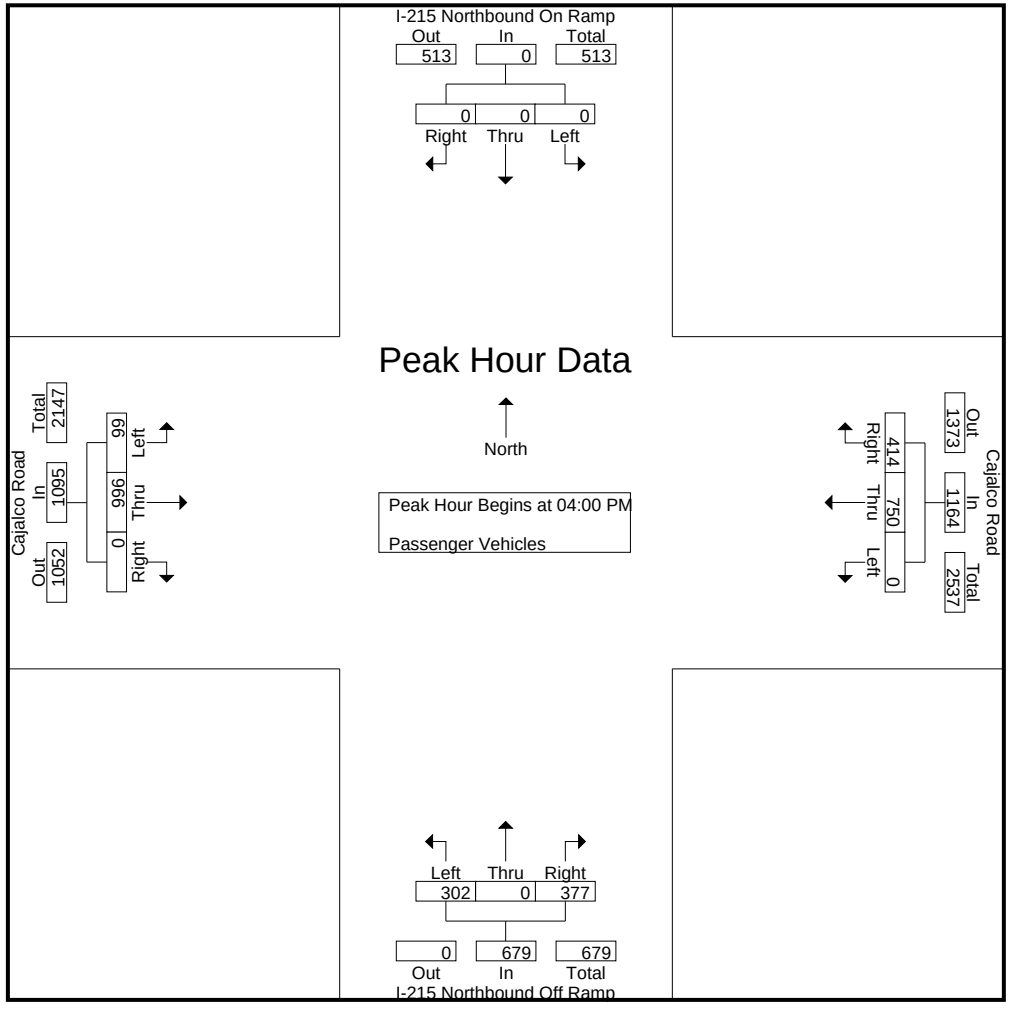
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	190	121	33	311	89	0	89	29	178	27	251	0	0	278	62	767	829
04:15 PM	0	0	0	0	0	0	203	123	38	326	59	0	89	42	148	22	232	0	0	254	80	728	808
04:30 PM	0	0	0	0	0	0	166	90	58	256	80	0	104	32	184	27	256	0	0	283	90	723	813
04:45 PM	0	0	0	0	0	0	191	80	40	271	74	0	95	32	169	23	257	0	0	280	72	720	792
Total	0	0	0	0	0	0	750	414	169	1164	302	0	377	135	679	99	996	0	0	1095	304	2938	3242
05:00 PM	0	0	0	0	0	0	160	116	63	276	77	0	95	32	172	21	254	0	0	275	95	723	818
05:15 PM	0	0	0	0	0	0	176	102	41	278	80	0	70	24	150	25	272	0	0	297	65	725	790
05:30 PM	0	0	0	0	0	0	167	114	48	281	73	0	99	40	172	21	275	0	0	296	88	749	837
05:45 PM	0	0	0	0	0	0	150	89	32	239	68	0	101	24	169	27	269	0	0	296	56	704	760
Total	0	0	0	0	0	0	653	421	184	1074	298	0	365	120	663	94	1070	0	0	1164	304	2901	3205
Grand Total	0	0	0	0	0	0	1403	835	353	2238	600	0	742	255	1342	193	2066	0	0	2259	608	5839	6447
Apprch %	0	0	0			0	62.7	37.3			44.7	0	55.3			8.5	91.5	0					
Total %	0	0	0		0	0	24	14.3		38.3	10.3	0	12.7		23	3.3	35.4	0		38.7	9.4	90.6	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	190	121	311	**89**	0	89	178	**27**	251	0	278	**767**
04:15 PM	0	0	0	0	0	**203**	**123**	**326**	59	0	89	148	22	232	0	254	728
04:30 PM	0	0	0	0	0	166	90	256	80	0	**104**	**184**	27	256	0	**283**	723
04:45 PM	0	0	0	0	0	191	80	271	74	0	95	169	23	**257**	0	280	720
Total Volume	0	0	0	0	0	750	414	1164	302	0	377	679	99	996	0	1095	2938
% App. Total	0	0	0		0	64.4	35.6		44.5	0	55.5		9	91	0		
PHF	.000	.000	.000	.000	.000	.924	.841	.893	.848	.000	.906	.923	.917	.969	.000	.967	.958

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	190	121	311	**89**	0	89	178	**27**	251	0	278	
+15 mins.	0	0	0	0	0	**203**	**123**	**326**	59	0	89	148	22	232	0	254	
+30 mins.	0	0	0	0	0	166	90	256	80	0	**104**	**184**	27	256	0	**283**	
+45 mins.	0	0	0	0	0	191	80	271	74	0	95	169	23	**257**	0	280	
Total Volume	0	0	0	0	0	750	414	1164	302	0	377	679	99	996	0	1095	
% App. Total	0	0	0		0	64.4	35.6		44.5	0	55.5		9	91	0		
PHF	.000	.000	.000	.000	.000	.924	.841	.893	.848	.000	.906	.923	.917	.969	.000	.967	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

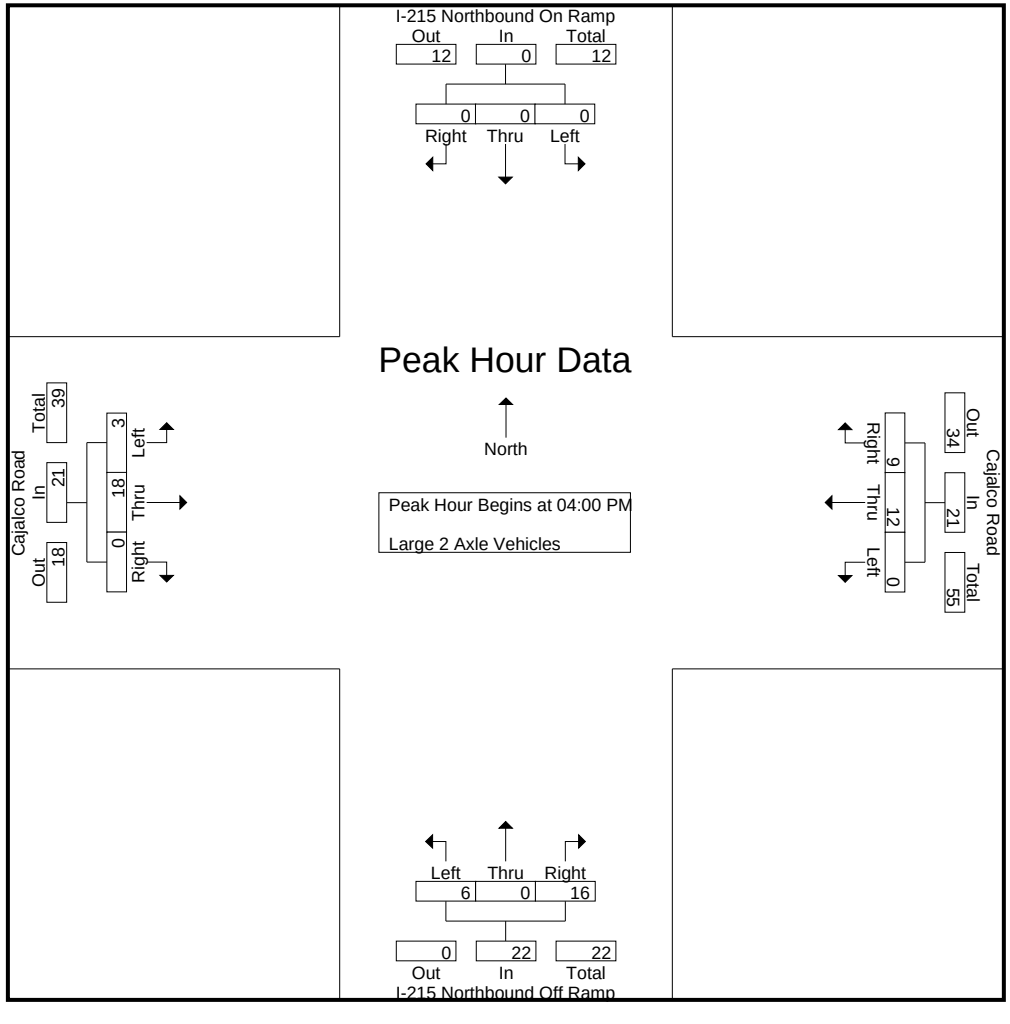
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	3	1	5	1	0	5	2	6	1	4	0	0	5	3	16	19
04:15 PM	0	0	0	0	0	0	7	3	2	10	5	0	3	2	8	1	4	0	0	5	4	23	27
04:30 PM	0	0	0	0	0	0	2	3	3	5	0	0	6	3	6	0	5	0	0	5	6	16	22
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	1	5	0	0	6	0	9	9
Total	0	0	0	0	0	0	12	9	6	21	6	0	16	7	22	3	18	0	0	21	13	64	77
05:00 PM	0	0	0	0	0	0	3	2	0	5	1	0	1	0	2	1	3	0	0	4	0	11	11
05:15 PM	0	0	0	0	0	0	2	3	1	5	1	0	1	0	2	1	1	0	0	2	1	9	10
05:30 PM	0	0	0	0	0	0	5	3	1	8	1	0	0	0	1	1	2	0	0	3	1	12	13
05:45 PM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	0	6	0	0	6	0	13	13
Total	0	0	0	0	0	0	13	11	2	24	3	0	3	0	6	3	12	0	0	15	2	45	47
Grand Total	0	0	0	0	0	0	25	20	8	45	9	0	19	7	28	6	30	0	0	36	15	109	124
Apprch %	0	0	0			0	55.6	44.4			32.1	0	67.9			16.7	83.3	0					
Total %	0	0	0		0	0	22.9	18.3		41.3	8.3	0	17.4		25.7	5.5	27.5	0		33	12.1	87.9	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	2	**3**	5	1	0	5	6	**1**	4	0	5	16
04:15 PM	0	0	0	0	0	**7**	3	**10**	**5**	0	3	**8**	1	4	0	5	**23**
04:30 PM	0	0	0	0	0	2	3	5	0	0	**6**	6	0	**5**	0	5	16
04:45 PM	0	0	0	0	0	1	0	1	0	0	2	2	1	5	0	**6**	9
Total Volume	0	0	0	0	0	12	9	21	6	0	16	22	3	18	0	21	64
% App. Total	0	0	0		0	57.1	42.9		27.3	0	72.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.429	.750	.525	.300	.000	.667	.688	.750	.900	.000	.875	.696

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
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File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	**3**	5	1	0	5	6	**1**	4	0	5	
+15 mins.	0	0	0	0	0	**7**	3	**10**	**5**	0	3	**8**	1	4	0	5	
+30 mins.	0	0	0	0	0	2	3	5	0	0	**6**	6	0	**5**	0	5	
+45 mins.	0	0	0	0	0	1	0	1	0	0	2	2	1	5	0	**6**	
Total Volume	0	0	0	0	0	12	9	21	6	0	16	22	3	18	0	21	
% App. Total	0	0	0		0	57.1	42.9		27.3	0	72.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.429	.750	.525	.300	.000	.667	.688	.750	.900	.000	.875	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

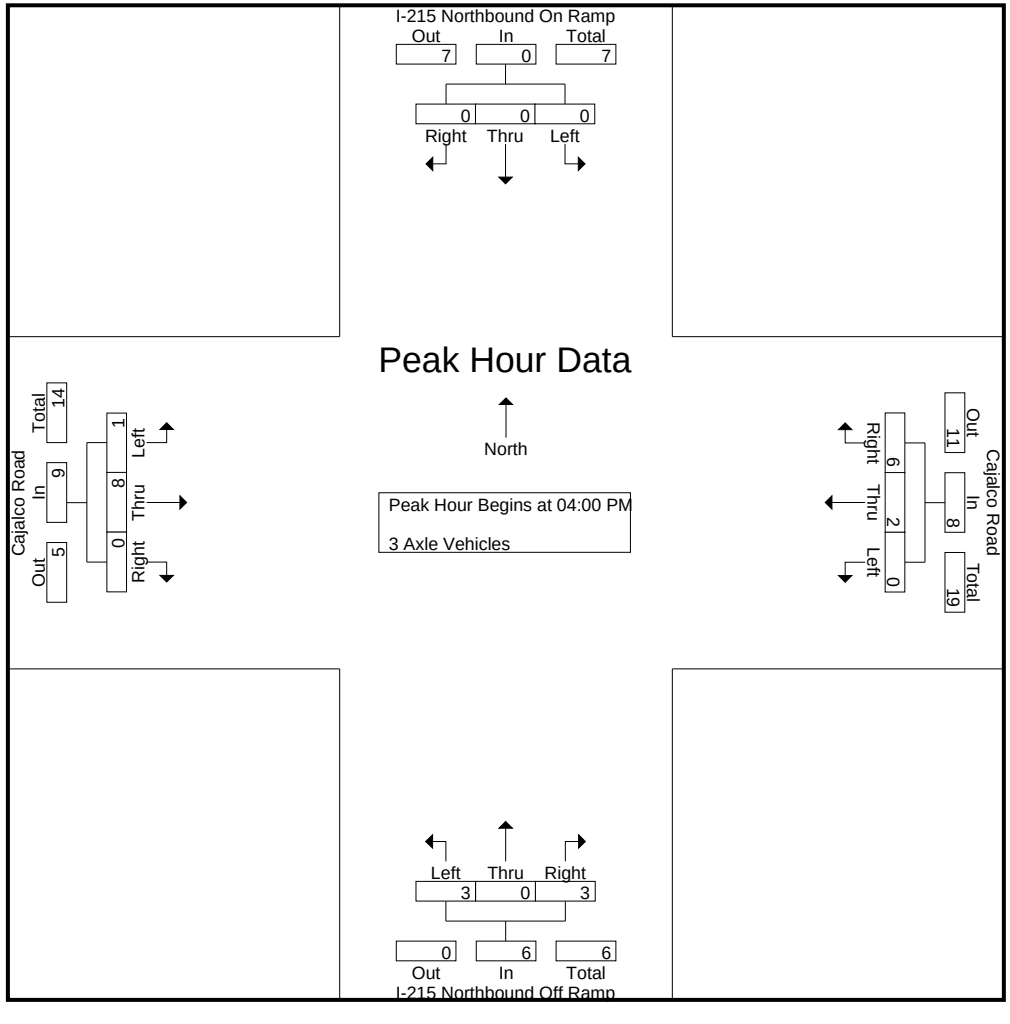
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	1	2	0	0	3	0	6	6
04:15 PM	0	0	0	0	0	0	1	2	1	3	1	0	1	0	2	0	1	0	0	1	1	6	7
04:30 PM	0	0	0	0	0	0	1	3	2	4	0	0	0	0	0	0	3	0	0	3	2	7	9
04:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	2	0	0	2	1	4	5
Total	0	0	0	0	0	0	2	6	4	8	3	0	3	0	6	1	8	0	0	9	4	23	27
05:00 PM	0	0	0	0	0	0	1	1	1	2	0	0	1	0	1	1	0	0	0	1	1	4	5
05:15 PM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	3	3	0	0	6	1	8	9
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	6	6
Total	0	0	0	0	0	0	2	4	2	6	0	0	1	0	1	6	7	0	0	13	2	20	22
Grand Total	0	0	0	0	0	0	4	10	6	14	3	0	4	0	7	7	15	0	0	22	6	43	49
Apprch %	0	0	0			0	28.6	71.4			42.9	0	57.1			31.8	68.2	0					
Total %	0	0	0		0	0	9.3	23.3		32.6	7	0	9.3		16.3	16.3	34.9	0		51.2	12.2	87.8	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	**2**	0	**1**	**3**	**1**	2	0	**3**	6
04:15 PM	0	0	0	0	0	**1**	2	3	1	0	1	2	0	1	0	1	6
04:30 PM	0	0	0	0	0	1	**3**	**4**	0	0	0	0	0	**3**	0	3	**7**
04:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
Total Volume	0	0	0	0	0	2	6	8	3	0	3	6	1	8	0	9	23
% App. Total	0	0	0		0	25	75		50	0	50		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.375	.000	.750	.500	.250	.667	.000	.750	.821

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
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File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	**2**	0	**1**	**3**	**1**	2	0	**3**	
+15 mins.	0	0	0	0	0	**1**	2	3	1	0	1	2	0	1	0	1	
+30 mins.	0	0	0	0	0	1	**3**	**4**	0	0	0	0	0	**3**	0	3	
+45 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	
Total Volume	0	0	0	0	0	2	6	8	3	0	3	6	1	8	0	9	
% App. Total	0	0	0		0	25	75		50	0	50		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.375	.000	.750	.500	.250	.667	.000	.750	

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

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

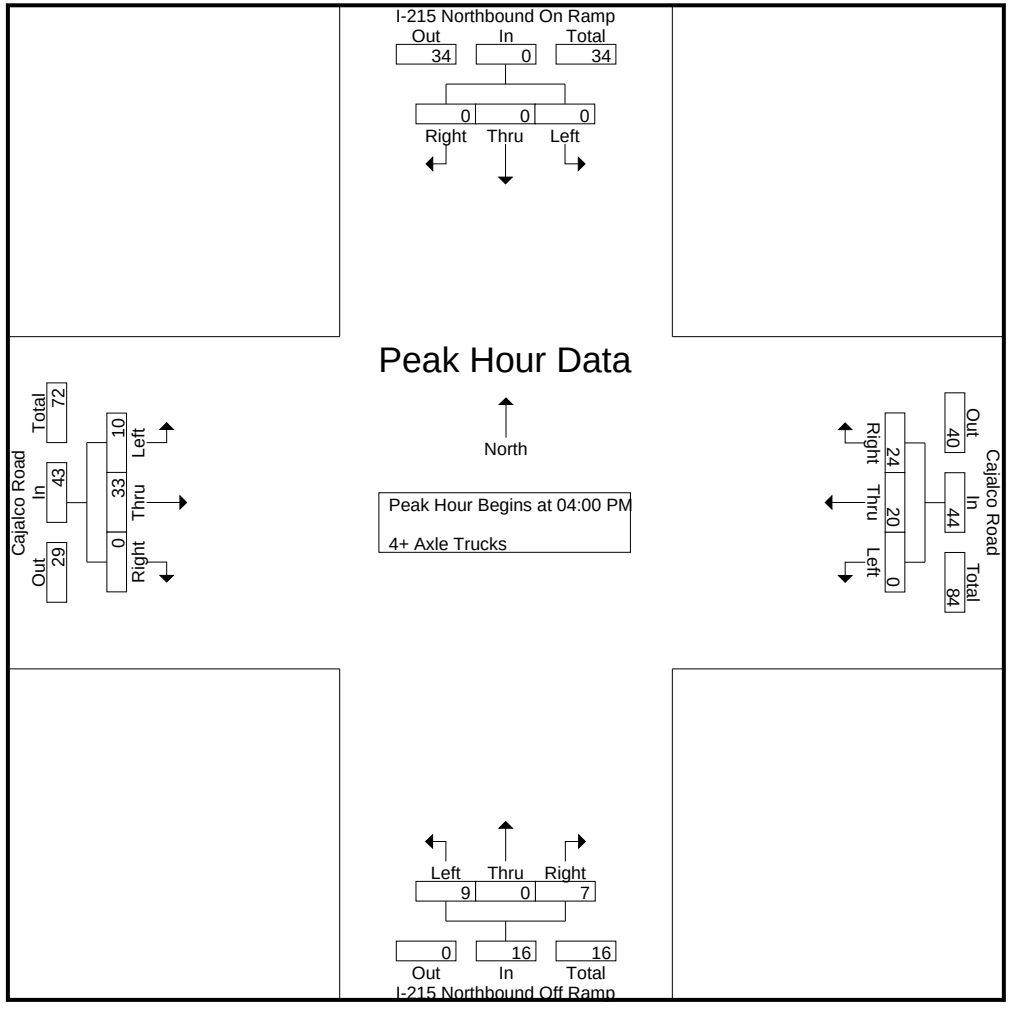
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	4	6	1	10	4	0	1	1	5	4	8	0	0	12	2	27	29
04:15 PM	0	0	0	0	0	0	3	10	2	13	0	0	0	0	0	2	4	0	0	6	2	19	21
04:30 PM	0	0	0	0	0	0	7	3	1	10	3	0	2	0	5	0	12	0	0	12	1	27	28
04:45 PM	0	0	0	0	0	0	6	5	1	11	2	0	4	1	6	4	9	0	0	13	2	30	32
Total	0	0	0	0	0	0	20	24	5	44	9	0	7	2	16	10	33	0	0	43	7	103	110
05:00 PM	0	0	0	0	0	0	8	10	4	18	2	0	0	0	2	2	4	0	0	6	4	26	30
05:15 PM	0	0	0	0	0	0	5	7	3	12	2	0	0	0	2	3	13	0	0	16	3	30	33
05:30 PM	0	0	0	0	0	0	1	11	3	12	0	0	0	0	0	1	8	0	0	9	3	21	24
05:45 PM	0	0	0	0	0	0	4	3	1	7	0	0	1	0	1	1	5	0	0	6	1	14	15
Total	0	0	0	0	0	0	18	31	11	49	4	0	1	0	5	7	30	0	0	37	11	91	102
Grand Total	0	0	0	0	0	0	38	55	16	93	13	0	8	2	21	17	63	0	0	80	18	194	212
Apprch %	0	0	0			0	40.9	59.1			61.9	0	38.1			21.2	78.8	0					
Total %	0	0	0		0	0	19.6	28.4		47.9	6.7	0	4.1		10.8	8.8	32.5	0		41.2	8.5	91.5	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	4	6	10	**4**	0	1	5	**4**	8	0	12	27
04:15 PM	0	0	0	0	0	3	**10**	**13**	0	0	0	0	2	4	0	6	19
04:30 PM	0	0	0	0	0	**7**	3	10	3	0	2	5	0	**12**	0	12	27
04:45 PM	0	0	0	0	0	6	5	11	2	0	**4**	**6**	4	9	0	**13**	**30**
Total Volume	0	0	0	0	0	20	24	44	9	0	7	16	10	33	0	43	103
% App. Total	0	0	0		0	45.5	54.5		56.2	0	43.8		23.3	76.7	0		
PHF	.000	.000	.000	.000	.000	.714	.600	.846	.563	.000	.438	.667	.625	.688	.000	.827	.858

Counts Unlimited, Inc.
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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



Counts Unlimited, Inc.
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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	4	6	10	**4**	0	1	5	**4**	8	0	12	
+15 mins.	0	0	0	0	0	3	**10**	**13**	0	0	0	0	2	4	0	6	
+30 mins.	0	0	0	0	0	**7**	3	10	3	0	2	5	0	**12**	0	12	
+45 mins.	0	0	0	0	0	6	5	11	2	0	**4**	**6**	4	9	0	**13**	
Total Volume	0	0	0	0	0	20	24	44	9	0	7	16	10	33	0	43	
% App. Total	0	0	0		0	45.5	54.5		56.2	0	43.8		23.3	76.7	0		
PHF	.000	.000	.000	.000	.000	.714	.600	.846	.563	.000	.438	.667	.625	.688	.000	.827	

Location: County of Riverside
N/S: I-215 NB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Cajalco Road	South Leg I-215 NB Ramps	West Leg Cajalco 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-215 NB Ramps	East Leg Cajalco Road	South Leg I-215 NB Ramps	West Leg Cajalco 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

Location: County of Riverside
N/S: I-215 NB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Cajalco Road			Northbound I-215 NB Ramps			Eastbound Cajalco 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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

	Southbound I-215 NB Ramps			Westbound Cajalco Road			Northbound I-215 NB Ramps			Eastbound Cajalco 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	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.

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County of Riverside
Cajalco Road
E/ Decker Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-23148

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
02/15/23	0	90	3	0	1	0	0	0	1	0	0	0	0	95
01:00	0	57	1	0	2	0	0	3	2	0	0	0	0	65
02:00	0	88	1	0	2	0	0	2	2	0	0	0	0	95
03:00	0	140	5	0	2	0	0	0	8	0	0	0	0	155
04:00	0	339	24	0	6	1	0	0	16	0	1	0	0	387
05:00	0	495	28	0	17	3	0	0	13	0	1	0	0	557
06:00	**3**	424	176	**3**	**31**	**7**	3	**5**	16	**1**	5	**1**	0	675
07:00	0	**615**	**217**	2	26	5	0	2	11	1	2	0	0	**881**
08:00	1	524	189	3	19	4	**5**	2	18	0	2	1	0	768
09:00	0	374	144	0	29	5	0	1	**24**	0	1	0	0	578
10:00	0	409	124	3	21	3	3	4	22	0	**8**	0	0	597
11:00	0	403	158	3	17	2	3	3	21	0	5	0	0	615
12 PM	**2**	552	176	3	27	7	**3**	0	**26**	1	**3**	0	0	800
13:00	0	534	206	**9**	21	**8**	1	3	25	1	1	**1**	0	810
14:00	0	560	174	0	25	7	2	**7**	19	**2**	3	0	0	799
15:00	2	642	**282**	4	**29**	6	3	6	14	0	0	0	**1**	989
16:00	1	756	237	2	15	4	1	2	12	1	0	1	0	1032
17:00	1	774	261	2	17	5	2	3	9	0	0	0	0	**1074**
18:00	1	**859**	118	1	21	1	0	0	17	0	0	0	0	1018
19:00	0	557	65	0	11	3	0	3	13	0	0	0	0	652
20:00	0	348	27	0	7	3	0	0	10	0	0	0	0	395
21:00	0	275	32	0	1	0	0	0	10	0	0	0	0	318
22:00	0	205	13	0	2	0	0	0	12	0	0	0	0	232
23:00	0	121	9	0	0	0	0	0	7	0	0	0	0	137
Total	11	10141	2670	35	349	74	26	46	328	7	32	4	1	13724
Percent	0.1%	73.9%	19.5%	0.3%	2.5%	0.5%	0.2%	0.3%	2.4%	0.1%	0.2%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	06:00	06:00	06:00	08:00	06:00	09:00	06:00	10:00	06:00		07:00
Vol.	3	615	217	3	31	7	5	5	24	1	8	1		881
PM Peak	12:00	18:00	15:00	13:00	15:00	13:00	12:00	14:00	12:00	14:00	12:00	13:00	15:00	17:00
Vol.	2	859	282	9	29	8	3	7	26	2	3	1	1	1074
Grand Total	11	10141	2670	35	349	74	26	46	328	7	32	4	1	13724
Percent	0.1%	73.9%	19.5%	0.3%	2.5%	0.5%	0.2%	0.3%	2.4%	0.1%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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County of Riverside
Cajalco Road
E/ Decker Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-23148

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
02/15/23	0	98	19	0	0	0	0	0	2	0	0	0	0	119
01:00	1	82	14	0	1	0	0	0	2	0	1	0	0	101
02:00	0	91	17	0	6	0	0	0	3	1	0	0	0	118
03:00	1	130	20	0	3	0	0	0	6	0	0	0	0	160
04:00	1	314	62	0	6	1	0	0	5	0	0	0	0	389
05:00	0	415	165	2	14	5	1	0	13	0	0	0	0	615
06:00	0	523	**238**	2	26	1	2	**6**	16	0	3	0	0	817
07:00	0	616	235	0	24	7	**4**	2	23	0	2	0	0	913
08:00	**4**	**655**	202	1	27	6	1	2	18	1	4	0	0	**921**
09:00	0	500	174	**4**	**28**	6	1	2	30	**2**	0	0	0	747
10:00	1	428	150	2	14	**8**	1	3	**37**	0	**5**	**1**	0	650
11:00	0	446	166	4	20	6	2	5	24	1	2	0	0	676
12 PM	1	546	186	**5**	24	7	3	1	33	**3**	**3**	0	0	812
13:00	1	603	241	5	23	**15**	4	4	**36**	1	0	0	0	**933**
14:00	**2**	**640**	221	2	19	12	3	1	27	0	1	0	**1**	929
15:00	2	614	**242**	2	**26**	8	**6**	**8**	19	0	0	0	0	927
16:00	2	613	223	3	15	5	3	4	21	0	2	0	0	891
17:00	1	566	186	1	14	3	1	2	27	1	0	0	0	802
18:00	0	550	59	0	8	3	0	0	11	0	0	0	0	631
19:00	0	466	21	0	4	0	0	1	7	0	0	0	0	499
20:00	0	396	31	0	1	1	0	3	6	0	0	0	0	438
21:00	0	340	26	0	3	0	0	0	8	0	0	0	0	377
22:00	0	220	18	0	3	0	0	1	6	0	0	0	0	248
23:00	0	146	20	0	1	0	0	2	5	0	0	0	0	174
Total	17	9998	2936	33	310	94	32	47	385	10	23	1	1	13887
Percent	0.1%	72.0%	21.1%	0.2%	2.2%	0.7%	0.2%	0.3%	2.8%	0.1%	0.2%	0.0%	0.0%	
AM Peak	08:00	08:00	06:00	09:00	09:00	10:00	07:00	06:00	10:00	09:00	10:00	10:00		08:00
Vol.	4	655	238	4	28	8	4	6	37	2	5	1		921
PM Peak	14:00	14:00	15:00	12:00	15:00	13:00	15:00	15:00	13:00	12:00	12:00		14:00	13:00
Vol.	2	640	242	5	26	15	6	8	36	3	3		1	933
Grand Total	17	9998	2936	33	310	94	32	47	385	10	23	1	1	13887
Percent	0.1%	72.0%	21.1%	0.2%	2.2%	0.7%	0.2%	0.3%	2.8%	0.1%	0.2%	0.0%	0.0%	

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County of Riverside
Cajalco Road
E/ Decker Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-23148

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
02/15/23	0	188	22	0	1	0	0	0	3	0	0	0	0	214
01:00	1	139	15	0	3	0	0	3	4	0	1	0	0	166
02:00	0	179	18	0	8	0	0	2	5	1	0	0	0	213
03:00	1	270	25	0	5	0	0	0	14	0	0	0	0	315
04:00	1	653	86	0	12	2	0	0	21	0	1	0	0	776
05:00	0	910	193	2	31	8	1	0	26	0	1	0	0	1172
06:00	3	947	414	5	**57**	8	5	**11**	32	1	8	**1**	0	1492
07:00	0	**1231**	**452**	2	50	**12**	4	4	34	1	4	0	0	**1794**
08:00	**5**	1179	391	4	46	10	**6**	4	36	1	6	1	0	1689
09:00	0	874	318	4	57	11	1	3	54	**2**	1	0	0	1325
10:00	1	837	274	5	35	11	4	7	**59**	0	**13**	1	0	1247
11:00	0	849	324	**7**	37	8	5	8	45	1	7	0	0	1291
12 PM	3	1098	362	8	51	14	6	1	59	**4**	**6**	0	0	1612
13:00	1	1137	447	**14**	44	**23**	5	7	**61**	2	1	**1**	0	1743
14:00	2	1200	395	2	44	19	5	8	46	2	4	0	**1**	1728
15:00	**4**	1256	**524**	6	**55**	14	**9**	**14**	33	0	0	0	1	1916
16:00	3	1369	460	5	30	9	4	6	33	1	2	1	0	**1923**
17:00	2	1340	447	3	31	8	3	5	36	1	0	0	0	1876
18:00	1	**1409**	177	1	29	4	0	0	28	0	0	0	0	1649
19:00	0	1023	86	0	15	3	0	4	20	0	0	0	0	1151
20:00	0	744	58	0	8	4	0	3	16	0	0	0	0	833
21:00	0	615	58	0	4	0	0	0	18	0	0	0	0	695
22:00	0	425	31	0	5	0	0	1	18	0	0	0	0	480
23:00	0	267	29	0	1	0	0	2	12	0	0	0	0	311
Total	28	20139	5606	68	659	168	58	93	713	17	55	5	2	27611
Percent	0.1%	72.9%	20.3%	0.2%	2.4%	0.6%	0.2%	0.3%	2.6%	0.1%	0.2%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	06:00	07:00	08:00	06:00	10:00	09:00	10:00	06:00		07:00
Vol.	5	1231	452	7	57	12	6	11	59	2	13	1		1794
PM Peak	15:00	18:00	15:00	13:00	15:00	13:00	15:00	15:00	13:00	12:00	12:00	13:00	14:00	16:00
Vol.	4	1409	524	14	55	23	9	14	61	4	6	1	1	1923
Grand Total	28	20139	5606	68	659	168	58	93	713	17	55	5	2	27611
Percent	0.1%	72.9%	20.3%	0.2%	2.4%	0.6%	0.2%	0.3%	2.6%	0.1%	0.2%	0.0%	0.0%	

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County of Riverside
Clark Street
N/ Cajalco Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-23148

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
02/15/23	0	13	3	0	1	0	0	0	0	0	0	0	0	17
01:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	13	5	0	3	0	0	0	0	0	0	0	0	21
05:00	0	25	9	1	2	1	0	0	0	0	0	0	0	38
06:00	2	62	15	2	5	**2**	0	**2**	0	0	0	0	0	90
07:00	1	**317**	**65**	**4**	**13**	2	0	2	0	0	0	0	0	**404**
08:00	2	136	32	1	10	0	0	1	**1**	0	0	0	0	183
09:00	2	89	18	1	8	1	0	1	0	0	0	0	0	120
10:00	1	83	30	2	1	2	0	0	0	0	0	0	0	119
11:00	**5**	89	36	1	3	0	0	2	0	0	0	0	0	136
12 PM	3	**205**	**50**	**2**	6	0	**1**	**2**	**1**	0	0	0	0	**270**
13:00	0	96	31	2	6	**2**	0	1	0	0	0	0	0	138
14:00	0	92	19	1	6	1	0	0	1	0	0	0	0	120
15:00	2	102	38	1	8	0	0	0	1	0	0	0	0	152
16:00	1	136	41	2	4	0	1	1	0	0	0	0	0	186
17:00	2	116	47	1	**10**	0	0	1	0	0	0	0	0	177
18:00	**5**	103	24	1	3	0	0	0	1	0	0	0	0	137
19:00	1	76	20	2	5	0	0	1	0	0	0	0	0	105
20:00	2	55	16	2	8	1	0	2	0	0	0	0	0	86
21:00	0	45	9	0	4	0	0	0	0	0	0	0	0	58
22:00	0	30	11	0	0	1	0	0	0	0	0	0	0	42
23:00	1	27	3	0	0	0	0	0	1	0	0	0	0	32
Total	30	1941	529	26	107	13	2	16	6	0	0	0	0	2670
Percent	1.1%	72.7%	19.8%	1.0%	4.0%	0.5%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	06:00		06:00	08:00					07:00
Vol.	5	317	65	4	13	2		2	1					404
PM Peak	18:00	12:00	12:00	12:00	17:00	13:00	12:00	12:00	12:00					12:00
Vol.	5	205	50	2	10	2	1	2	1					270
Grand Total	30	1941	529	26	107	13	2	16	6	0	0	0	0	2670
Percent	1.1%	72.7%	19.8%	1.0%	4.0%	0.5%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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County of Riverside
Clark Street
N/ Cajalco Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-23148

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
02/15/23	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	11	2	**1**	0	0	0	0	0	0	0	0	0	14
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
04:00	0	27	16	0	6	0	0	1	0	0	0	0	0	50
05:00	1	45	20	0	6	1	0	1	0	0	0	0	0	74
06:00	1	58	21	1	6	**2**	0	**2**	0	0	0	0	0	91
07:00	2	132	39	0	12	0	0	0	0	0	0	0	0	185
08:00	0	**137**	**42**	1	**13**	0	0	0	0	0	0	0	0	**193**
09:00	0	84	20	1	4	0	0	2	0	0	0	0	0	111
10:00	2	85	26	0	6	1	0	0	0	0	0	0	0	120
11:00	**6**	81	20	0	4	2	0	0	0	0	0	0	0	113
12 PM	**3**	**217**	**67**	0	7	1	0	1	**2**	0	0	0	0	**298**
13:00	3	121	31	0	6	1	0	0	1	0	0	0	0	163
14:00	0	116	31	**2**	4	**2**	0	2	0	0	0	0	0	157
15:00	0	150	34	0	4	1	0	1	0	0	0	0	0	190
16:00	2	186	60	0	**14**	1	0	1	0	0	0	0	0	264
17:00	2	147	56	0	7	1	0	**3**	0	0	0	0	0	216
18:00	2	111	37	0	5	1	0	1	0	0	0	0	0	157
19:00	0	92	22	1	3	0	0	3	1	0	0	0	0	122
20:00	0	53	12	1	6	0	0	1	0	0	0	0	0	73
21:00	0	38	13	0	3	0	0	0	0	0	0	0	0	54
22:00	0	24	11	0	0	0	0	0	0	0	0	0	0	35
23:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
Total	24	1955	593	8	117	14	0	19	4	0	0	0	0	2734
Percent	0.9%	71.5%	21.7%	0.3%	4.3%	0.5%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	01:00	08:00	06:00		06:00						08:00
Vol.	6	137	42	1	13	2		2						193
PM Peak	12:00	12:00	12:00	14:00	16:00	14:00		17:00	12:00					12:00
Vol.	3	217	67	2	14	2		3	2					298
Grand Total	24	1955	593	8	117	14	0	19	4	0	0	0	0	2734
Percent	0.9%	71.5%	21.7%	0.3%	4.3%	0.5%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

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County of Riverside
Clark Street
N/ Cajalco Road
24 Hour Directional Classification Count
Northbound, Southbound

CRV001
Site Code: 051-23148

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
02/15/23	0	18	4	0	1	0	0	0	0	0	0	0	0	23
01:00	0	23	5	1	0	0	0	0	0	0	0	0	0	29
02:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
03:00	0	25	9	0	1	0	0	0	0	0	0	0	0	35
04:00	0	40	21	0	9	0	0	1	0	0	0	0	0	71
05:00	1	70	29	1	8	2	0	1	0	0	0	0	0	112
06:00	3	120	36	3	11	**4**	0	**4**	0	0	0	0	0	181
07:00	3	**449**	**104**	**4**	**25**	2	0	2	0	0	0	0	0	**589**
08:00	2	273	74	2	23	0	0	1	**1**	0	0	0	0	376
09:00	2	173	38	2	12	1	0	3	0	0	0	0	0	231
10:00	3	168	56	2	7	3	0	0	0	0	0	0	0	239
11:00	**11**	170	56	1	7	2	0	2	0	0	0	0	0	249
12 PM	6	**422**	**117**	2	13	1	**1**	3	**3**	0	0	0	0	**568**
13:00	3	217	62	2	12	**3**	0	1	1	0	0	0	0	301
14:00	0	208	50	**3**	10	3	0	2	1	0	0	0	0	277
15:00	2	252	72	1	12	1	0	1	1	0	0	0	0	342
16:00	3	322	101	2	**18**	1	1	2	0	0	0	0	0	450
17:00	4	263	103	1	17	1	0	**4**	0	0	0	0	0	393
18:00	**7**	214	61	1	8	1	0	1	1	0	0	0	0	294
19:00	1	168	42	3	8	0	0	4	1	0	0	0	0	227
20:00	2	108	28	3	14	1	0	3	0	0	0	0	0	159
21:00	0	83	22	0	7	0	0	0	0	0	0	0	0	112
22:00	0	54	22	0	0	1	0	0	0	0	0	0	0	77
23:00	1	44	8	0	0	0	0	0	1	0	0	0	0	54
Total	54	3896	1122	34	224	27	2	35	10	0	0	0	0	5404
Percent	1.0%	72.1%	20.8%	0.6%	4.1%	0.5%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	06:00		06:00	08:00					07:00
Vol.	11	449	104	4	25	4		4	1					589
PM Peak	18:00	12:00	12:00	14:00	16:00	13:00	12:00	17:00	12:00					12:00
Vol.	7	422	117	3	18	3	1	4	3					568
Grand Total	54	3896	1122	34	224	27	2	35	10	0	0	0	0	5404
Percent	1.0%	72.1%	20.8%	0.6%	4.1%	0.5%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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County of Riverside
Harvill Avenue
N/ Cajalco Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-23148

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
02/15/23	0	34	3	0	3	0	0	1	1	0	0	0	0	42
01:00	0	16	2	0	0	0	0	0	1	0	0	0	0	19
02:00	0	23	3	0	0	0	0	0	4	0	0	0	0	30
03:00	0	32	5	1	0	1	0	0	1	0	0	0	0	40
04:00	0	54	12	0	5	1	0	0	3	0	0	0	0	75
05:00	0	113	34	0	12	2	0	1	2	0	1	0	0	165
06:00	3	183	53	1	22	2	0	5	4	**2**	0	**1**	0	276
07:00	**7**	**443**	**102**	**5**	**32**	**8**	**2**	**13**	4	0	**2**	1	**1**	**620**
08:00	5	265	80	3	27	3	0	11	9	2	0	1	0	406
09:00	1	123	42	4	14	5	0	5	10	0	0	0	0	204
10:00	1	153	59	5	23	2	0	4	**11**	1	0	0	0	259
11:00	0	140	41	4	22	3	1	4	7	0	1	0	0	223
12 PM	0	160	68	**6**	23	**5**	0	9	10	0	0	0	0	281
13:00	0	**243**	**80**	4	23	4	0	4	**12**	**2**	0	**2**	0	**374**
14:00	**2**	192	70	1	**31**	3	0	7	8	0	0	2	0	316
15:00	1	192	75	5	24	2	**1**	**11**	11	1	0	1	0	324
16:00	1	185	71	3	25	1	1	7	6	1	0	0	0	301
17:00	2	209	64	0	22	0	0	5	8	1	0	0	0	311
18:00	0	131	43	0	20	0	0	4	2	0	0	0	0	200
19:00	1	112	40	0	7	3	0	1	3	0	0	0	0	167
20:00	0	97	18	0	10	0	1	0	1	0	0	0	**1**	128
21:00	0	88	24	0	6	0	0	0	3	0	0	0	0	121
22:00	0	74	13	0	3	1	0	2	4	0	0	0	0	97
23:00	0	30	7	1	2	2	0	0	5	0	0	0	0	47
Total	24	3292	1009	43	356	48	6	94	130	10	4	8	2	5026
Percent	0.5%	65.5%	20.1%	0.9%	7.1%	1.0%	0.1%	1.9%	2.6%	0.2%	0.1%	0.2%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00	06:00	07:00	06:00	07:00	07:00
Vol.	7	443	102	5	32	8	2	13	11	2	2	1	1	620
PM Peak	14:00	13:00	13:00	12:00	14:00	12:00	15:00	15:00	13:00	13:00		13:00	20:00	13:00
Vol.	2	243	80	6	31	5	1	11	12	2		2	1	374
Grand Total	24	3292	1009	43	356	48	6	94	130	10	4	8	2	5026
Percent	0.5%	65.5%	20.1%	0.9%	7.1%	1.0%	0.1%	1.9%	2.6%	0.2%	0.1%	0.2%	0.0%	

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County of Riverside
Harvill Avenue
N/ Cajalco Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-23148

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
02/15/23	0	25	5	0	2	0	0	0	4	0	0	0	0	36
01:00	0	16	2	0	0	0	0	0	3	0	0	0	0	21
02:00	0	20	4	0	0	1	0	2	3	0	0	0	0	30
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	0	79	13	0	3	0	0	0	4	0	0	0	0	99
05:00	0	87	17	2	7	2	0	1	9	0	0	0	0	125
06:00	**1**	106	26	3	12	**8**	0	3	8	0	0	0	0	167
07:00	1	149	**61**	1	17	6	**2**	**12**	9	1	0	0	**1**	260
08:00	1	170	61	**4**	13	3	0	4	9	**3**	0	0	1	269
09:00	1	110	39	2	**23**	3	0	5	**14**	1	0	0	0	198
10:00	1	**187**	48	2	17	6	0	7	9	0	0	0	1	**278**
11:00	1	165	47	2	18	5	2	4	10	1	0	0	1	256
12 PM	0	176	57	**4**	17	2	0	3	11	0	0	0	0	270
13:00	2	186	42	3	25	2	**2**	4	**13**	**1**	0	0	0	280
14:00	2	219	62	0	25	4	0	5	4	1	0	0	0	322
15:00	2	207	80	3	20	1	0	2	6	0	0	0	**2**	323
16:00	3	**351**	**92**	0	**31**	2	1	**8**	5	1	0	0	0	**494**
17:00	**6**	347	74	0	15	5	0	1	6	1	0	0	1	456
18:00	5	210	62	0	9	**9**	0	3	8	0	0	0	0	306
19:00	0	171	34	0	4	3	1	3	2	0	0	0	0	218
20:00	1	75	18	0	2	3	0	1	0	0	0	0	0	100
21:00	0	59	12	0	3	3	0	0	2	0	0	0	1	80
22:00	1	62	10	0	3	3	0	0	2	0	0	0	0	81
23:00	0	35	5	0	2	6	0	0	5	0	0	0	0	53
Total	28	3226	874	26	268	77	8	68	146	10	0	0	8	4739
Percent	0.6%	68.1%	18.4%	0.5%	5.7%	1.6%	0.2%	1.4%	3.1%	0.2%	0.0%	0.0%	0.2%	
AM Peak	06:00	10:00	07:00	08:00	09:00	06:00	07:00	07:00	09:00	08:00			07:00	10:00
Vol.	1	187	61	4	23	8	2	12	14	3			1	278
PM Peak	17:00	16:00	16:00	12:00	16:00	18:00	13:00	16:00	13:00	13:00			15:00	16:00
Vol.	6	351	92	4	31	9	2	8	13	1			2	494
Grand Total	28	3226	874	26	268	77	8	68	146	10	0	0	8	4739
Percent	0.6%	68.1%	18.4%	0.5%	5.7%	1.6%	0.2%	1.4%	3.1%	0.2%	0.0%	0.0%	0.2%	

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CRV002
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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
02/15/23	0	59	8	0	5	0	0	1	5	0	0	0	0	78
01:00	0	32	4	0	0	0	0	0	4	0	0	0	0	40
02:00	0	43	7	0	0	1	0	2	7	0	0	0	0	60
03:00	0	46	8	1	0	1	0	0	1	0	0	0	0	57
04:00	0	133	25	0	8	1	0	0	7	0	0	0	0	174
05:00	0	200	51	2	19	4	0	2	11	0	1	0	0	290
06:00	4	289	79	4	34	10	0	8	12	2	0	**1**	0	443
07:00	**8**	**592**	**163**	6	**49**	**14**	**4**	**25**	13	1	**2**	1	**2**	**880**
08:00	6	435	141	**7**	40	6	0	15	18	**5**	0	1	1	675
09:00	2	233	81	6	37	8	0	10	**24**	1	0	0	0	402
10:00	2	340	107	7	40	8	0	11	20	1	0	0	1	537
11:00	1	305	88	6	40	8	3	8	17	1	1	0	1	479
12 PM	0	336	125	**10**	40	7	0	12	21	0	0	0	0	551
13:00	2	429	122	7	48	6	**2**	8	**25**	**3**	0	**2**	0	654
14:00	4	411	132	1	**56**	7	0	12	12	1	0	2	0	638
15:00	3	399	155	8	44	3	1	13	17	1	0	1	**2**	647
16:00	4	536	**163**	3	56	3	2	**15**	11	2	0	0	0	**795**
17:00	**8**	**556**	138	0	37	5	0	6	14	2	0	0	1	767
18:00	5	341	105	0	29	**9**	0	7	10	0	0	0	0	506
19:00	1	283	74	0	11	6	1	4	5	0	0	0	0	385
20:00	1	172	36	0	12	3	1	1	1	0	0	0	1	228
21:00	0	147	36	0	9	3	0	0	5	0	0	0	1	201
22:00	1	136	23	0	6	4	0	2	6	0	0	0	0	178
23:00	0	65	12	1	4	8	0	0	10	0	0	0	0	100
Total	52	6518	1883	69	624	125	14	162	276	20	4	8	10	9765
Percent	0.5%	66.7%	19.3%	0.7%	6.4%	1.3%	0.1%	1.7%	2.8%	0.2%	0.0%	0.1%	0.1%	
AM Peak	07:00	07:00	07:00	08:00	07:00	07:00	07:00	07:00	09:00	08:00	07:00	06:00	07:00	07:00
Vol.	8	592	163	7	49	14	4	25	24	5	2	1	2	880
PM Peak	17:00	17:00	16:00	12:00	14:00	18:00	13:00	16:00	13:00	13:00		13:00	15:00	16:00
Vol.	8	556	163	10	56	9	2	15	25	3		2	2	795
Grand Total	52	6518	1883	69	624	125	14	162	276	20	4	8	10	9765
Percent	0.5%	66.7%	19.3%	0.7%	6.4%	1.3%	0.1%	1.7%	2.8%	0.2%	0.0%	0.1%	0.1%	

APPENDIX 1.2: SITE ADJACENT QUEUES (WITH DRIVEWAY 3)

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Intersection: 3: Decker St. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	30	178	189	65	185	196	95	44
Average Queue (ft)	3	81	87	28	51	67	31	13
95th Queue (ft)	19	154	165	60	134	151	70	39
Link Distance (ft)		3247	3247		1893	1893	552	646
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150				
Storage Blk Time (%)		1			0			
Queuing Penalty (veh)		0			0			

Intersection: 4: Decker St. & Driveway 1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	6
Average Queue (ft)	4	0
95th Queue (ft)	22	6
Link Distance (ft)	213	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Decker St. & Driveway 2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	6
Average Queue (ft)	3	0
95th Queue (ft)	19	4
Link Distance (ft)	312	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Decker St. & Driveway Park

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	18	11
Average Queue (ft)	0	1	0
95th Queue (ft)	4	8	8
Link Distance (ft)	174	327	455
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Seaton Av. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	244	440	444	374	964	235	125	36	60	39	86
Average Queue (ft)	130	217	240	96	384	221	57	5	30	7	30
95th Queue (ft)	233	370	396	232	756	272	111	23	55	29	71
Link Distance (ft)		1893	1893		2467			205	205		1278
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	130			350		115	200			115	
Storage Blk Time (%)	13	12			22	21					0
Queuing Penalty (veh)	109	22			226	214					0

Intersection: 8: Seaton Av. & Driveway 3

Movement	EB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	34
Link Distance (ft)	425
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Seaton Av. & Driveway 4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	54	27	31	18
Average Queue (ft)	15	3	5	1
95th Queue (ft)	42	18	23	9
Link Distance (ft)	192	313		404
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Seaton Av. & Driveway 5

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	53	31	30	18
Average Queue (ft)	28	6	4	1
95th Queue (ft)	51	26	21	10
Link Distance (ft)	356	318		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 571

Intersection: 3: Decker St. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	30	203	214	146	242	259	131	36
Average Queue (ft)	4	102	99	57	81	104	56	6
95th Queue (ft)	21	183	190	121	198	223	104	27
Link Distance (ft)		2726	2726		1893	1893	552	646
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150				
Storage Blk Time (%)		1		2	0			
Queuing Penalty (veh)		0		16	0			

Intersection: 4: Decker St. & Driveway 1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	35	19
Average Queue (ft)	15	1
95th Queue (ft)	40	12
Link Distance (ft)	213	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Decker St. & Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	14
95th Queue (ft)	40
Link Distance (ft)	312
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Decker St. & Driveway Park

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	12	18
Average Queue (ft)	0	0	1
95th Queue (ft)	6	6	8
Link Distance (ft)	174	327	337
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Seaton Av. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	R	L	TR
Maximum Queue (ft)	67	255	292	222	216	136	207	29	52
Average Queue (ft)	21	94	117	89	78	59	207	6	17
95th Queue (ft)	58	216	249	206	187	117	208	24	43
Link Distance (ft)		1893	1893		2441		207		1275
Upstream Blk Time (%)							100		
Queuing Penalty (veh)							120		
Storage Bay Dist (ft)	130			350		115		115	
Storage Blk Time (%)		3		1	1	0			
Queuing Penalty (veh)		1		18	8	2			

Intersection: 8: Seaton Av. & Driveway 3

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	31	161	404
Average Queue (ft)	16	161	404
95th Queue (ft)	41	488	405
Link Distance (ft)	425	404	404
Upstream Blk Time (%)		40	100
Queuing Penalty (veh)		48	120
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Seaton Av. & Driveway 4

Movement	EB	WB	NB
Directions Served	LTR	LTR	TR
Maximum Queue (ft)	188	287	329
Average Queue (ft)	188	207	329
95th Queue (ft)	194	313	329
Link Distance (ft)	192	313	329
Upstream Blk Time (%)	100	16	100
Queuing Penalty (veh)	0	0	174
Storage Bay Dist (ft)			
Storage Blk Time (%)			100
Queuing Penalty (veh)			8

Intersection: 10: Seaton Av. & Driveway 5

Movement	EB	WB	NB
Directions Served	LTR	LTR	TR
Maximum Queue (ft)	349	293	1427
Average Queue (ft)	349	200	967
95th Queue (ft)	363	361	1625
Link Distance (ft)	356	318	1422
Upstream Blk Time (%)	100	30	26
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			100
Queuing Penalty (veh)			21

Network Summary

Network wide Queuing Penalty: 536

APPENDIX 1.3: SITE ADJACENT QUEUES (WITHOUT DRIVEWAY 3)

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Intersection: 3: Decker St. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	39	178	210	76	171	190	89	44
Average Queue (ft)	5	73	87	28	65	84	31	10
95th Queue (ft)	24	154	175	62	142	165	67	35
Link Distance (ft)		3270	3270		1893	1893	552	646
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150				
Storage Blk Time (%)		1			0			
Queuing Penalty (veh)		0			0			

Intersection: 4: Decker St. & Driveway 1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	25
Average Queue (ft)	2	1
95th Queue (ft)	14	10
Link Distance (ft)	213	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Decker St. & Driveway 2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	29	12
Average Queue (ft)	4	0
95th Queue (ft)	19	6
Link Distance (ft)	312	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Decker St. & Driveway Park

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	12	6
Average Queue (ft)	0	0
95th Queue (ft)	6	4
Link Distance (ft)	174	327
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Seaton Av. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	64	206	244	213	125	136	40	9	672	42	69
Average Queue (ft)	20	83	109	93	72	64	2	0	669	5	22
95th Queue (ft)	51	176	207	181	129	120	18	5	683	25	54
Link Distance (ft)		1893	1893		2452			670	670		1273
Upstream Blk Time (%)									98		
Queuing Penalty (veh)									78		
Storage Bay Dist (ft)	130			350		115	200			115	
Storage Blk Time (%)		2			1	0					0
Queuing Penalty (veh)		0			7	3					0

Intersection: 9: Seaton Av. & Driveway 4

Movement	EB	WB	NB	NB
Directions Served	LTR	LTR	L	TR
Maximum Queue (ft)	189	48	6	332
Average Queue (ft)	145	12	0	313
95th Queue (ft)	234	40	4	413
Link Distance (ft)	187	307		330
Upstream Blk Time (%)	37			88
Queuing Penalty (veh)	0			144
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				95
Queuing Penalty (veh)				16

Intersection: 10: Seaton Av. & Driveway 5

Movement	EB	WB	NB	NB
Directions Served	LTR	LTR	L	TR
Maximum Queue (ft)	355	152	12	1430
Average Queue (ft)	281	69	1	861
95th Queue (ft)	469	169	8	1773
Link Distance (ft)	356	318		1422
Upstream Blk Time (%)	72			33
Queuing Penalty (veh)	0			0
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				83
Queuing Penalty (veh)				24

Network Summary

Network wide Queuing Penalty: 273

Intersection: 3: Decker St. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	35	216	238	128	164	201	136	36
Average Queue (ft)	5	101	111	54	63	86	64	8
95th Queue (ft)	23	192	209	108	139	178	118	30
Link Distance (ft)		3270	3270		1893	1893	552	646
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150				
Storage Blk Time (%)		1		1	0			
Queuing Penalty (veh)		0		7	0			

Intersection: 4: Decker St. & Driveway 1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	6
Average Queue (ft)	16	0
95th Queue (ft)	40	4
Link Distance (ft)	213	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Decker St. & Driveway 2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	12
Average Queue (ft)	15	0
95th Queue (ft)	40	6
Link Distance (ft)	312	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Decker St. & Driveway Park

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	6	6
Average Queue (ft)	0	0	0
95th Queue (ft)	6	4	6
Link Distance (ft)	174	327	337
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Seaton Av. & Cajalco Exwy.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	R	L	TR
Maximum Queue (ft)	101	254	281	205	132	124	670	41	48
Average Queue (ft)	22	107	132	86	68	55	670	8	17
95th Queue (ft)	70	226	249	170	124	111	670	31	41
Link Distance (ft)		1893	1893		2452		670		1273
Upstream Blk Time (%)							100		
Queuing Penalty (veh)							120		
Storage Bay Dist (ft)	130			350		115		115	
Storage Blk Time (%)		3			1	0			
Queuing Penalty (veh)		1			6	2			

Intersection: 9: Seaton Av. & Driveway 4

Movement	EB	WB	NB
Directions Served	LTR	LTR	TR
Maximum Queue (ft)	174	259	330
Average Queue (ft)	174	136	330
95th Queue (ft)	190	289	330
Link Distance (ft)	187	307	330
Upstream Blk Time (%)	80	5	100
Queuing Penalty (veh)	0	0	174
Storage Bay Dist (ft)			
Storage Blk Time (%)			100
Queuing Penalty (veh)			8

Intersection: 10: Seaton Av. & Driveway 5

Movement	EB	WB	NB	NB
Directions Served	LTR	LTR	L	TR
Maximum Queue (ft)	341	321	40	1423
Average Queue (ft)	338	236	1	992
95th Queue (ft)	342	362	28	1657
Link Distance (ft)	356	318		1422
Upstream Blk Time (%)	60	29		26
Queuing Penalty (veh)	0	0		0
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				100
Queuing Penalty (veh)				21

Network Summary

Network wide Queuing Penalty: 338

APPENDIX 3.1: TRAFFIC COUNTS

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

County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

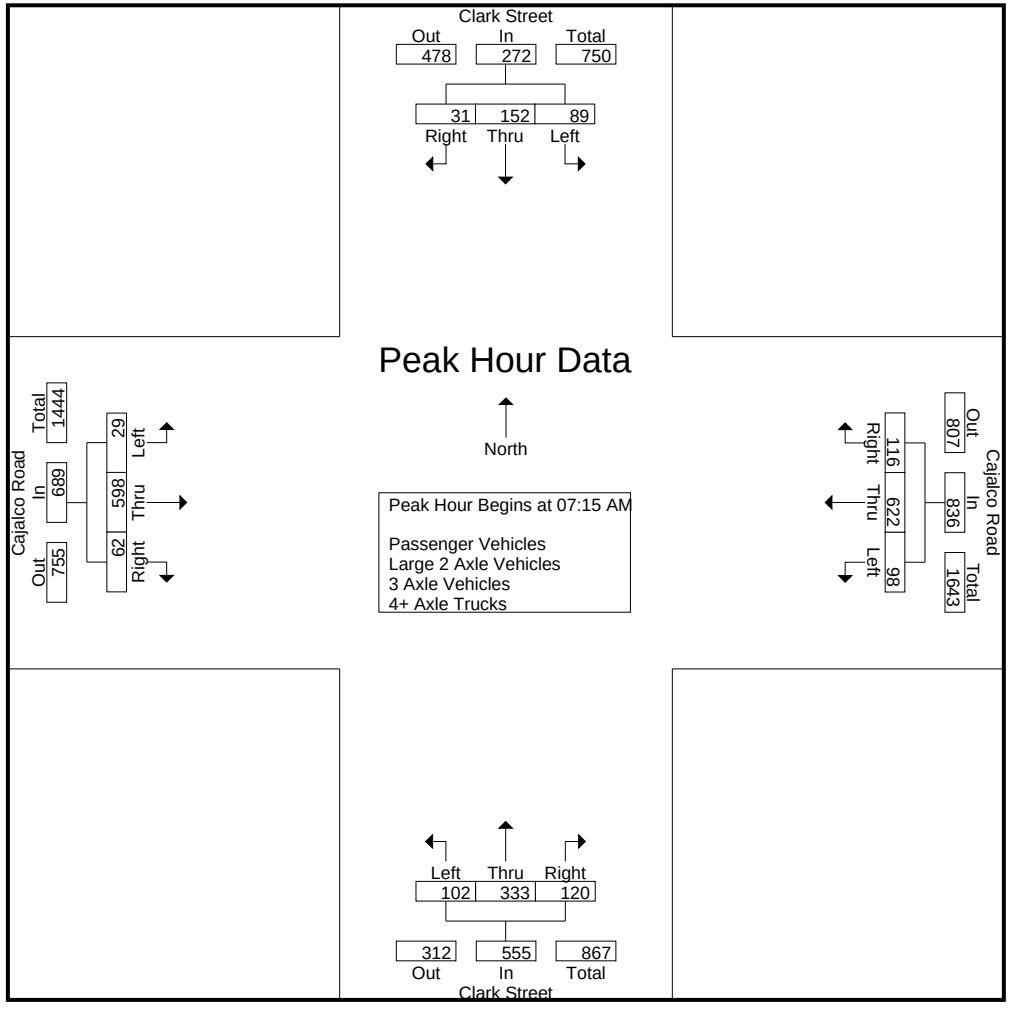
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	18	3	1	32	12	209	16	9	237	28	38	25	15	91	4	103	12	7	119	32	479	511
07:15 AM	8	28	6	4	42	28	154	30	14	212	19	86	26	16	131	4	150	7	4	161	38	546	584
07:30 AM	19	36	7	3	62	22	132	35	16	189	26	110	31	14	167	9	161	23	6	193	39	611	650
07:45 AM	32	42	10	3	84	26	145	34	15	205	30	102	39	17	171	13	142	17	8	172	43	632	675
Total	70	124	26	11	220	88	640	115	54	843	103	336	121	62	560	30	556	59	25	645	152	2268	2420
08:00 AM	30	46	8	3	84	22	191	17	7	230	27	35	24	18	86	3	145	15	5	163	33	563	596
08:15 AM	15	30	5	2	50	21	194	11	6	226	23	19	23	12	65	4	107	12	7	123	27	464	491
08:30 AM	8	10	3	2	21	16	187	10	1	213	23	25	20	12	68	1	117	14	2	132	17	434	451
08:45 AM	15	9	4	2	28	14	190	5	4	209	18	15	22	17	55	1	91	6	2	98	25	390	415
Total	68	95	20	9	183	73	762	43	18	878	91	94	89	59	274	9	460	47	16	516	102	1851	1953
Grand Total	138	219	46	20	403	161	1402	158	72	1721	194	430	210	121	834	39	1016	106	41	1161	254	4119	4373
Apprch %	34.2	54.3	11.4			9.4	81.5	9.2			23.3	51.6	25.2			3.4	87.5	9.1					
Total %	3.4	5.3	1.1		9.8	3.9	34	3.8		41.8	4.7	10.4	5.1		20.2	0.9	24.7	2.6		28.2	5.8	94.2	
Passenger Vehicles	135	215	45		414	149	1307	151		1674	184	422	199		920	37	930	98		1104	0	0	4112
% Passenger Vehicles	97.8	98.2	97.8	95	97.9	92.5	93.2	95.6	93.1	93.4	94.8	98.1	94.8	95	96.3	94.9	91.5	92.5	95.1	91.8	0	0	94
Large 2 Axle Vehicles	3	3	1		8	5	38	3		49	7	8	4		20	2	46	5		55	0	0	132
% Large 2 Axle Vehicles	2.2	1.4	2.2	5	1.9	3.1	2.7	1.9	4.2	2.7	3.6	1.9	1.9	0.8	2.1	5.1	4.5	4.7	4.9	4.6	0	0	3
3 Axle Vehicles	0	1	0		1	2	13	2		18	1	0	3		7	0	11	1		12	0	0	38
% 3 Axle Vehicles	0	0.5	0	0	0.2	1.2	0.9	1.3	1.4	1	0.5	0	1.4	2.5	0.7	0	1.1	0.9	0	1	0	0	0.9
4+ Axle Trucks	0	0	0		0	5	44	2		52	2	0	4		8	0	29	2		31	0	0	91
% 4+ Axle Trucks	0	0	0	0	0	3.1	3.1	1.3	1.4	2.9	1	0	1.9	1.7	0.8	0	2.9	1.9	0	2.6	0	0	2.1

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	8	28	6	42	**28**	154	30	212	19	86	26	131	4	150	7	161	546
07:30 AM	19	36	7	62	22	132	**35**	189	26	**110**	31	167	9	**161**	**23**	**193**	611
07:45 AM	**32**	42	**10**	**84**	26	145	34	205	**30**	102	**39**	**171**	**13**	142	17	172	**632**
08:00 AM	30	**46**	8	84	22	**191**	17	**230**	27	35	24	86	3	145	15	163	563
Total Volume	89	152	31	272	98	622	116	836	102	333	120	555	29	598	62	689	2352
% App. Total	32.7	55.9	11.4		11.7	74.4	13.9		18.4	60	21.6		4.2	86.8	9		
PHF	.695	.826	.775	.810	.875	.814	.829	.909	.850	.757	.769	.811	.558	.929	.674	.892	.930

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County of Riverside
N/S: Clark Street
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Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



Counts Unlimited, Inc.
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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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:																	
	07:30 AM				08:00 AM				07:00 AM				07:15 AM				
+0 mins.	19	36	7	62	**22**	191	**17**	**230**	28	38	25	91	4	150	7	161	
+15 mins.	**32**	42	**10**	**84**	21	**194**	11	226	19	86	26	131	9	**161**	**23**	**193**	
+30 mins.	30	**46**	8	84	16	187	10	213	26	**110**	31	167	**13**	142	17	172	
+45 mins.	15	30	5	50	14	190	5	209	**30**	102	**39**	**171**	3	145	15	163	
Total Volume	96	154	30	280	73	762	43	878	103	336	121	560	29	598	62	689	
% App. Total	34.3	55	10.7		8.3	86.8	4.9		18.4	60	21.6		4.2	86.8	9		
PHF	.750	.837	.750	.833	.830	.982	.632	.954	.858	.764	.776	.819	.558	.929	.674	.892	

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County of Riverside
N/S: Clark Street
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File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

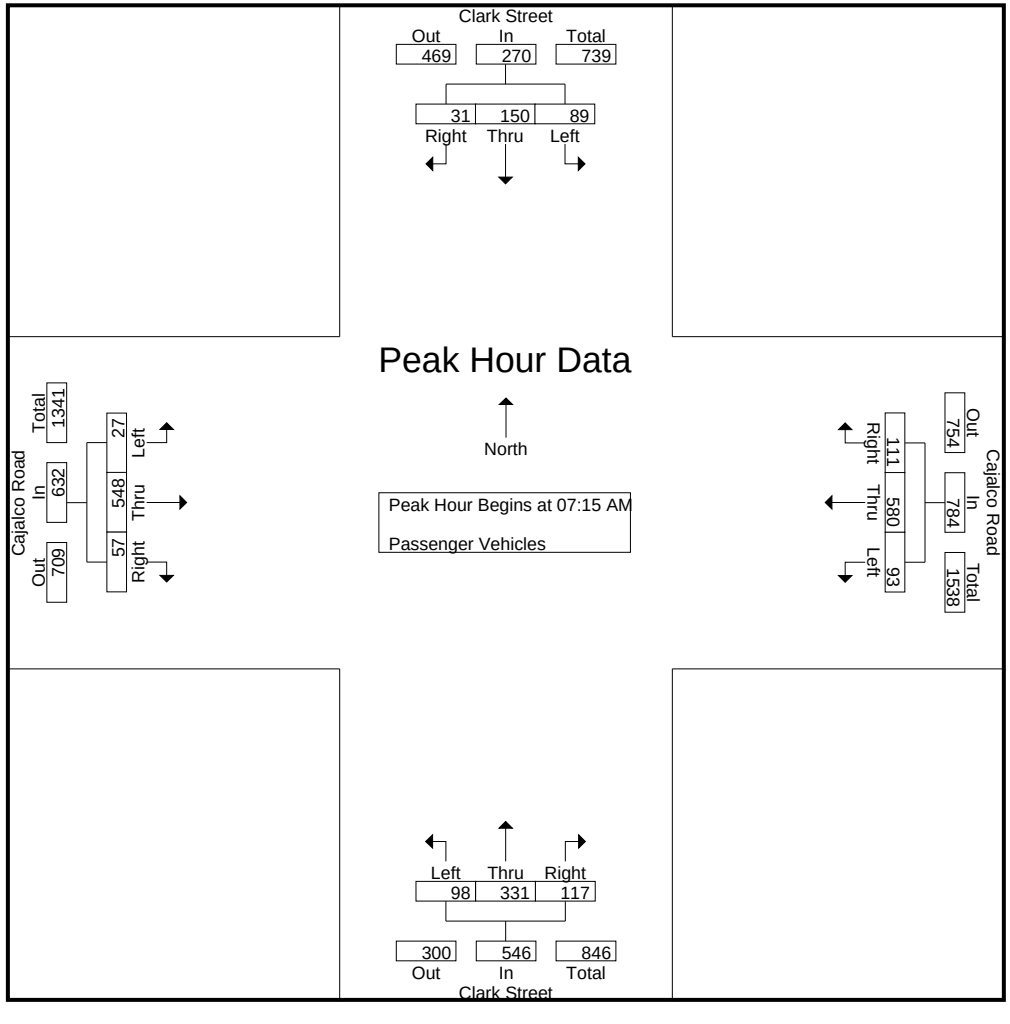
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	18	3	1	30	10	192	15	8	217	26	36	22	13	84	4	90	11	6	105	28	436	464
07:15 AM	8	26	6	4	40	27	141	29	13	197	18	85	25	16	128	4	142	7	4	153	37	518	555
07:30 AM	19	36	7	3	62	22	120	31	13	173	25	110	30	14	165	9	149	21	5	179	35	579	614
07:45 AM	32	42	10	3	84	23	139	34	15	196	29	101	39	17	169	11	127	14	8	152	43	601	644
Total	68	122	26	11	216	82	592	109	49	783	98	332	116	60	546	28	508	53	23	589	143	2134	2277
08:00 AM	30	46	8	3	84	21	180	17	7	218	26	35	23	17	84	3	130	15	5	148	32	534	566
08:15 AM	14	28	4	1	46	20	181	11	6	212	22	17	20	11	59	4	98	11	7	113	25	430	455
08:30 AM	8	10	3	2	21	15	175	9	1	199	22	24	20	12	66	1	108	13	2	122	17	408	425
08:45 AM	15	9	4	2	28	11	179	5	4	195	16	14	20	15	50	1	86	6	2	93	23	366	389
Total	67	93	19	8	179	67	715	42	18	824	86	90	83	55	259	9	422	45	16	476	97	1738	1835
Grand Total	135	215	45	19	395	149	1307	151	67	1607	184	422	199	115	805	37	930	98	39	1065	240	3872	4112
Apprch %	34.2	54.4	11.4			9.3	81.3	9.4			22.9	52.4	24.7			3.5	87.3	9.2					
Total %	3.5	5.6	1.2		10.2	3.8	33.8	3.9		41.5	4.8	10.9	5.1		20.8	1	24	2.5		27.5	5.8	94.2	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	8	26	6	40	**27**	141	29	197	18	85	25	128	4	142	7	153	518
07:30 AM	19	36	7	62	22	120	31	173	25	**110**	30	165	9	**149**	**21**	**179**	579
07:45 AM	**32**	42	**10**	**84**	23	139	**34**	196	**29**	101	**39**	**169**	**11**	127	14	152	**601**
08:00 AM	30	**46**	8	84	21	**180**	17	**218**	26	35	23	84	3	130	15	148	534
Total Volume	89	150	31	270	93	580	111	784	98	331	117	546	27	548	57	632	2232
% App. Total	33	55.6	11.5		11.9	74	14.2		17.9	60.6	21.4		4.3	86.7	9		
PHF	.695	.815	.775	.804	.861	.806	.816	.899	.845	.752	.750	.808	.614	.919	.679	.883	.928

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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.	8	26	6	40	**27**	141	29	197	18	85	25	128	4	142	7	153	
+15 mins.	19	36	7	62	22	120	31	173	25	**110**	30	165	9	**149**	**21**	**179**	
+30 mins.	**32**	42	**10**	**84**	23	139	**34**	196	**29**	101	**39**	**169**	**11**	127	14	152	
+45 mins.	30	**46**	8	84	21	**180**	17	**218**	26	35	23	84	3	130	15	148	
Total Volume	89	150	31	270	93	580	111	784	98	331	117	546	27	548	57	632	
% App. Total	33	55.6	11.5		11.9	74	14.2		17.9	60.6	21.4		4.3	86.7	9		
PHF	.695	.815	.775	.804	.861	.806	.816	.899	.845	.752	.750	.808	.614	.919	.679	.883	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

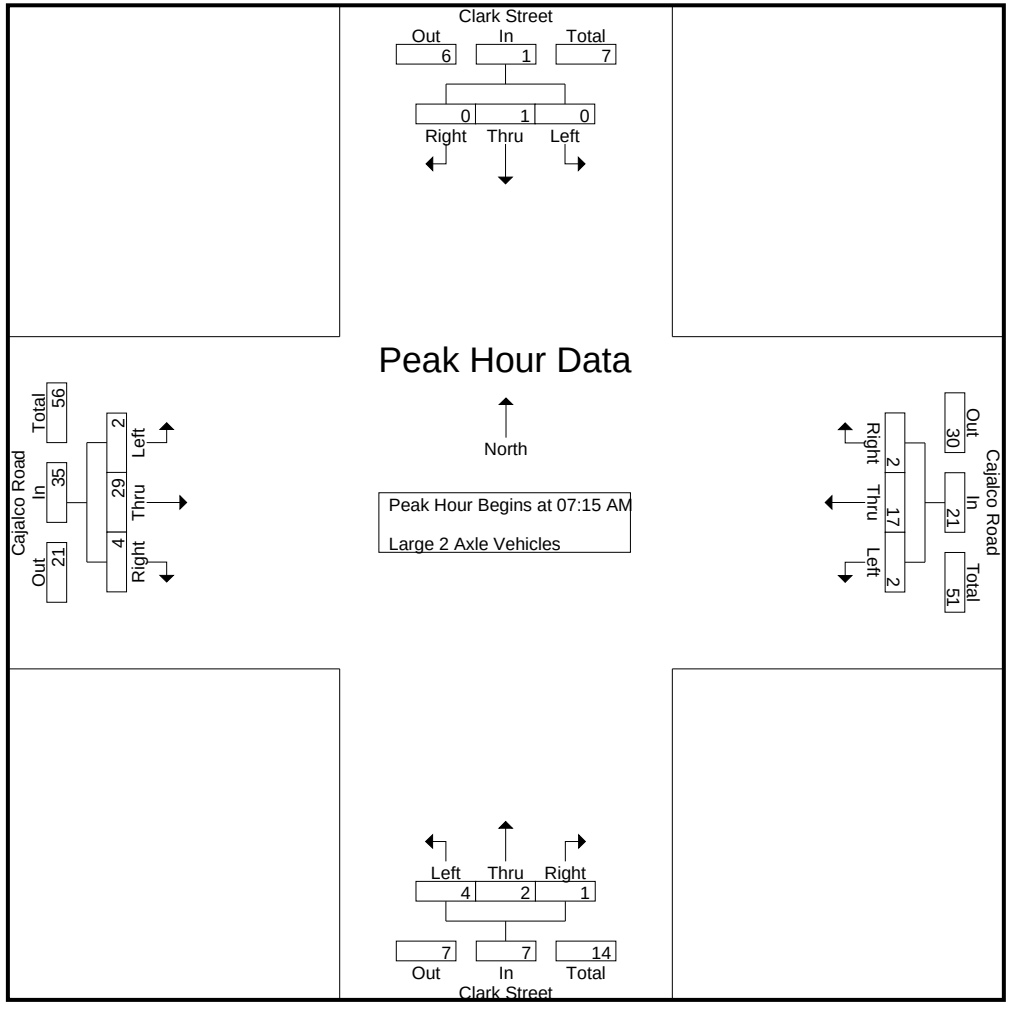
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	0	2	1	5	1	1	7	0	2	0	0	2	0	7	1	1	8	2	19	21
07:15 AM	0	1	0	0	1	1	8	1	1	10	1	1	1	0	3	0	4	0	0	4	1	18	19
07:30 AM	0	0	0	0	0	0	2	1	1	3	1	0	0	0	1	0	10	1	1	11	2	15	17
07:45 AM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	2	10	3	0	15	0	20	20
Total	2	1	0	0	3	2	18	3	3	23	3	4	1	0	8	2	31	5	2	38	5	72	77
08:00 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	5	0	0	5	0	11	11
08:15 AM	1	2	1	1	4	1	6	0	0	7	1	2	2	0	5	0	3	0	0	3	1	19	20
08:30 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	5	0	0	5	0	11	11
08:45 AM	0	0	0	0	0	1	5	0	0	6	2	1	1	1	4	0	2	0	0	2	1	12	13
Total	1	2	1	1	4	3	20	0	0	23	4	4	3	1	11	0	15	0	0	15	2	53	55
Grand Total	3	3	1	1	7	5	38	3	3	46	7	8	4	1	19	2	46	5	2	53	7	125	132
Apprch %	42.9	42.9	14.3			10.9	82.6	6.5			36.8	42.1	21.1			3.8	86.8	9.4					
Total %	2.4	2.4	0.8		5.6	4	30.4	2.4		36.8	5.6	6.4	3.2		15.2	1.6	36.8	4		42.4	5.3	94.7	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	**1**	**8**	**1**	**10**	**1**	**1**	**1**	**3**	0	4	0	4	18
07:30 AM	0	0	0	0	0	2	1	3	1	0	0	1	0	**10**	1	11	15
07:45 AM	0	0	0	0	0	3	0	3	1	1	0	2	**2**	10	**3**	**15**	**20**
08:00 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	11
Total Volume	0	1	0	1	2	17	2	21	4	2	1	7	2	29	4	35	64
% App. Total	0	100	0		9.5	81	9.5		57.1	28.6	14.3		5.7	82.9	11.4		
PHF	.000	.250	.000	.250	.500	.531	.500	.525	1.00	.500	.250	.583	.250	.725	.333	.583	.800

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	**1**	**8**	**1**	**10**	**1**	**1**	**1**	**3**	0	4	0	4	
+15 mins.	0	0	0	0	0	2	1	3	1	0	0	1	0	**10**	1	11	
+30 mins.	0	0	0	0	0	3	0	3	1	1	0	2	**2**	10	**3**	**15**	
+45 mins.	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	
Total Volume	0	1	0	1	2	17	2	21	4	2	1	7	2	29	4	35	
% App. Total	0	100	0		9.5	81	9.5		57.1	28.6	14.3		5.7	82.9	11.4		
PHF	.000	.250	.000	.250	.500	.531	.500	.525	1.000	.500	.250	.583	.250	.725	.333	.583	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

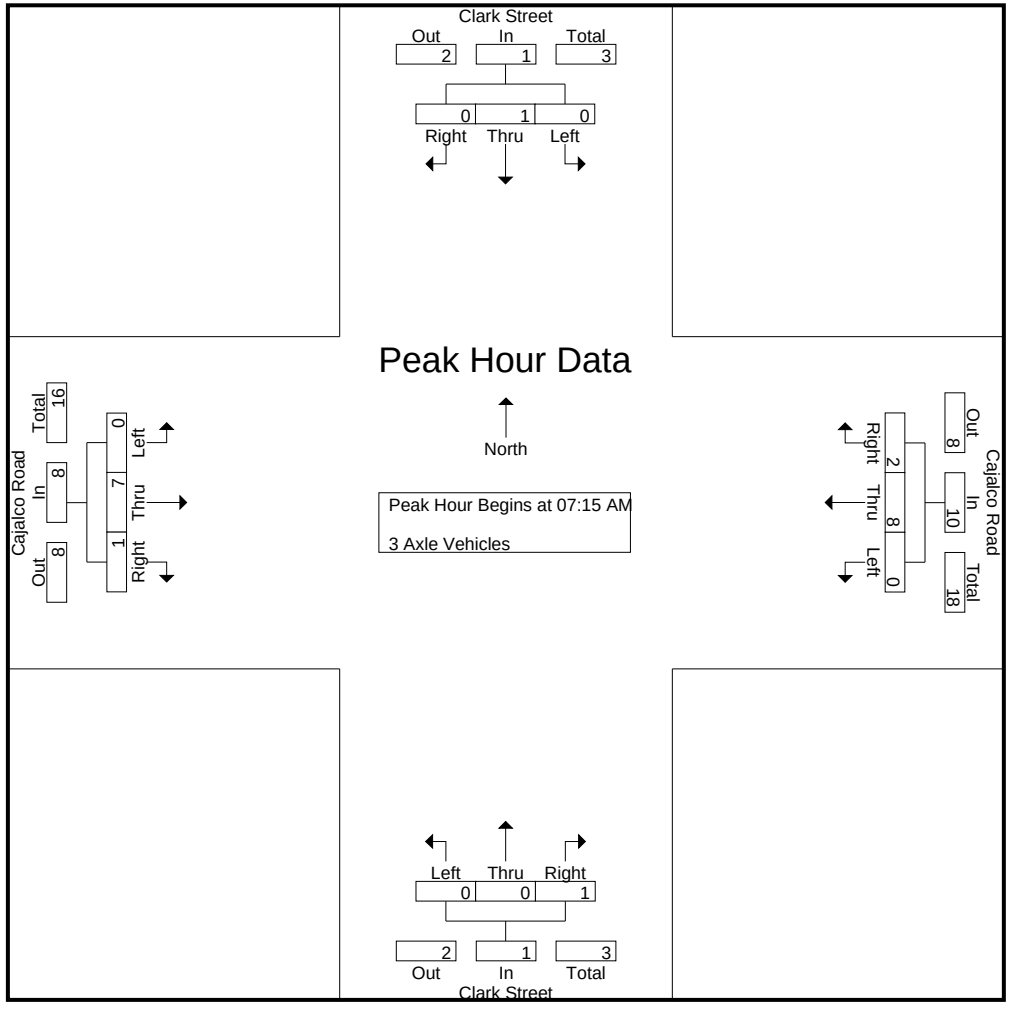
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	4	0	0	5	0	0	2	2	2	0	1	0	0	1	2	8	10
07:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
07:30 AM	0	0	0	0	0	0	2	2	1	4	0	0	0	0	0	0	1	1	0	2	1	6	7
07:45 AM	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	1	0	0	1	1	8	2	1	11	0	0	2	2	2	0	4	1	0	5	3	19	22
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	1	1	0	4	0	0	4	1	9	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	4	4
08:45 AM	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	1	5	0	0	6	1	0	1	1	2	0	7	0	0	7	1	15	16
Grand Total	0	1	0	0	1	2	13	2	1	17	1	0	3	3	4	0	11	1	0	12	4	34	38
Apprch %	0	100	0			11.8	76.5	11.8			25	0	75			0	91.7	8.3					
Total %	0	2.9	0		2.9	5.9	38.2	5.9		50	2.9	0	8.8		11.8	0	32.4	2.9		35.3	10.5	89.5	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	2	**2**	**4**	0	0	0	0	0	1	**1**	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	**4**	0	4	0	0	**1**	**1**	0	**4**	0	**4**	**9**
Total Volume	0	1	0	1	0	8	2	10	0	0	1	1	0	7	1	8	20
% App. Total	0	100	0		0	80	20		0	0	100		0	87.5	12.5		
PHF	.000	.250	.000	.250	.000	.500	.250	.625	.000	.000	.250	.250	.000	.438	.250	.500	.556

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	**1**	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	2	**2**	**4**	0	0	0	0	0	1	**1**	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	**4**	0	4	0	0	**1**	**1**	0	**4**	0	**4**	
Total Volume	0	1	0	1	0	8	2	10	0	0	1	1	0	7	1	8	
% App. Total	0	100	0		0	80	20		0	0	100		0	87.5	12.5		
PHF	.000	.250	.000	.250	.000	.500	.250	.625	.000	.000	.250	.250	.000	.438	.250	.500	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

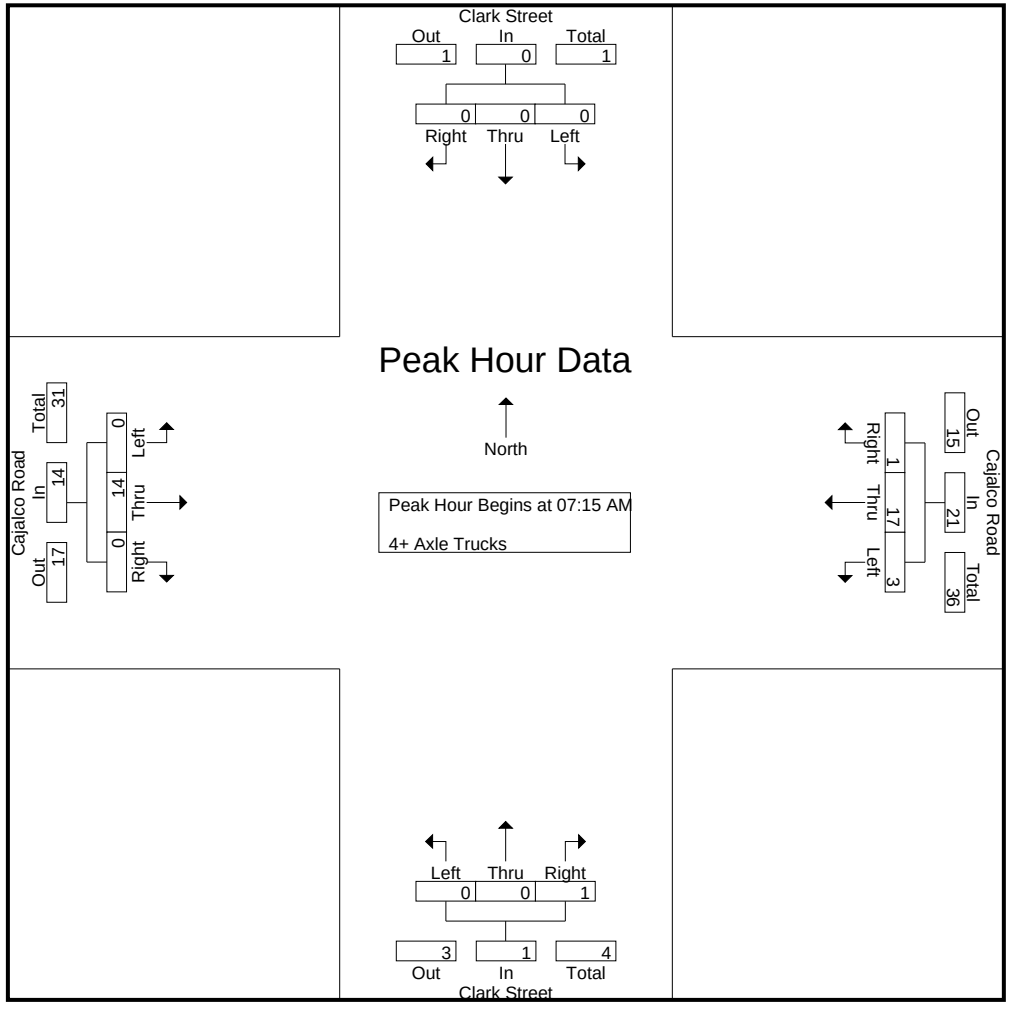
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	8	0	0	8	2	0	1	0	3	0	5	0	0	5	0	16	16
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
07:30 AM	0	0	0	0	0	0	8	1	1	9	0	0	1	0	1	0	1	0	0	1	1	11	12
07:45 AM	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
Total	0	0	0	0	0	3	22	1	1	26	2	0	2	0	4	0	13	0	0	13	1	43	44
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	9	9
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	1	1	0	6	1	0	7	1	15	16
08:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	3	1	0	4	0	11	11
08:45 AM	0	0	0	0	0	2	6	0	0	8	0	0	1	1	1	0	1	0	0	1	1	10	11
Total	0	0	0	0	0	2	22	1	0	25	0	0	2	2	2	0	16	2	0	18	2	45	47
Grand Total	0	0	0	0	0	5	44	2	1	51	2	0	4	2	6	0	29	2	0	31	3	88	91
Apprch %	0	0	0			9.8	86.3	3.9			33.3	0	66.7			0	93.5	6.5					
Total %	0	0	0		0	5.7	50	2.3		58	2.3	0	4.5		6.8	0	33	2.3		35.2	3.3	96.7	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	**8**	**1**	**9**	0	0	**1**	**1**	0	1	0	1	**11**
07:45 AM	0	0	0	0	**3**	3	0	6	0	0	0	0	0	4	0	4	10
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**6**	0	**6**	9
Total Volume	0	0	0	0	3	17	1	21	0	0	1	1	0	14	0	14	36
% App. Total	0	0	0		14.3	81	4.8		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.531	.250	.583	.000	.000	.250	.250	.000	.583	.000	.583	.818

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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	3	0	3	0	0	0	0	0	3	0	3	
+15 mins.	0	0	0	0	0	**8**	**1**	**9**	0	0	**1**	**1**	0	1	0	1	
+30 mins.	0	0	0	0	**3**	3	0	6	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**6**	0	**6**	
Total Volume	0	0	0	0	3	17	1	21	0	0	1	1	0	14	0	14	
% App. Total	0	0	0		14.3	81	4.8		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.531	.250	.583	.000	.000	.250	.250	.000	.583	.000	.583	

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

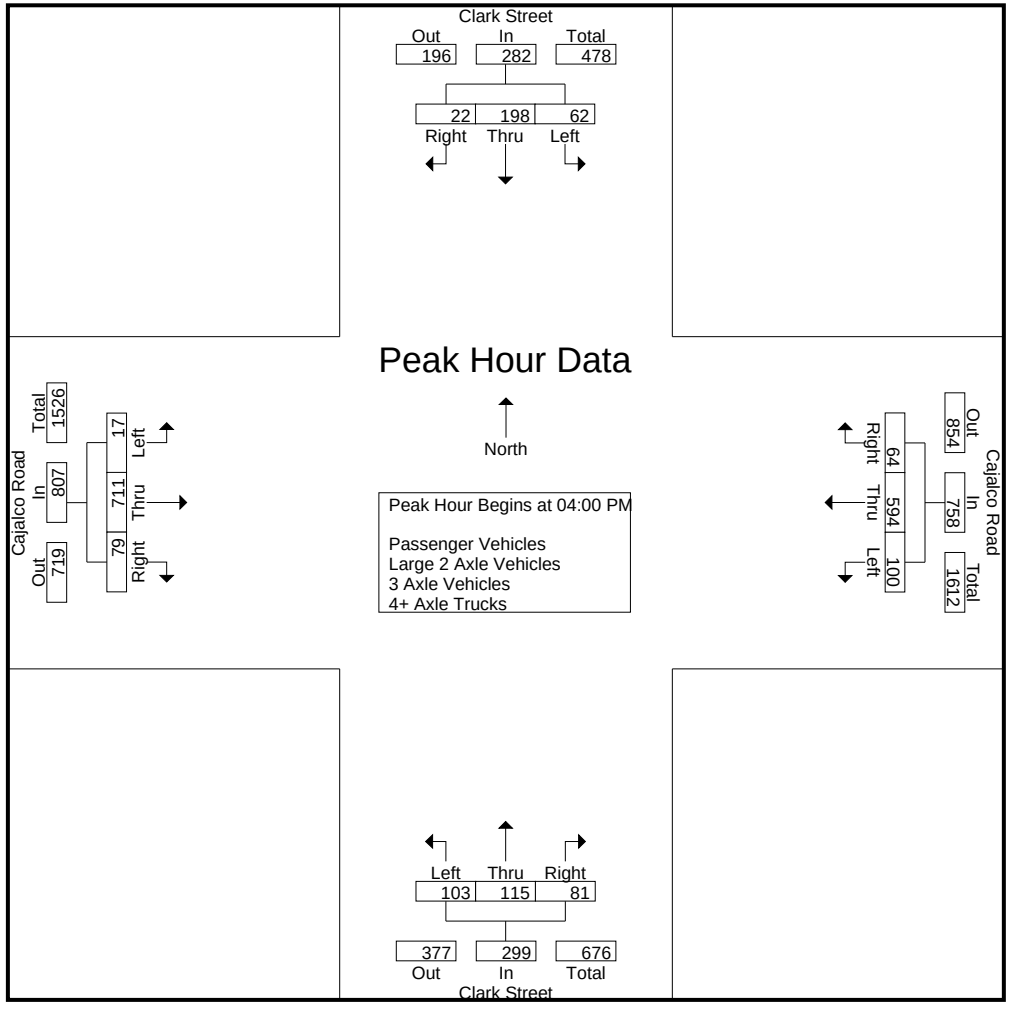
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	13	56	9	3	78	26	163	17	5	206	19	36	22	7	77	3	187	21	8	211	23	572	595
04:15 PM	16	56	0	0	72	17	157	12	6	186	22	26	16	2	64	4	157	18	8	179	16	501	517
04:30 PM	18	43	9	6	70	26	137	18	7	181	28	28	22	8	78	6	179	17	8	202	29	531	560
04:45 PM	15	43	4	0	62	31	137	17	10	185	34	25	21	12	80	4	188	23	13	215	35	542	577
Total	62	198	22	9	282	100	594	64	28	758	103	115	81	29	299	17	711	79	37	807	103	2146	2249
05:00 PM	11	31	4	3	46	28	147	10	2	185	27	22	20	10	69	5	188	25	16	218	31	518	549
05:15 PM	10	39	2	2	51	27	135	16	8	178	20	18	17	9	55	6	163	18	7	187	26	471	497
05:30 PM	8	46	5	1	59	29	116	16	8	161	26	28	40	14	94	9	167	18	10	194	33	508	541
05:45 PM	11	31	9	4	51	21	113	11	3	145	24	34	23	15	81	7	178	21	10	206	32	483	515
Total	40	147	20	10	207	105	511	53	21	669	97	102	100	48	299	27	696	82	43	805	122	1980	2102
Grand Total	102	345	42	19	489	205	1105	117	49	1427	200	217	181	77	598	44	1407	161	80	1612	225	4126	4351
Apprch %	20.9	70.6	8.6			14.4	77.4	8.2			33.4	36.3	30.3			2.7	87.3	10					
Total %	2.5	8.4	1		11.9	5	26.8	2.8		34.6	4.8	5.3	4.4		14.5	1.1	34.1	3.9		39.1	5.2	94.8	
Passenger Vehicles	98	335	39		491	193	1032	114		1388	195	211	176		657	43	1359	155		1635	0	0	4171
% Passenger Vehicles	96.1	97.1	92.9	100	96.7	94.1	93.4	97.4	100	94	97.5	97.2	97.2	97.4	97.3	97.7	96.6	96.3	97.5	96.6	0	0	95.9
Large 2 Axle Vehicles	3	10	2		15	5	24	3		32	2	6	3		12	0	18	4		23	0	0	82
% Large 2 Axle Vehicles	2.9	2.9	4.8	0	3	2.4	2.2	2.6	0	2.2	1	2.8	1.7	1.3	1.8	0	1.3	2.5	1.2	1.4	0	0	1.9
3 Axle Vehicles	1	0	1		2	1	9	0		10	3	0	1		4	1	8	2		12	0	0	28
% 3 Axle Vehicles	1	0	2.4	0	0.4	0.5	0.8	0	0	0.7	1.5	0	0.6	0	0.6	2.3	0.6	1.2	1.2	0.7	0	0	0.6
4+ Axle Trucks	0	0	0		0	6	40	0		46	0	0	1		2	0	22	0		22	0	0	70
% 4+ Axle Trucks	0	0	0	0	0	2.9	3.6	0	0	3.1	0	0	0.6	1.3	0.3	0	1.6	0	0	1.3	0	0	1.6

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:00 PM																	
04:00 PM	13	**56**	**9**	**78**	26	**163**	17	**206**	19	**36**	**22**	77	3	187	21	211	**572**
04:15 PM	16	56	0	72	17	157	12	186	22	26	16	64	4	157	18	179	501
04:30 PM	**18**	43	9	70	26	137	**18**	181	28	28	22	78	**6**	179	17	202	531
04:45 PM	15	43	4	62	**31**	137	17	185	**34**	25	21	**80**	4	**188**	**23**	**215**	542
Total Volume	62	198	22	282	100	594	64	758	103	115	81	299	17	711	79	807	2146
% App. Total	22	70.2	7.8		13.2	78.4	8.4		34.4	38.5	27.1		2.1	88.1	9.8		
PHF	.861	.884	.611	.904	.806	.911	.889	.920	.757	.799	.920	.934	.708	.945	.859	.938	.938

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	13	**56**	**9**	**78**	26	**163**	17	**206**	19	**36**	**22**	77	**6**	179	17	202	
+15 mins.	16	56	0	72	17	157	12	186	22	26	16	64	4	**188**	23	215	
+30 mins.	**18**	43	9	70	26	137	**18**	181	28	28	22	78	5	188	**25**	**218**	
+45 mins.	15	43	4	62	**31**	137	17	185	**34**	25	21	**80**	6	163	18	187	
Total Volume	62	198	22	282	100	594	64	758	103	115	81	299	21	718	83	822	
% App. Total	22	70.2	7.8		13.2	78.4	8.4		34.4	38.5	27.1		2.6	87.3	10.1		
PHF	.861	.884	.611	.904	.806	.911	.889	.920	.757	.799	.920	.934	.875	.955	.830	.943	

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Groups Printed- Passenger Vehicles

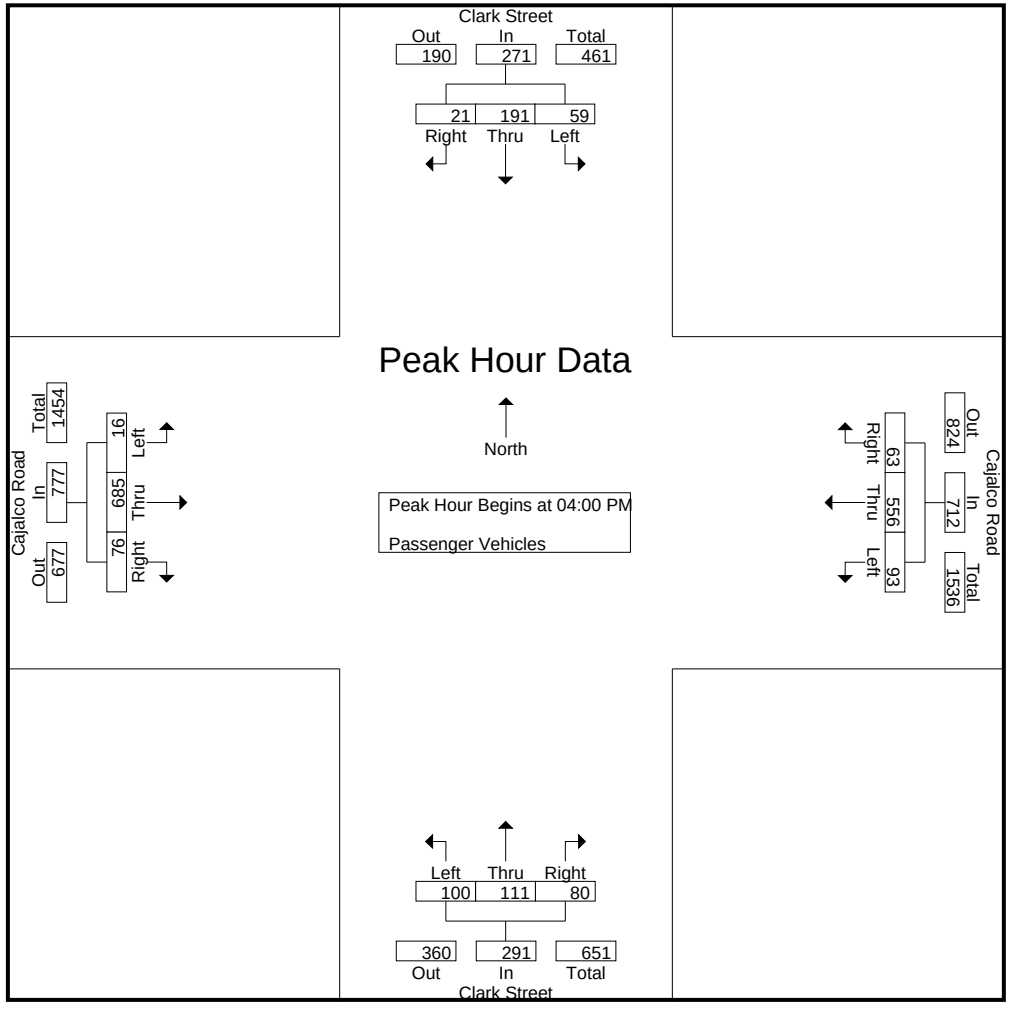
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	12	55	9	3	76	25	151	17	5	193	19	35	22	7	76	3	179	20	7	202	22	547	569
04:15 PM	15	53	0	0	68	15	147	12	6	174	22	24	16	2	62	3	152	17	8	172	16	476	492
04:30 PM	17	41	8	6	66	25	128	18	7	171	26	27	22	8	75	6	172	16	8	194	29	506	535
04:45 PM	15	42	4	0	61	28	130	16	10	174	33	25	20	12	78	4	182	23	13	209	35	522	557
Total	59	191	21	9	271	93	556	63	28	712	100	111	80	29	291	16	685	76	36	777	102	2051	2153
05:00 PM	11	30	4	3	45	27	133	10	2	170	26	22	18	9	66	5	182	25	16	212	30	493	523
05:15 PM	10	38	2	2	50	26	129	15	8	170	20	17	17	9	54	6	156	16	6	178	25	452	477
05:30 PM	8	46	3	1	57	26	107	15	8	148	26	28	39	14	93	9	161	18	10	188	33	486	519
05:45 PM	10	30	9	4	49	21	107	11	3	139	23	33	22	14	78	7	175	20	10	202	31	468	499
Total	39	144	18	10	201	100	476	51	21	627	95	100	96	46	291	27	674	79	42	780	119	1899	2018
Grand Total	98	335	39	19	472	193	1032	114	49	1339	195	211	176	75	582	43	1359	155	78	1557	221	3950	4171
Apprch %	20.8	71	8.3			14.4	77.1	8.5			33.5	36.3	30.2			2.8	87.3	10					
Total %	2.5	8.5	1		11.9	4.9	26.1	2.9		33.9	4.9	5.3	4.5		14.7	1.1	34.4	3.9		39.4	5.3	94.7	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	12	**55**	**9**	**76**	25	**151**	17	**193**	19	**35**	**22**	76	3	179	20	202	**547**
04:15 PM	15	53	0	68	15	147	12	174	22	24	16	62	3	152	17	172	476
04:30 PM	**17**	41	8	66	25	128	**18**	171	26	27	22	75	**6**	172	16	194	506
04:45 PM	15	42	4	61	**28**	130	16	174	**33**	25	20	**78**	4	**182**	**23**	**209**	522
Total Volume	59	191	21	271	93	556	63	712	100	111	80	291	16	685	76	777	2051
% App. Total	21.8	70.5	7.7		13.1	78.1	8.8		34.4	38.1	27.5		2.1	88.2	9.8		
PHF	.868	.868	.583	.891	.830	.921	.875	.922	.758	.793	.909	.933	.667	.941	.826	.929	.937

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County of Riverside
N/S: Clark Street
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Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	12	**55**	**9**	**76**	25	**151**	17	**193**	19	**35**	**22**	76	3	179	20	202	
+15 mins.	15	53	0	68	15	147	12	174	22	24	16	62	3	152	17	172	
+30 mins.	**17**	41	8	66	25	128	**18**	171	26	27	22	75	**6**	172	16	194	
+45 mins.	15	42	4	61	**28**	130	16	174	**33**	25	20	**78**	4	**182**	**23**	**209**	
Total Volume	59	191	21	271	93	556	63	712	100	111	80	291	16	685	76	777	
% App. Total	21.8	70.5	7.7		13.1	78.1	8.8		34.4	38.1	27.5		2.1	88.2	9.8		
PHF	.868	.868	.583	.891	.830	.921	.875	.922	.758	.793	.909	.933	.667	.941	.826	.929	

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Groups Printed- Large 2 Axle Vehicles

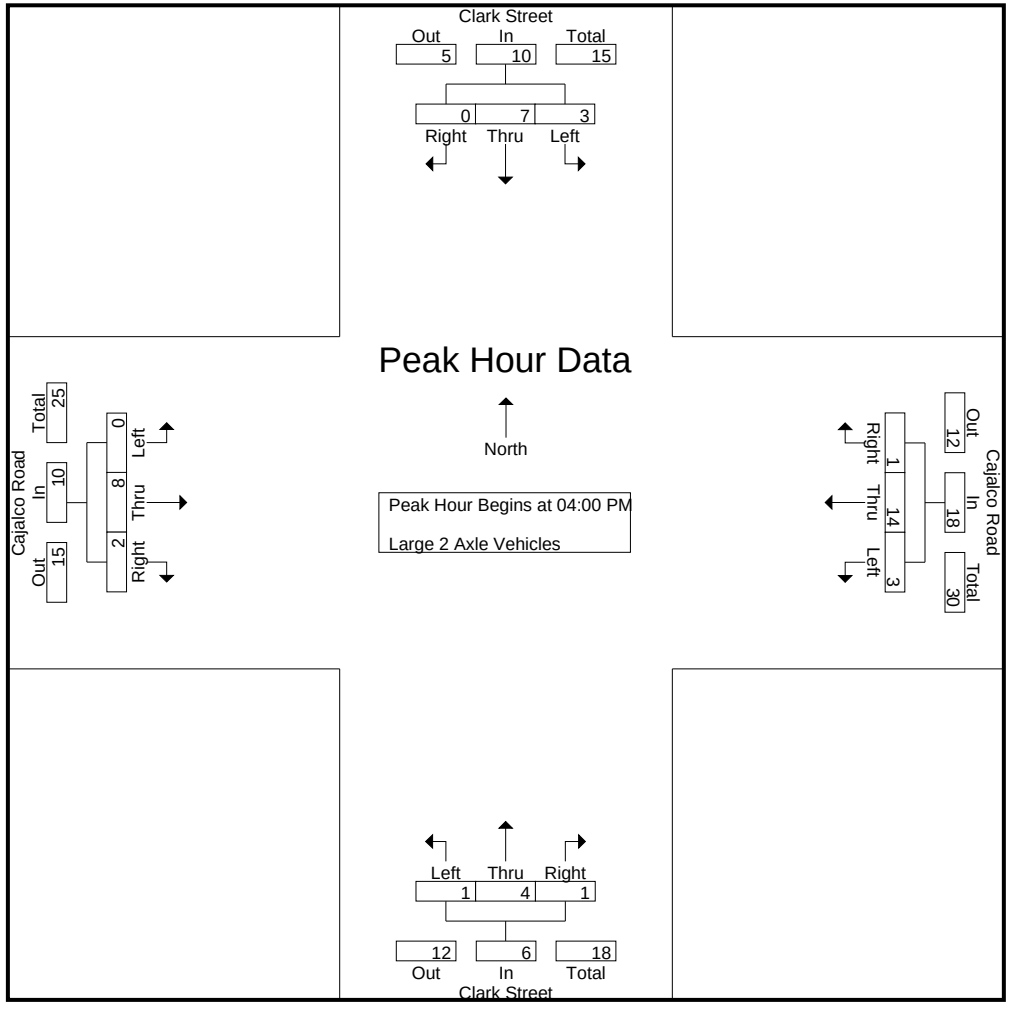
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	1	4	0	0	5	0	1	0	0	1	0	3	1	1	4	1	12	13
04:15 PM	1	3	0	0	4	1	4	0	0	5	0	2	0	0	2	0	1	1	0	2	0	13	13
04:30 PM	1	2	0	0	3	1	5	0	0	6	1	1	0	0	2	0	2	0	0	2	0	13	13
04:45 PM	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	0	6	6
Total	3	7	0	0	10	3	14	1	0	18	1	4	1	0	6	0	8	2	1	10	1	44	45
05:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	7	7
05:15 PM	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	0	3	1	0	4	0	9	9
05:30 PM	0	0	2	0	2	2	2	1	0	5	0	0	1	0	1	0	4	0	0	4	0	12	12
05:45 PM	0	1	0	0	1	0	2	0	0	2	1	1	1	1	3	0	1	1	0	2	1	8	9
Total	0	3	2	0	5	2	10	2	0	14	1	2	2	1	5	0	10	2	0	12	1	36	37
Grand Total	3	10	2	0	15	5	24	3	0	32	2	6	3	1	11	0	18	4	1	22	2	80	82
Apprch %	20	66.7	13.3			15.6	75	9.4			18.2	54.5	27.3			0	81.8	18.2					
Total %	3.8	12.5	2.5		18.8	6.2	30	3.8		40	2.5	7.5	3.8		13.8	0	22.5	5		27.5	2.4	97.6	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	0	2	**1**	4	0	5	0	1	0	1	0	**3**	**1**	**4**	12
04:15 PM	1	**3**	0	**4**	1	4	0	5	0	**2**	0	**2**	0	1	1	2	**13**
04:30 PM	1	2	0	3	1	**5**	0	**6**	**1**	1	0	2	0	2	0	2	13
04:45 PM	0	1	0	1	0	1	**1**	2	0	0	**1**	1	0	2	0	2	6
Total Volume	3	7	0	10	3	14	1	18	1	4	1	6	0	8	2	10	44
% App. Total	30	70	0		16.7	77.8	5.6		16.7	66.7	16.7		0	80	20		
PHF	.750	.583	.000	.625	.750	.700	.250	.750	.250	.500	.250	.750	.000	.667	.500	.625	.846

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	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**1**	1	0	2	**1**	4	0	5	0	1	0	1	0	**3**	**1**	**4**	
+15 mins.	1	**3**	0	**4**	1	4	0	5	0	**2**	0	**2**	0	1	1	2	
+30 mins.	1	2	0	3	1	**5**	0	**6**	**1**	1	0	2	0	2	0	2	
+45 mins.	0	1	0	1	0	1	**1**	2	0	0	**1**	1	0	2	0	2	
Total Volume	3	7	0	10	3	14	1	18	1	4	1	6	0	8	2	10	
% App. Total	30	70	0		16.7	77.8	5.6		16.7	66.7	16.7		0	80	20		
PHF	.750	.583	.000	.625	.750	.700	.250	.750	.250	.500	.250	.750	.000	.667	.500	.625	

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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
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Groups Printed- 3 Axle Vehicles

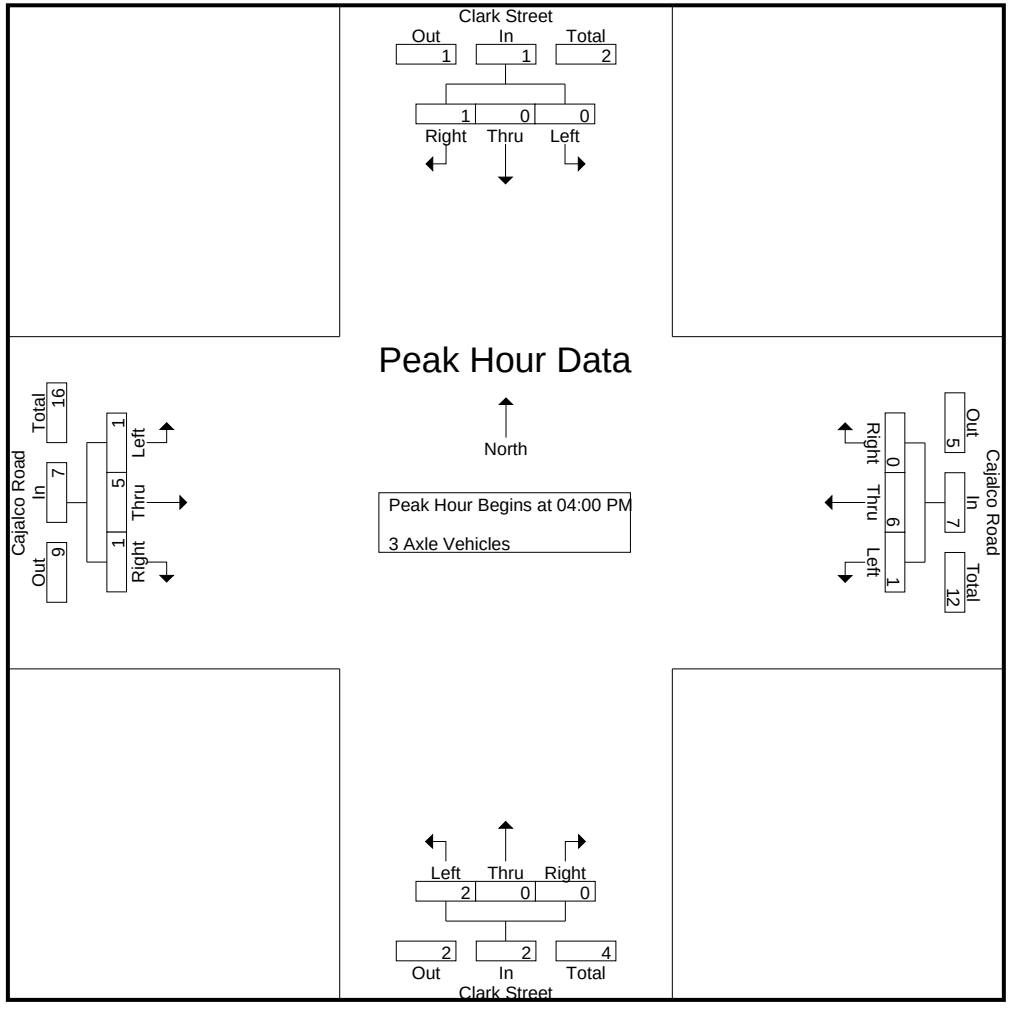
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
04:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1	1	0	0	2	0	5	5
04:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	0	5	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	4	4
Total	0	0	1	0	1	1	6	0	0	7	2	0	0	0	2	1	5	1	0	7	0	17	17
05:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	0	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	0	2	2
Total	1	0	0	0	1	0	3	0	0	3	1	0	1	0	2	0	3	1	1	4	1	10	11
Grand Total	1	0	1	0	2	1	9	0	0	10	3	0	1	0	4	1	8	2	1	11	1	27	28
Apprch %	50	0	50			10	90	0			75	0	25			9.1	72.7	18.2					
Total %	3.7	0	3.7		7.4	3.7	33.3	0		37	11.1	0	3.7		14.8	3.7	29.6	7.4		40.7	3.6	96.4	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 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	**3**	0	**3**	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	**1**	2	0	3	0	0	0	0	**1**	1	0	2	**5**
04:30 PM	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	0	**2**	**1**	**3**	5
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
Total Volume	0	0	1	1	1	6	0	7	2	0	0	2	1	5	1	7	17
% App. Total	0	0	100		14.3	85.7	0		100	0	0		14.3	71.4	14.3		
PHF	.000	.000	.250	.250	.250	.500	.000	.583	.500	.000	.000	.500	.250	.625	.250	.583	.850

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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N/S: Clark Street
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Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	**1**	2	0	3	0	0	0	0	**1**	1	0	2	
+30 mins.	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	0	**2**	**1**	**3**	
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	
Total Volume	0	0	1	1	1	6	0	7	2	0	0	2	1	5	1	7	
% App. Total	0	0	100		14.3	85.7	0		100	0	0		14.3	71.4	14.3		
PHF	.000	.000	.250	.250	.250	.500	.000	.583	.500	.000	.000	.500	.250	.625	.250	.583	

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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
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Page No : 1

Groups Printed- 4+ Axle Trucks

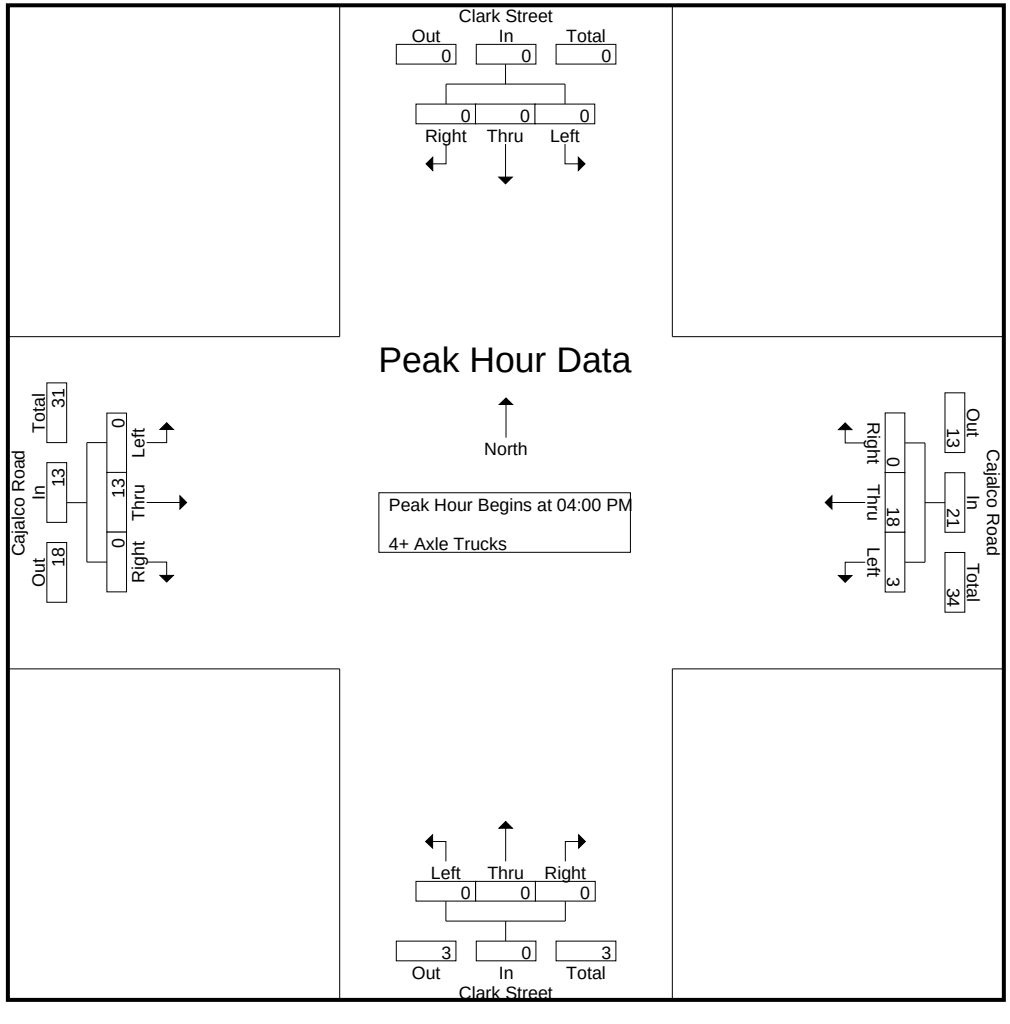
	Clark Street Southbound					Cajalco Road Westbound					Clark Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	10	10
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
04:45 PM	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	2	0	0	2	0	10	10
Total	0	0	0	0	0	3	18	0	0	21	0	0	0	0	0	0	13	0	0	13	0	34	34
05:00 PM	0	0	0	0	0	1	8	0	0	9	0	0	1	1	1	0	3	0	0	3	1	13	14
05:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	8	8
05:30 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	0	9	9
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
Total	0	0	0	0	0	3	22	0	0	25	0	0	1	1	1	0	9	0	0	9	1	35	36
Grand Total	0	0	0	0	0	6	40	0	0	46	0	0	1	1	1	0	22	0	0	22	1	69	70
Apprch %	0	0	0			13	87	0			0	0	100			0	100	0					
Total %	0	0	0		0	8.7	58	0		66.7	0	0	1.4		1.4	0	31.9	0		31.9	1.4	98.6	

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 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	**5**	0	5	0	0	0	0	0	**5**	0	**5**	**10**
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	**3**	5	0	**8**	0	0	0	0	0	2	0	2	10
Total Volume	0	0	0	0	3	18	0	21	0	0	0	0	0	13	0	13	34
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.900	.000	.656	.000	.000	.000	.000	.000	.650	.000	.650	.850

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County of Riverside
N/S: Clark Street
E/W: Cajalco Road
Weather: Clear

File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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File Name : 01_CRV_Clark_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Clark Street Southbound				Cajalco Road Westbound				Clark Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	**5**	0	5	0	0	0	0	0	**5**	0	**5**	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	**3**	5	0	**8**	0	0	0	0	0	2	0	2	
Total Volume	0	0	0	0	3	18	0	21	0	0	0	0	0	13	0	13	
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.900	.000	.656	.000	.000	.000	.000	.000	.650	.000	.650	

Location: County of Riverside
N/S: Clark Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Clark Street	East Leg Cajalco Road	South Leg Clark Street	West Leg Cajalco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	4	7
7:30 AM	0	1	4	0	5
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	1	2	0	1	4
TOTAL VOLUMES:	1	6	4	5	16

	North Leg Clark Street	East Leg Cajalco Road	South Leg Clark Street	West Leg Cajalco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	1	1	2	2	6
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	1	3	3	11

Location: County of Riverside
N/S: Clark Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Clark Street			Westbound Cajalco Road			Northbound Clark Street			Eastbound Cajalco 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	1	0	1
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	1	0	1

	Southbound Clark Street			Westbound Cajalco Road			Northbound Clark Street			Eastbound Cajalco 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	1	1	0	0	0	0	0	2
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	1	1	0	0	0	0	1	4

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

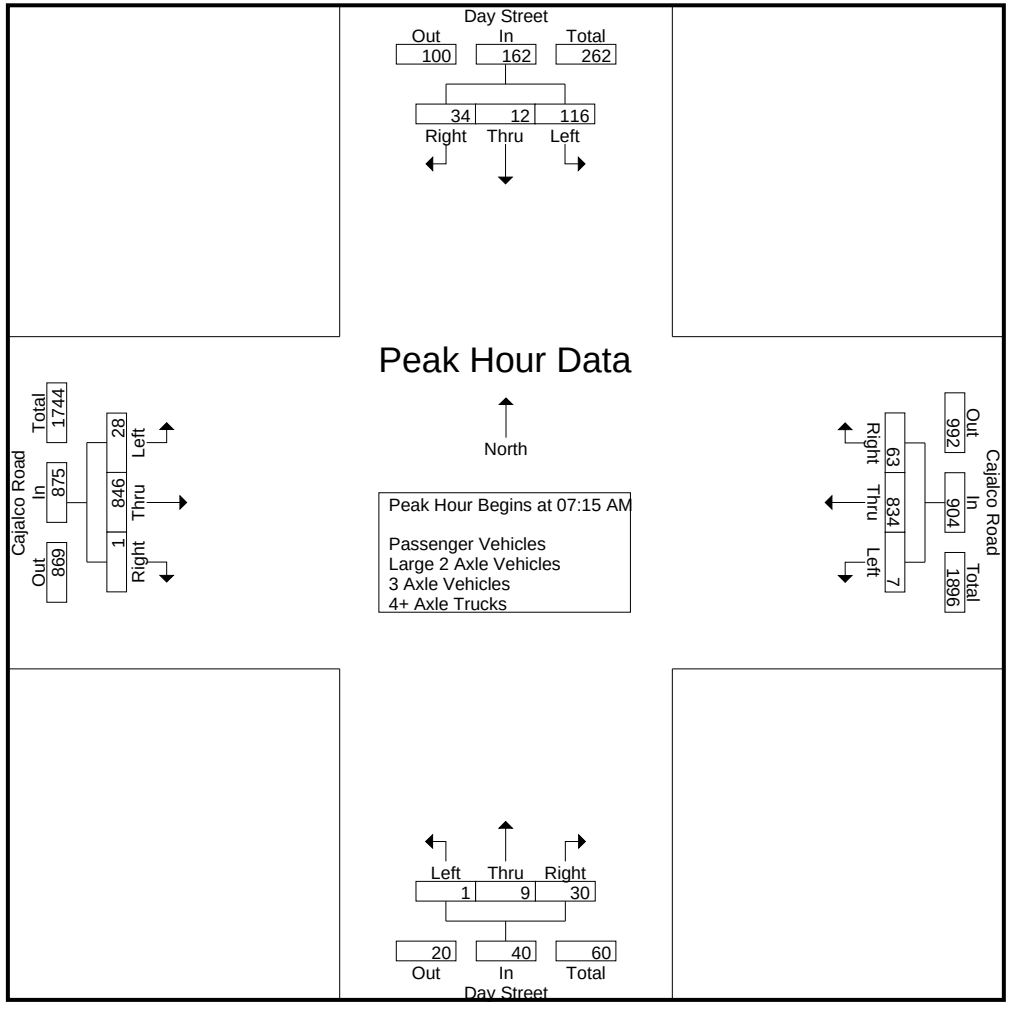
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	0	7	3	15	1	257	7	1	265	0	1	5	4	6	2	150	0	0	152	8	438	446
07:15 AM	18	0	6	2	24	3	218	16	3	237	0	1	4	4	5	5	195	0	0	200	9	466	475
07:30 AM	30	3	11	3	44	1	202	11	0	214	0	5	9	6	14	6	215	0	0	221	9	493	502
07:45 AM	34	4	12	4	50	3	182	21	1	206	0	1	9	7	10	12	221	0	0	233	12	499	511
Total	90	7	36	12	133	8	859	55	5	922	0	8	27	21	35	25	781	0	0	806	38	1896	1934
08:00 AM	34	5	5	0	44	0	232	15	2	247	1	2	8	5	11	5	215	1	0	221	7	523	530
08:15 AM	12	1	3	1	16	0	236	8	0	244	0	0	3	1	3	4	176	1	0	181	2	444	446
08:30 AM	14	0	6	2	20	1	207	7	1	215	0	0	7	7	7	2	154	0	0	156	10	398	408
08:45 AM	8	0	7	2	15	1	233	7	0	241	0	0	4	2	4	6	131	0	0	137	4	397	401
Total	68	6	21	5	95	2	908	37	3	947	1	2	22	15	25	17	676	2	0	695	23	1762	1785
Grand Total	158	13	57	17	228	10	1767	92	8	1869	1	10	49	36	60	42	1457	2	0	1501	61	3658	3719
Apprch %	69.3	5.7	25			0.5	94.5	4.9			1.7	16.7	81.7			2.8	97.1	0.1					
Total %	4.3	0.4	1.6		6.2	0.3	48.3	2.5		51.1	0	0.3	1.3		1.6	1.1	39.8	0.1		41	1.6	98.4	
Passenger Vehicles	152	13	51		232	9	1680	88		1785	1	10	49		96	37	1344	2		1383	0	0	3496
% Passenger Vehicles	96.2	100	89.5	94.1	94.7	90	95.1	95.7	100	95.1	100	100	100	100	100	88.1	92.2	100	0	92.1	0	0	94
Large 2 Axle Vehicles	1	0	2		3	1	53	2		56	0	0	0		0	3	65	0		68	0	0	127
% Large 2 Axle Vehicles	0.6	0	3.5	0	1.2	10	3	2.2	0	3	0	0	0	0	0	7.1	4.5	0	0	4.5	0	0	3.4
3 Axle Vehicles	2	0	2		4	0	18	2		20	0	0	0		0	2	12	0		14	0	0	38
% 3 Axle Vehicles	1.3	0	3.5	0	1.6	0	1	2.2	0	1.1	0	0	0	0	0	4.8	0.8	0	0	0.9	0	0	1
4+ Axle Trucks	3	0	2		6	0	16	0		16	0	0	0		0	0	36	0		36	0	0	58
% 4+ Axle Trucks	1.9	0	3.5	5.9	2.4	0	0.9	0	0	0.9	0	0	0	0	0	0	2.5	0	0	2.4	0	0	1.6

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	18	0	6	24	**3**	218	16	237	0	1	4	5	5	195	0	200	466
07:30 AM	30	3	11	44	1	202	11	214	0	**5**	**9**	**14**	6	215	0	221	493
07:45 AM	**34**	4	**12**	**50**	3	182	**21**	206	0	1	9	10	**12**	**221**	0	**233**	499
08:00 AM	34	**5**	5	44	0	**232**	15	**247**	**1**	2	8	11	5	215	**1**	221	**523**
Total Volume	116	12	34	162	7	834	63	904	1	9	30	40	28	846	1	875	1981
% App. Total	71.6	7.4	21		0.8	92.3	7		2.5	22.5	75		3.2	96.7	0.1		
PHF	.853	.600	.708	.810	.583	.899	.750	.915	.250	.450	.833	.714	.583	.957	.250	.939	.947

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	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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:																	
	07:15 AM				08:00 AM				07:15 AM				07:15 AM				
+0 mins.	18	0	6	24	0	232	**15**	**247**	0	1	4	5	5	195	0	200	
+15 mins.	30	3	11	44	0	**236**	8	244	0	**5**	**9**	**14**	6	215	0	221	
+30 mins.	**34**	4	**12**	**50**	**1**	207	7	215	0	1	9	10	**12**	**221**	0	**233**	
+45 mins.	34	**5**	5	44	1	233	7	241	**1**	2	8	11	5	215	**1**	221	
Total Volume	116	12	34	162	2	908	37	947	1	9	30	40	28	846	1	875	
% App. Total	71.6	7.4	21		0.2	95.9	3.9		2.5	22.5	75		3.2	96.7	0.1		
PHF	.853	.600	.708	.810	.500	.962	.617	.959	.250	.450	.833	.714	.583	.957	.250	.939	

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Groups Printed- Passenger Vehicles

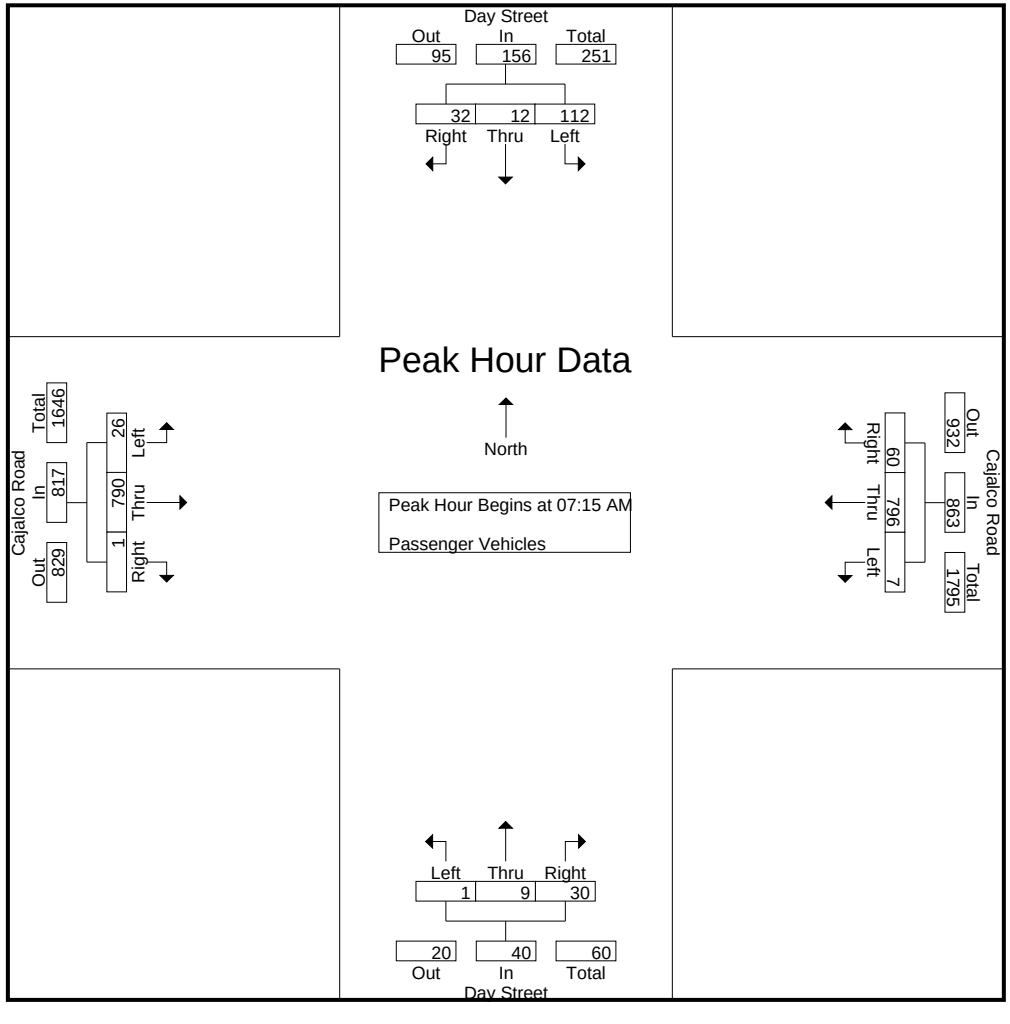
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	0	6	3	13	0	239	6	1	245	0	1	5	4	6	2	129	0	0	131	8	395	403
07:15 AM	17	0	5	1	22	3	212	16	3	231	0	1	4	4	5	5	185	0	0	190	8	448	456
07:30 AM	30	3	10	3	43	1	189	11	0	201	0	5	9	6	14	6	201	0	0	207	9	465	474
07:45 AM	34	4	12	4	50	3	176	20	1	199	0	1	9	7	10	10	207	0	0	217	12	476	488
Total	88	7	33	11	128	7	816	53	5	876	0	8	27	21	35	23	722	0	0	745	37	1784	1821
08:00 AM	31	5	5	0	41	0	219	13	2	232	1	2	8	5	11	5	197	1	0	203	7	487	494
08:15 AM	12	1	3	1	16	0	227	8	0	235	0	0	3	1	3	4	157	1	0	162	2	416	418
08:30 AM	14	0	4	2	18	1	198	7	1	206	0	0	7	7	7	1	147	0	0	148	10	379	389
08:45 AM	7	0	6	2	13	1	220	7	0	228	0	0	4	2	4	4	121	0	0	125	4	370	374
Total	64	6	18	5	88	2	864	35	3	901	1	2	22	15	25	14	622	2	0	638	23	1652	1675
Grand Total	152	13	51	16	216	9	1680	88	8	1777	1	10	49	36	60	37	1344	2	0	1383	60	3436	3496
Apprch %	70.4	6	23.6			0.5	94.5	5			1.7	16.7	81.7			2.7	97.2	0.1					
Total %	4.4	0.4	1.5		6.3	0.3	48.9	2.6		51.7	0	0.3	1.4		1.7	1.1	39.1	0.1		40.3	1.7	98.3	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	17	0	5	22	**3**	212	16	231	0	1	4	5	5	185	0	190	448
07:30 AM	30	3	10	43	1	189	11	201	0	**5**	**9**	**14**	6	201	0	207	465
07:45 AM	**34**	4	**12**	**50**	3	176	**20**	199	0	1	9	10	**10**	**207**	0	**217**	476
08:00 AM	31	**5**	5	41	0	**219**	13	**232**	**1**	2	8	11	5	197	**1**	203	**487**
Total Volume	112	12	32	156	7	796	60	863	1	9	30	40	26	790	1	817	1876
% App. Total	71.8	7.7	20.5		0.8	92.2	7		2.5	22.5	75		3.2	96.7	0.1		
PHF	.824	.600	.667	.780	.583	.909	.750	.930	.250	.450	.833	.714	.650	.954	.250	.941	.963

Counts Unlimited, Inc.
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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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.	17	0	5	22	**3**	212	16	231	0	1	4	5	5	185	0	190	
+15 mins.	30	3	10	43	1	189	11	201	0	**5**	**9**	**14**	6	201	0	207	
+30 mins.	**34**	4	**12**	**50**	3	176	**20**	199	0	1	9	10	**10**	**207**	0	**217**	
+45 mins.	31	**5**	5	41	0	**219**	13	**232**	**1**	2	8	11	5	197	**1**	203	
Total Volume	112	12	32	156	7	796	60	863	1	9	30	40	26	790	1	817	
% App. Total	71.8	7.7	20.5		0.8	92.2	7		2.5	22.5	75		3.2	96.7	0.1		
PHF	.824	.600	.667	.780	.583	.909	.750	.930	.250	.450	.833	.714	.650	.954	.250	.941	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

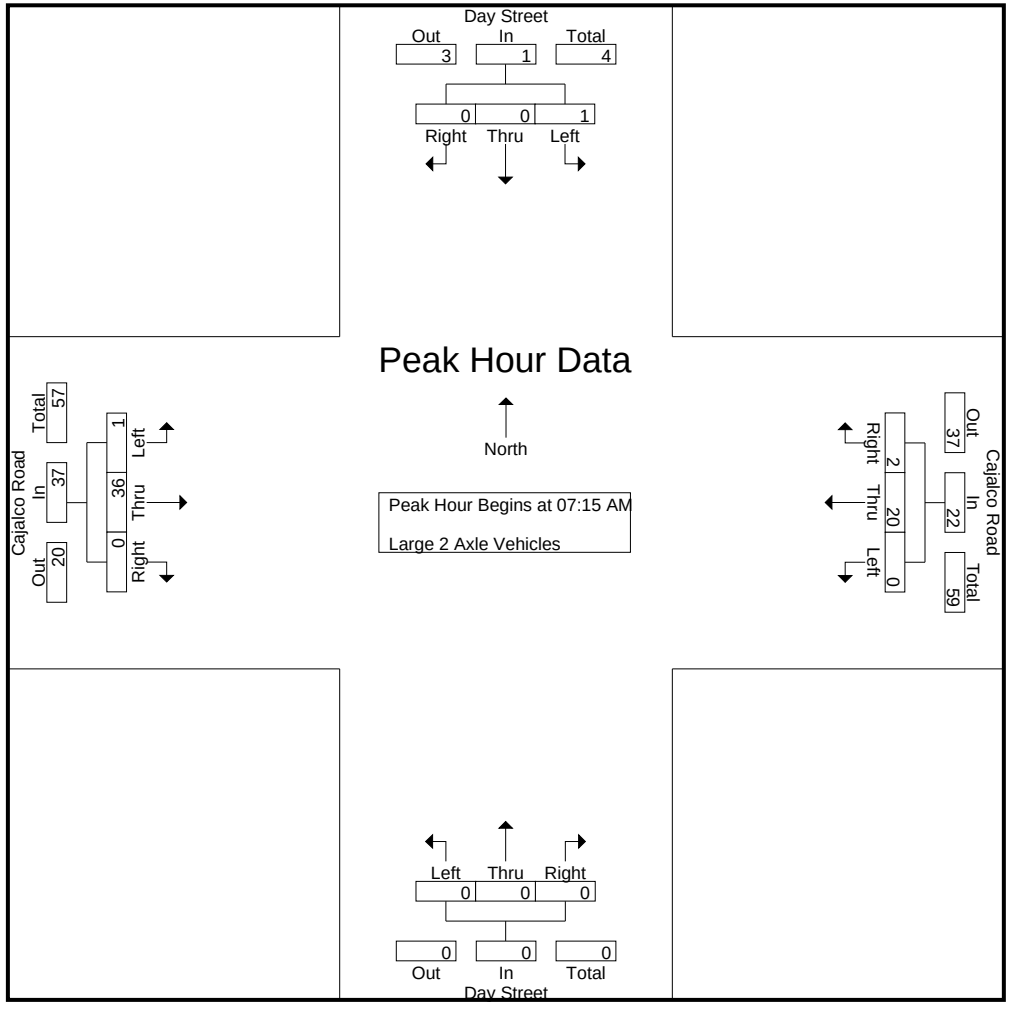
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	11	0	0	11	0	23	23
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	11	11
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	14	14
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	10	0	0	11	0	15	15
Total	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	1	38	0	0	39	0	63	63
08:00 AM	1	0	0	0	1	0	8	2	0	10	0	0	0	0	0	0	9	0	0	9	0	20	20
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	15	15
08:30 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	1	3	0	0	4	0	12	12
08:45 AM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	0	17	17
Total	1	0	2	0	3	0	30	2	0	32	0	0	0	0	0	2	27	0	0	29	0	64	64
Grand Total	1	0	2	0	3	1	53	2	0	56	0	0	0	0	0	3	65	0	0	68	0	127	127
Apprch %	33.3	0	66.7			1.8	94.6	3.6			0	0	0			4.4	95.6	0					
Total %	0.8	0	1.6		2.4	0.8	41.7	1.6		44.1	0	0	0		0	2.4	51.2	0		53.5	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	7	0	7	11
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**10**	0	10	14
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	**1**	10	0	**11**	15
08:00 AM	**1**	0	0	**1**	0	**8**	**2**	**10**	0	0	0	0	0	9	0	9	**20**
Total Volume	1	0	0	1	0	20	2	22	0	0	0	0	1	36	0	37	60
% App. Total	100	0	0		0	90.9	9.1		0	0	0		2.7	97.3	0		
PHF	.250	.000	.000	.250	.000	.625	.250	.550	.000	.000	.000	.000	.250	.900	.000	.841	.750

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	0	0	0	0	7	0	7	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**10**	0	10	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	**1**	10	0	**11**	
+45 mins.	**1**	0	0	**1**	0	**8**	**2**	**10**	0	0	0	0	0	9	0	9	
Total Volume	1	0	0	1	0	20	2	22	0	0	0	0	1	36	0	37	
% App. Total	100	0	0		0	90.9	9.1		0	0	0		2.7	97.3	0		
PHF	.250	.000	.000	.250	.000	.625	.250	.550	.000	.000	.000	.000	.250	.900	.000	.841	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

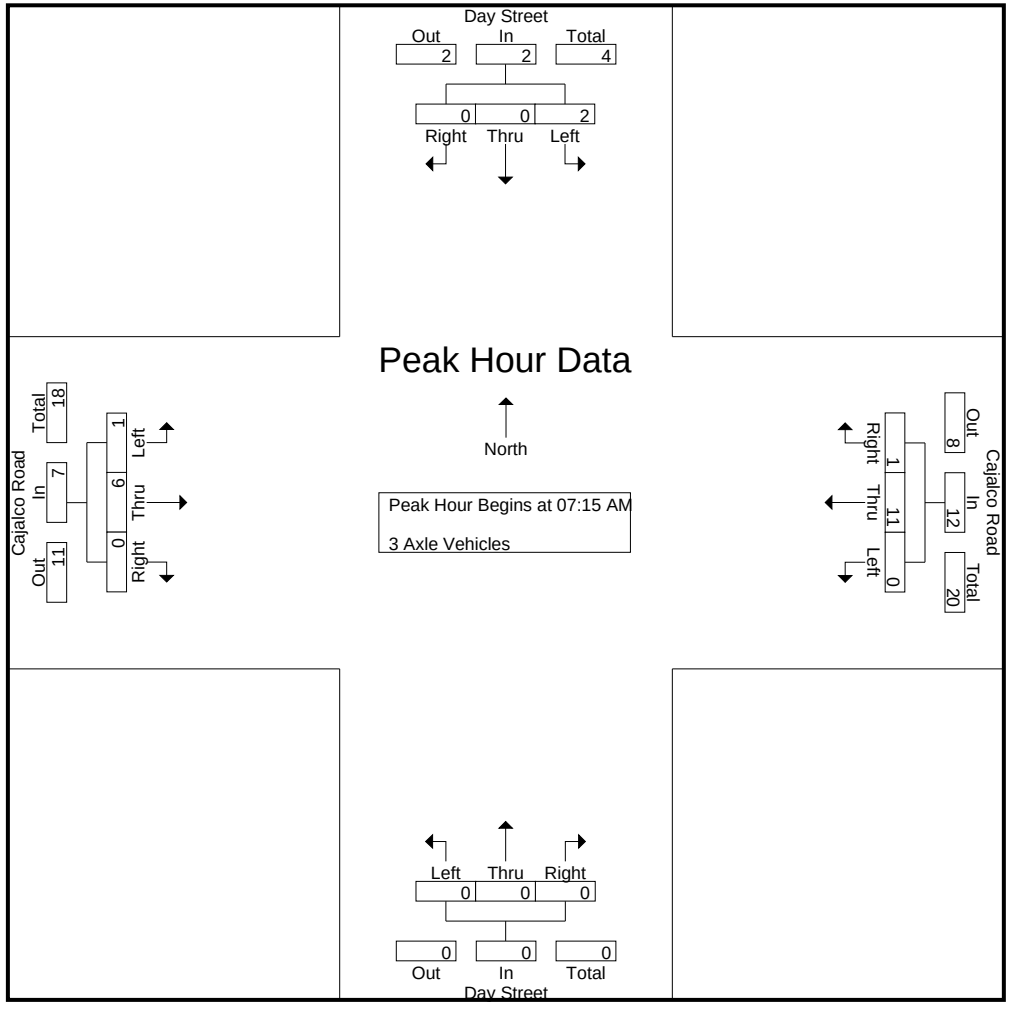
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	9	9
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	0	0	1	0	1	0	10	2	0	12	0	0	0	0	0	1	5	0	0	6	0	19	19
08:00 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	11	11
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
Total	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	0	19	19
Grand Total	2	0	2	0	4	0	18	2	0	20	0	0	0	0	0	2	12	0	0	14	0	38	38
Apprch %	50	0	50			0	90	10			0	0	0			14.3	85.7	0					
Total %	5.3	0	5.3		10.5	0	47.4	5.3		52.6	0	0	0		0	5.3	31.6	0		36.8	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	1	2
08:00 AM	**2**	0	0	**2**	0	**5**	0	**5**	0	0	0	0	0	**4**	0	**4**	**11**
Total Volume	2	0	0	2	0	11	1	12	0	0	0	0	1	6	0	7	21
% App. Total	100	0	0		0	91.7	8.3		0	0	0		14.3	85.7	0		
PHF	.250	.000	.000	.250	.000	.550	.250	.600	.000	.000	.000	.000	.250	.375	.000	.438	.477

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	1	
+45 mins.	**2**	0	0	**2**	0	**5**	0	**5**	0	0	0	0	0	**4**	0	**4**	
Total Volume	2	0	0	2	0	11	1	12	0	0	0	0	1	6	0	7	
% App. Total	100	0	0		0	91.7	8.3		0	0	0		14.3	85.7	0		
PHF	.250	.000	.000	.250	.000	.550	.250	.600	.000	.000	.000	.000	.250	.375	.000	.438	

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County of Riverside
N/S: Day Street
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Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

Groups Printed- 4+ Axle Trucks

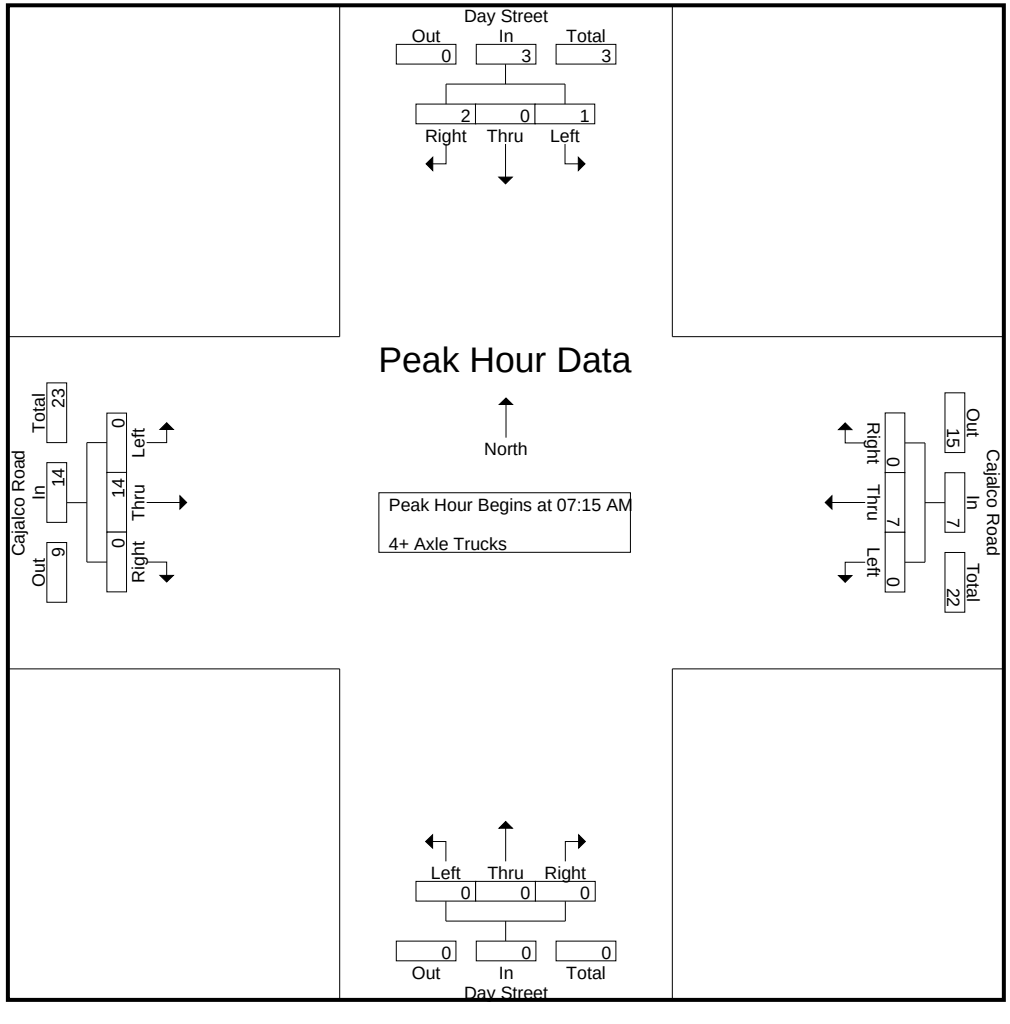
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	11	11
07:15 AM	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	4	5
07:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	9	9
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
Total	2	0	2	1	4	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	1	30	31
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	5
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	11	11
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	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	7	7
Total	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	20	0	0	20	0	27	27
Grand Total	3	0	2	1	5	0	16	0	0	16	0	0	0	0	0	0	36	0	0	36	1	57	58
Apprch %	60	0	40			0	100	0			0	0	0			0	100	0					
Total %	5.3	0	3.5		8.8	0	28.1	0		28.1	0	0	0		0	0	63.2	0		63.2	1.7	98.3	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	**1**	**2**	0	0	0	0	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	3	0	3	**9**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	5
Total Volume	1	0	2	3	0	7	0	7	0	0	0	0	0	14	0	14	24
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.375	.000	.350	.000	.350	.000	.000	.000	.000	.000	.700	.000	.700	.667

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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	**1**	**2**	0	0	0	0	0	0	0	0	0	2	0	2	
+15 mins.	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	
Total Volume	1	0	2	3	0	7	0	7	0	0	0	0	0	14	0	14	
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.375	.000	.350	.000	.350	.000	.000	.000	.000	.000	.700	.000	.700	

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

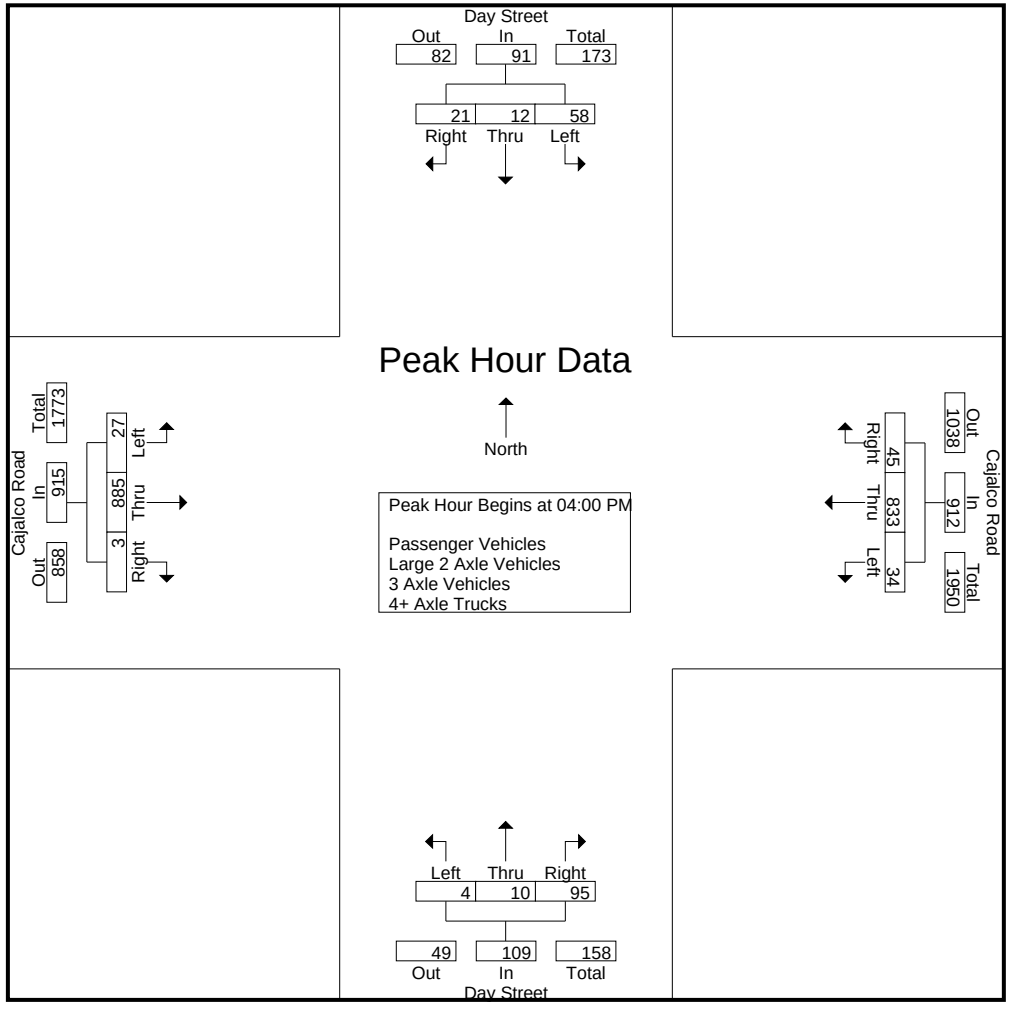
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	6	5	1	25	6	211	19	1	236	2	0	20	13	22	9	229	1	0	239	15	522	537
04:15 PM	15	2	5	2	22	12	220	13	0	245	1	1	18	13	20	4	216	2	0	222	15	509	524
04:30 PM	15	0	9	4	24	10	200	7	0	217	1	4	23	12	28	4	221	0	0	225	16	494	510
04:45 PM	14	4	2	0	20	6	202	6	1	214	0	5	34	19	39	10	219	0	0	229	20	502	522
Total	58	12	21	7	91	34	833	45	2	912	4	10	95	57	109	27	885	3	0	915	66	2027	2093
05:00 PM	9	4	9	1	22	7	203	7	0	217	0	2	37	11	39	3	219	0	0	222	12	500	512
05:15 PM	13	1	5	1	19	5	203	17	0	225	0	2	26	12	28	5	228	1	0	234	13	506	519
05:30 PM	17	1	10	4	28	3	165	16	0	184	0	2	33	13	35	4	221	0	0	225	17	472	489
05:45 PM	10	0	10	7	20	3	158	16	0	177	1	2	26	7	29	2	225	0	0	227	14	453	467
Total	49	6	34	13	89	18	729	56	0	803	1	8	122	43	131	14	893	1	0	908	56	1931	1987
Grand Total	107	18	55	20	180	52	1562	101	2	1715	5	18	217	100	240	41	1778	4	0	1823	122	3958	4080
Apprch %	59.4	10	30.6			3	91.1	5.9			2.1	7.5	90.4			2.2	97.5	0.2					
Total %	2.7	0.5	1.4		4.5	1.3	39.5	2.6		43.3	0.1	0.5	5.5		6.1	1	44.9	0.1		46.1	3	97	
Passenger Vehicles	103	17	51		191	52	1496	96		1645	5	18	215		336	40	1699	4		1743	0	0	3915
% Passenger Vehicles	96.3	94.4	92.7	100	95.5	100	95.8	95	50	95.8	100	100	99.1	98	98.8	97.6	95.6	100	0	95.6	0	0	96
Large 2 Axle Vehicles	4	1	3		8	0	25	2		28	0	0	2		4	1	41	0		42	0	0	82
% Large 2 Axle Vehicles	3.7	5.6	5.5	0	4	0	1.6	2	50	1.6	0	0	0.9	2	1.2	2.4	2.3	0	0	2.3	0	0	2
3 Axle Vehicles	0	0	1		1	0	11	2		13	0	0	0		0	0	12	0		12	0	0	26
% 3 Axle Vehicles	0	0	1.8	0	0.5	0	0.7	2	0	0.8	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0.6
4+ Axle Trucks	0	0	0		0	0	30	1		31	0	0	0		0	0	26	0		26	0	0	57
% 4+ Axle Trucks	0	0	0	0	0	0	1.9	1	0	1.8	0	0	0	0	0	0	1.5	0	0	1.4	0	0	1.4

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:00 PM																	
04:00 PM	14	**6**	5	**25**	6	211	**19**	236	**2**	0	20	22	9	**229**	1	**239**	**522**
04:15 PM	**15**	2	5	22	**12**	**220**	13	**245**	1	1	18	20	4	216	**2**	222	509
04:30 PM	15	0	**9**	24	10	200	7	217	1	4	23	28	4	221	0	225	494
04:45 PM	14	4	2	20	6	202	6	214	0	**5**	**34**	**39**	**10**	219	0	229	502
Total Volume	58	12	21	91	34	833	45	912	4	10	95	109	27	885	3	915	2027
% App. Total	63.7	13.2	23.1		3.7	91.3	4.9		3.7	9.2	87.2		3	96.7	0.3		
PHF	.967	.500	.583	.910	.708	.947	.592	.931	.500	.500	.699	.699	.675	.966	.375	.957	.971

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County of Riverside
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Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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				04:00 PM				04:45 PM				04:00 PM				
+0 mins.	14	**6**	5	**25**	6	211	**19**	236	0	**5**	34	**39**	9	**229**	1	**239**	
+15 mins.	**15**	2	5	22	**12**	**220**	13	**245**	0	2	**37**	39	4	216	**2**	222	
+30 mins.	15	0	**9**	24	10	200	7	217	0	2	26	28	4	221	0	225	
+45 mins.	14	4	2	20	6	202	6	214	0	2	33	35	**10**	219	0	229	
Total Volume	58	12	21	91	34	833	45	912	0	11	130	141	27	885	3	915	
% App. Total	63.7	13.2	23.1		3.7	91.3	4.9		0	7.8	92.2		3	96.7	0.3		
PHF	.967	.500	.583	.910	.708	.947	.592	.931	.000	.550	.878	.904	.675	.966	.375	.957	

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Groups Printed- Passenger Vehicles

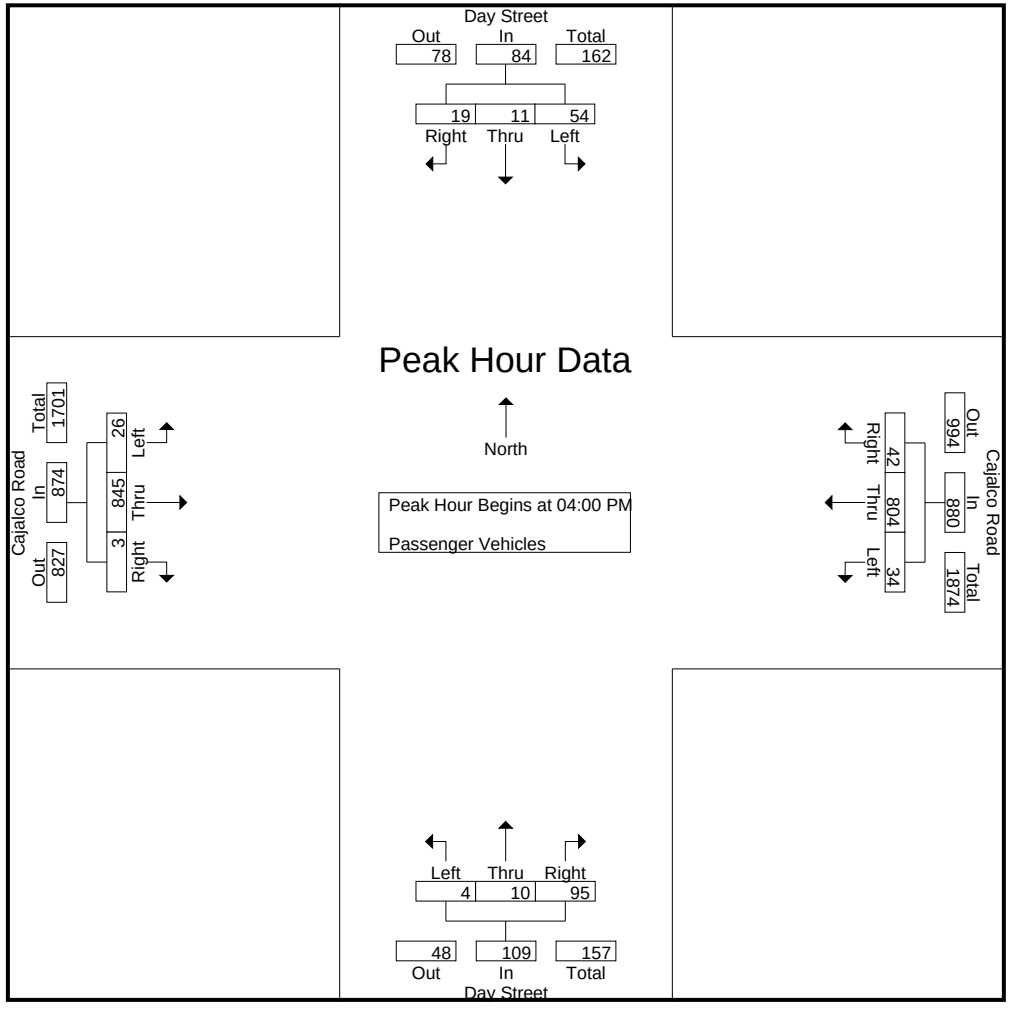
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	5	4	1	23	6	201	16	0	223	2	0	20	13	22	9	218	1	0	228	14	496	510
04:15 PM	13	2	5	2	20	12	211	13	0	236	1	1	18	13	20	4	206	2	0	212	15	488	503
04:30 PM	15	0	8	4	23	10	196	7	0	213	1	4	23	12	28	4	212	0	0	216	16	480	496
04:45 PM	12	4	2	0	18	6	196	6	1	208	0	5	34	19	39	9	209	0	0	218	20	483	503
Total	54	11	19	7	84	34	804	42	1	880	4	10	95	57	109	26	845	3	0	874	65	1947	2012
05:00 PM	9	4	9	1	22	7	190	7	0	204	0	2	37	11	39	3	211	0	0	214	12	479	491
05:15 PM	13	1	4	1	18	5	194	17	0	216	0	2	26	12	28	5	212	1	0	218	13	480	493
05:30 PM	17	1	9	4	27	3	156	14	0	173	0	2	32	12	34	4	214	0	0	218	16	452	468
05:45 PM	10	0	10	7	20	3	152	16	0	171	1	2	25	6	28	2	217	0	0	219	13	438	451
Total	49	6	32	13	87	18	692	54	0	764	1	8	120	41	129	14	854	1	0	869	54	1849	1903
Grand Total	103	17	51	20	171	52	1496	96	1	1644	5	18	215	98	238	40	1699	4	0	1743	119	3796	3915
Apprch %	60.2	9.9	29.8			3.2	91	5.8			2.1	7.6	90.3			2.3	97.5	0.2					
Total %	2.7	0.4	1.3		4.5	1.4	39.4	2.5		43.3	0.1	0.5	5.7		6.3	1.1	44.8	0.1		45.9	3	97	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	**5**	4	**23**	6	201	**16**	223	**2**	0	20	22	**9**	**218**	1	**228**	**496**
04:15 PM	13	2	5	20	**12**	**211**	13	**236**	1	1	18	20	4	206	**2**	212	488
04:30 PM	**15**	0	**8**	23	10	196	7	213	1	4	23	28	4	212	0	216	480
04:45 PM	12	4	2	18	6	196	6	208	0	**5**	**34**	**39**	9	209	0	218	483
Total Volume	54	11	19	84	34	804	42	880	4	10	95	109	26	845	3	874	1947
% App. Total	64.3	13.1	22.6		3.9	91.4	4.8		3.7	9.2	87.2		3	96.7	0.3		
PHF	.900	.550	.594	.913	.708	.953	.656	.932	.500	.500	.699	.699	.722	.969	.375	.958	.981

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County of Riverside
N/S: Day Street
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File Name : 02_CRV_Day_Caj PM
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Start Date : 2/15/2023
Page No : 2



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Page No : 3

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	14	**5**	4	**23**	6	201	**16**	223	**2**	0	20	22	**9**	**218**	1	**228**	
+15 mins.	13	2	5	20	**12**	**211**	13	**236**	1	1	18	20	4	206	**2**	212	
+30 mins.	**15**	0	**8**	23	10	196	7	213	1	4	23	28	4	212	0	216	
+45 mins.	12	4	2	18	6	196	6	208	0	**5**	**34**	**39**	9	209	0	218	
Total Volume	54	11	19	84	34	804	42	880	4	10	95	109	26	845	3	874	
% App. Total	64.3	13.1	22.6		3.9	91.4	4.8		3.7	9.2	87.2		3	96.7	0.3		
PHF	.900	.550	.594	.913	.708	.953	.656	.932	.500	.500	.699	.699	.722	.969	.375	.958	

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Groups Printed- Large 2 Axle Vehicles

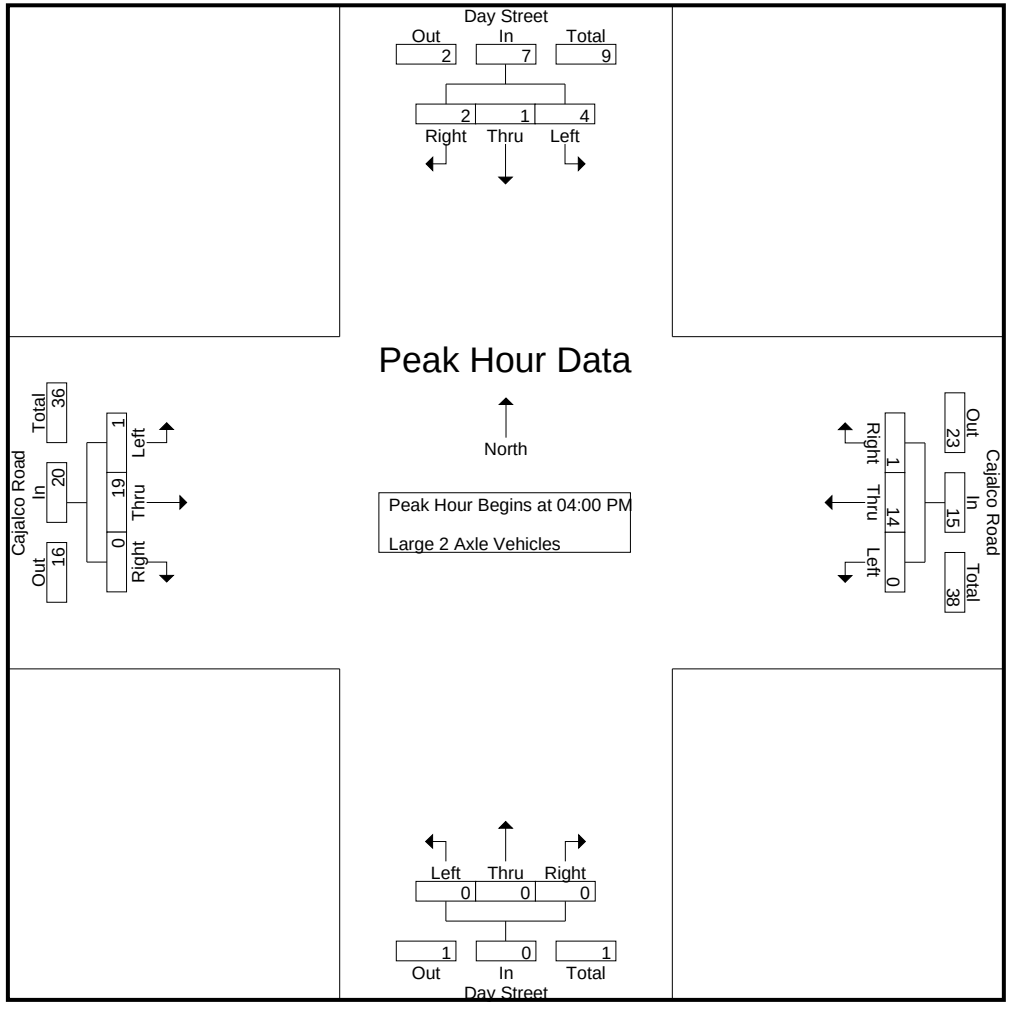
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	0	2	0	5	1	1	6	0	0	0	0	0	0	6	0	0	6	1	14	15
04:15 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	11	11
04:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	8	8
04:45 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	9	9
Total	4	1	2	0	7	0	14	1	1	15	0	0	0	0	0	1	19	0	0	20	1	42	43
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
05:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	12	12
05:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	1	1	1	0	5	0	0	5	1	11	12
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	0	5	0	0	5	1	9	10
Total	0	0	1	0	1	0	11	1	0	12	0	0	2	2	2	0	22	0	0	22	2	37	39
Grand Total	4	1	3	0	8	0	25	2	1	27	0	0	2	2	2	1	41	0	0	42	3	79	82
Apprch %	50	12.5	37.5			0	92.6	7.4			0	0	100			2.4	97.6	0					
Total %	5.1	1.3	3.8		10.1	0	31.6	2.5		34.2	0	0	2.5		2.5	1.3	51.9	0		53.2	3.7	96.3	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**1**	**2**	0	**5**	**1**	**6**	0	0	0	0	0	**6**	0	**6**	**14**
04:15 PM	**2**	0	0	2	0	4	0	4	0	0	0	0	0	5	0	5	11
04:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	3	0	3	8
04:45 PM	2	0	0	2	0	1	0	1	0	0	0	0	**1**	5	0	6	9
Total Volume	4	1	2	7	0	14	1	15	0	0	0	0	1	19	0	20	42
% App. Total	57.1	14.3	28.6		0	93.3	6.7		0	0	0		5	95	0		
PHF	.500	.250	.500	.875	.000	.700	.250	.625	.000	.000	.000	.000	.250	.792	.000	.833	.750

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	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**1**	**1**	**2**	0	**5**	**1**	**6**	0	0	0	0	0	**6**	0	**6**	
+15 mins.	**2**	0	0	2	0	4	0	4	0	0	0	0	0	5	0	5	
+30 mins.	0	0	1	1	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	2	0	0	2	0	1	0	1	0	0	0	0	**1**	5	0	6	
Total Volume	4	1	2	7	0	14	1	15	0	0	0	0	1	19	0	20	
% App. Total	57.1	14.3	28.6		0	93.3	6.7		0	0	0		5	95	0		
PHF	.500	.250	.500	.875	.000	.700	.250	.625	.000	.000	.000	.000	.250	.792	.000	.833	

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Page No : 1

Groups Printed- 3 Axle Vehicles

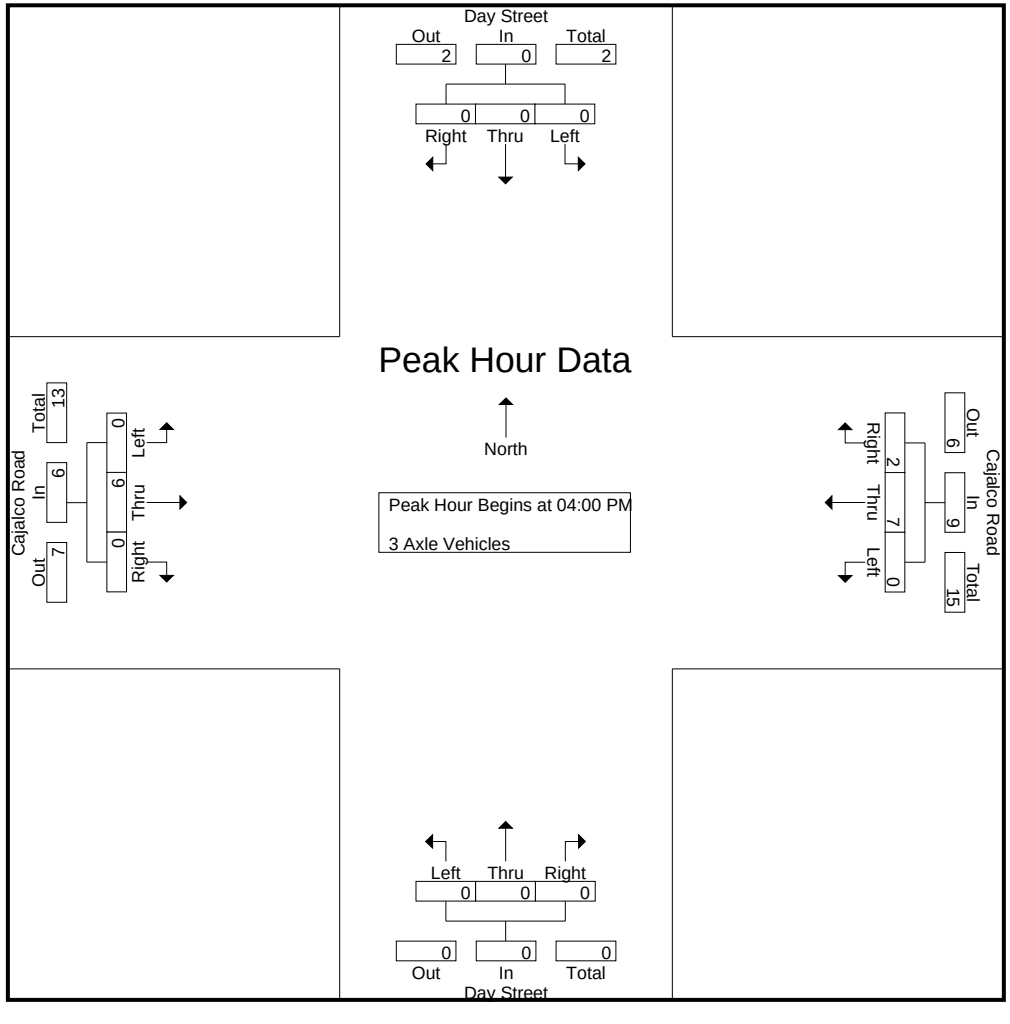
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:45 PM	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	7	2	0	9	0	0	0	0	0	0	6	0	0	6	0	15	15
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
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	1	0	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	11	11
Grand Total	0	0	1	0	1	0	11	2	0	13	0	0	0	0	0	0	12	0	0	12	0	26	26
Apprch %	0	0	100			0	84.6	15.4			0	0	0			0	100	0					
Total %	0	0	3.8		3.8	0	42.3	7.7		50	0	0	0		0	0	46.2	0		46.2	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	**3**	**2**	**5**	0	0	0	0	0	0	0	0	**5**
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	7	2	9	0	0	0	0	0	6	0	6	15
% App. Total	0	0	0		0	77.8	22.2		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.250	.450	.000	.000	.000	.000	.000	.500	.000	.500	.750

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(951)268-6268

County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	**3**	**2**	**5**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	
Total Volume	0	0	0	0	0	7	2	9	0	0	0	0	0	6	0	6	
% App. Total	0	0	0		0	77.8	22.2		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.250	.450	.000	.000	.000	.000	.000	.500	.000	.500	

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County of Riverside
N/S: Day Street
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Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

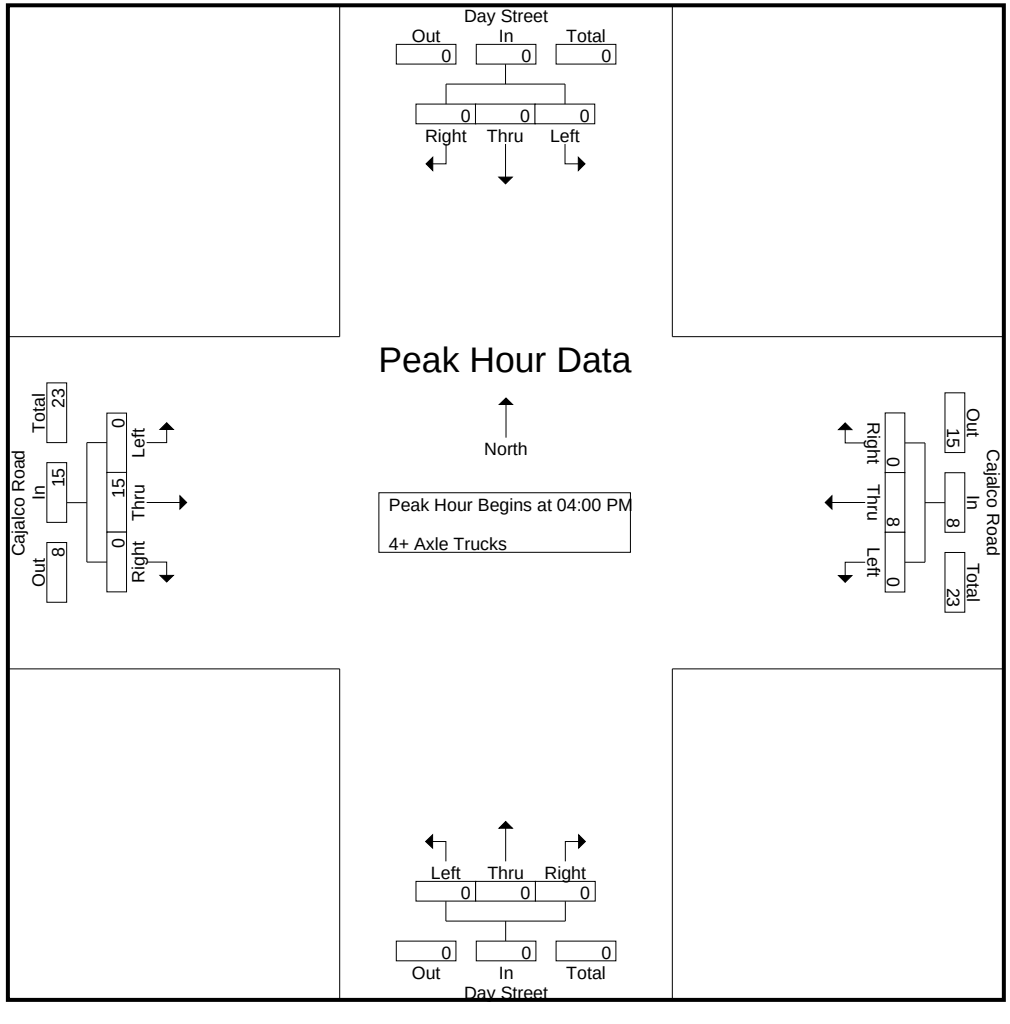
	Day Street Southbound					Cajalco Road Westbound					Day Street Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	7	7
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	0	23	23
05:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	13	13
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	10	10
05:30 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	11	0	0	11	0	34	34
Grand Total	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	26	0	0	26	0	57	57
Apprch %	0	0	0			0	96.8	3.2			0	0	0			0	100	0					
Total %	0	0	0		0	0	52.6	1.8		54.4	0	0	0		0	0	45.6	0		45.6	0	100	

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 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	2	0	2	0	0	0	0	0	**5**	0	**5**	**7**
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.821

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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Day Street
E/W: Cajalco Road
Weather: Clear

File Name : 02_CRV_Day_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Day Street Southbound				Cajalco Road Westbound				Day Street Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	0	**5**	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	15	0	15	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	

Location: County of Riverside
N/S: Day Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco 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 Day Street	East Leg Cajalco Road	South Leg Day Street	West Leg Cajalco 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

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Location: County of Riverside
N/S: Day Street
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Day Street			Westbound Cajalco Road			Northbound Day Street			Eastbound Cajalco 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	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Day Street			Westbound Cajalco Road			Northbound Day Street			Eastbound Cajalco 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	1	0	1
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	1	0	1

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

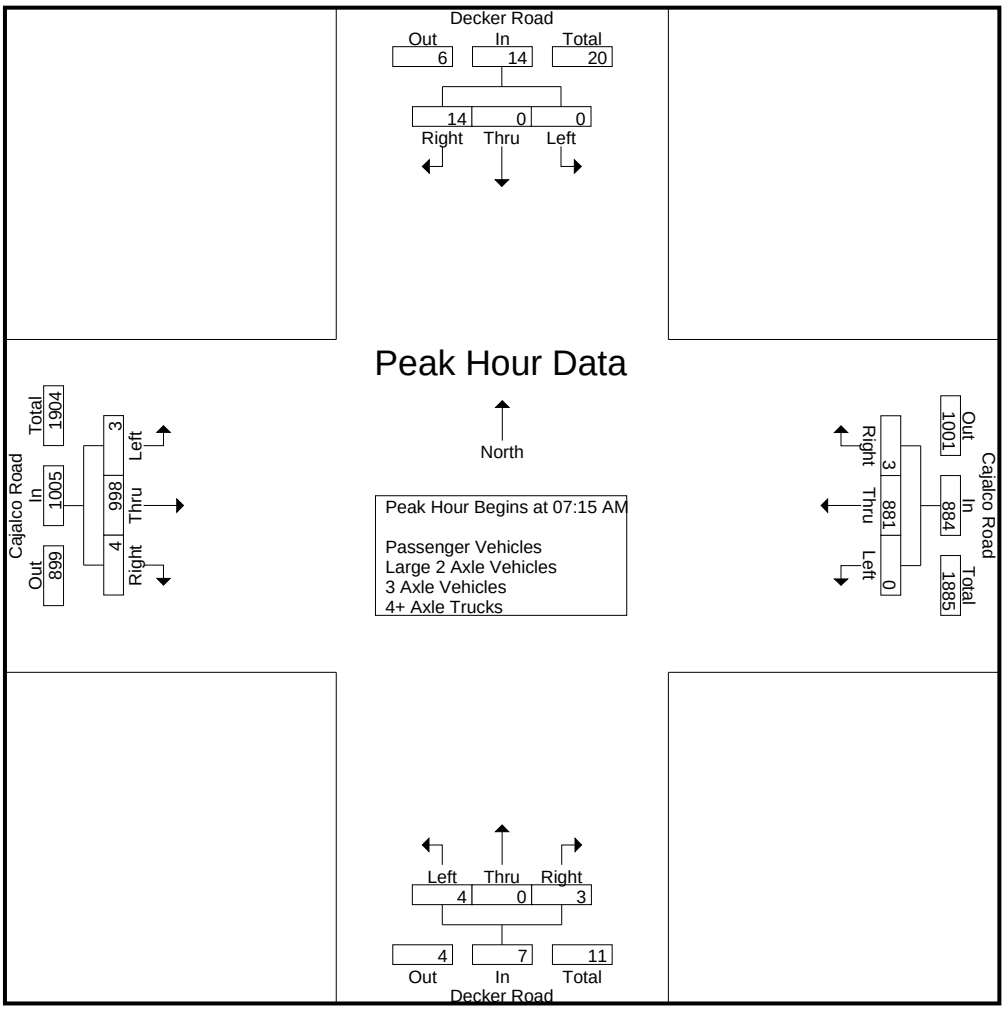
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	6	0	255	0	255	0	0	1	1	1	152	0	153	415
07:15 AM	0	0	2	2	0	221	0	221	3	0	1	4	1	219	0	220	447
07:30 AM	0	0	5	5	0	229	2	231	0	0	0	0	0	256	3	259	495
07:45 AM	0	0	6	6	0	208	0	208	1	0	1	2	1	261	1	263	479
Total	0	0	19	19	0	913	2	915	4	0	3	7	3	888	4	895	1836
08:00 AM	0	0	1	1	0	223	1	224	0	0	1	1	1	262	0	263	489
08:15 AM	0	0	2	2	0	234	0	234	0	0	0	0	1	192	0	193	429
08:30 AM	0	0	0	0	0	209	1	210	0	0	0	0	0	169	0	169	379
08:45 AM	0	0	2	2	0	241	1	242	0	0	1	1	0	142	0	142	387
Total	0	0	5	5	0	907	3	910	0	0	2	2	2	765	0	767	1684
Grand Total	0	0	24	24	0	1820	5	1825	4	0	5	9	5	1653	4	1662	3520
Apprch %	0	0	100		0	99.7	0.3		44.4	0	55.6		0.3	99.5	0.2		
Total %	0	0	0.7	0.7	0	51.7	0.1	51.8	0.1	0	0.1	0.3	0.1	47	0.1	47.2	
Passenger Vehicles	0	0	23	23	0	1681	5	1686	4	0	5	9	4	1532	4	1540	3258
% Passenger Vehicles	0	0	95.8	95.8	0	92.4	100	92.4	100	0	100	100	80	92.7	100	92.7	92.6
Large 2 Axle Vehicles	0	0	0	0	0	75	0	75	0	0	0	0	1	72	0	73	148
% Large 2 Axle Vehicles	0	0	0	0	0	4.1	0	4.1	0	0	0	0	20	4.4	0	4.4	4.2
3 Axle Vehicles	0	0	1	1	0	18	0	18	0	0	0	0	0	14	0	14	33
% 3 Axle Vehicles	0	0	4.2	4.2	0	1	0	1	0	0	0	0	0	0.8	0	0.8	0.9
4+ Axle Trucks	0	0	0	0	0	46	0	46	0	0	0	0	0	35	0	35	81
% 4+ Axle Trucks	0	0	0	0	0	2.5	0	2.5	0	0	0	0	0	2.1	0	2.1	2.3

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	2	2	0	221	0	221	**3**	0	**1**	**4**	**1**	219	0	220	447
07:30 AM	0	0	5	5	0	**229**	**2**	**231**	0	0	0	0	0	256	**3**	259	**495**
07:45 AM	0	0	**6**	**6**	0	208	0	208	1	0	1	2	1	261	1	**263**	479
08:00 AM	0	0	1	1	0	223	1	224	0	0	1	1	1	**262**	0	263	489
Total Volume	0	0	14	14	0	881	3	884	4	0	3	7	3	998	4	1005	1910
% App. Total	0	0	100		0	99.7	0.3		57.1	0	42.9		0.3	99.3	0.4		
PHF	.000	.000	.583	.583	.000	.962	.375	.957	.333	.000	.750	.438	.750	.952	.333	.955	.965

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	**6**	**6**	0	**255**	0	**255**	0	0	**1**	1	**1**	219	0	220
+15 mins.	0	0	2	2	0	221	0	221	**3**	0	1	**4**	0	256	**3**	259
+30 mins.	0	0	5	5	0	229	**2**	231	0	0	0	0	1	261	1	**263**
+45 mins.	0	0	6	6	0	208	0	208	1	0	1	2	1	**262**	0	263
Total Volume	0	0	19	19	0	913	2	915	4	0	3	7	3	998	4	1005
% App. Total	0	0	100		0	99.8	0.2		57.1	0	42.9		0.3	99.3	0.4	
PHF	.000	.000	.792	.792	.000	.895	.250	.897	.333	.000	.750	.438	.750	.952	.333	.955

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County of Riverside
N/S: Decker Road
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File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

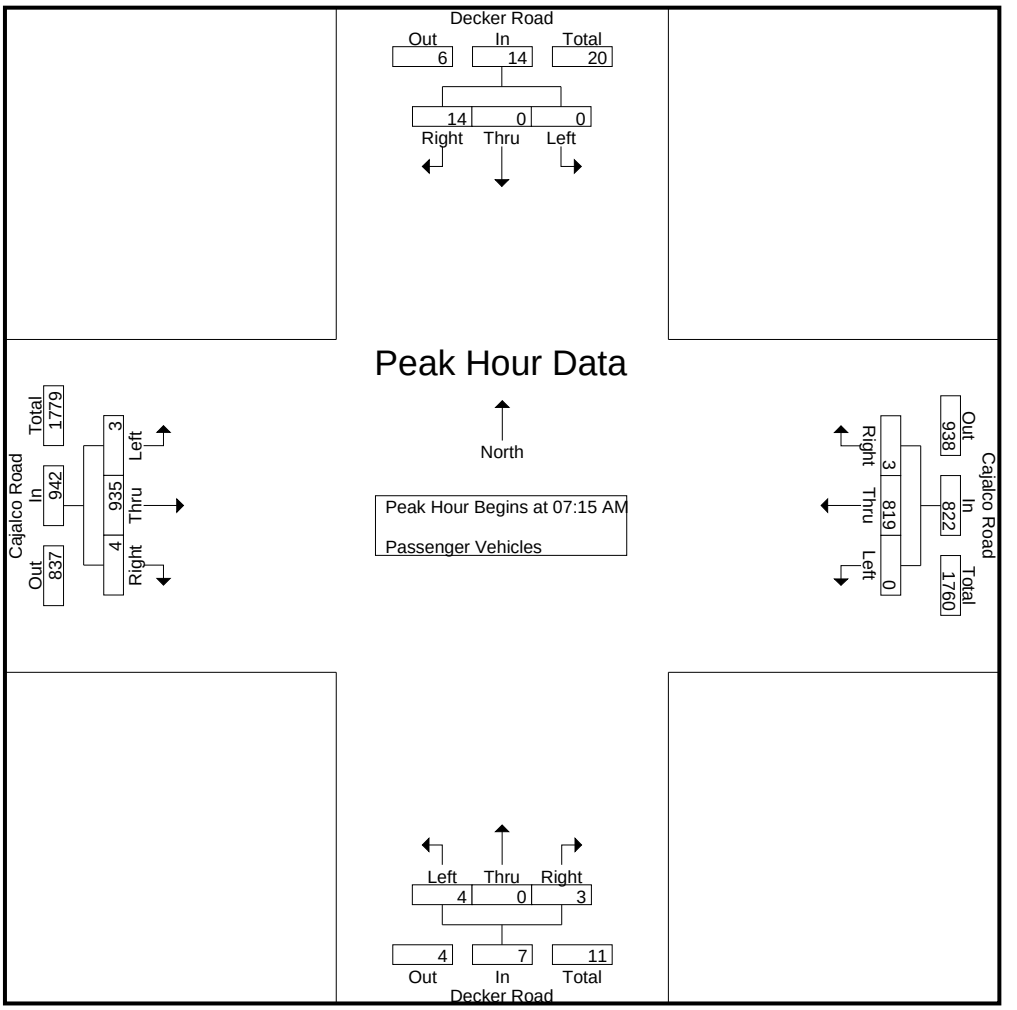
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	5	5	0	227	0	227	0	0	1	1	1	130	0	131	364
07:15 AM	0	0	2	2	0	207	0	207	3	0	1	4	1	207	0	208	421
07:30 AM	0	0	5	5	0	212	2	214	0	0	0	0	0	242	3	245	464
07:45 AM	0	0	6	6	0	188	0	188	1	0	1	2	1	247	1	249	445
Total	0	0	18	18	0	834	2	836	4	0	3	7	3	826	4	833	1694
08:00 AM	0	0	1	1	0	212	1	213	0	0	1	1	1	239	0	240	455
08:15 AM	0	0	2	2	0	218	0	218	0	0	0	0	0	176	0	176	396
08:30 AM	0	0	0	0	0	196	1	197	0	0	0	0	0	160	0	160	357
08:45 AM	0	0	2	2	0	221	1	222	0	0	1	1	0	131	0	131	356
Total	0	0	5	5	0	847	3	850	0	0	2	2	1	706	0	707	1564
Grand Total	0	0	23	23	0	1681	5	1686	4	0	5	9	4	1532	4	1540	3258
Apprch %	0	0	100		0	99.7	0.3		44.4	0	55.6		0.3	99.5	0.3		
Total %	0	0	0.7	0.7	0	51.6	0.2	51.7	0.1	0	0.2	0.3	0.1	47	0.1	47.3	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	2	2	0	207	0	207	**3**	0	**1**	**4**	**1**	207	0	208	421
07:30 AM	0	0	5	5	0	**212**	**2**	**214**	0	0	0	0	0	242	**3**	245	**464**
07:45 AM	0	0	**6**	**6**	0	188	0	188	1	0	1	2	1	**247**	1	**249**	445
08:00 AM	0	0	1	1	0	212	1	213	0	0	1	1	1	239	0	240	455
Total Volume	0	0	14	14	0	819	3	822	4	0	3	7	3	935	4	942	1785
% App. Total	0	0	100		0	99.6	0.4		57.1	0	42.9		0.3	99.3	0.4		
PHF	.000	.000	.583	.583	.000	.966	.375	.960	.333	.000	.750	.438	.750	.946	.333	.946	.962

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

County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	2	2	0	207	0	207	**3**	0	**1**	**4**	**1**	207	0	208
+15 mins.	0	0	5	5	0	**212**	**2**	**214**	0	0	0	0	0	242	**3**	245
+30 mins.	0	0	**6**	**6**	0	188	0	188	1	0	1	2	1	**247**	1	**249**
+45 mins.	0	0	1	1	0	212	1	213	0	0	1	1	1	239	0	240
Total Volume	0	0	14	14	0	819	3	822	4	0	3	7	3	935	4	942
% App. Total	0	0	100		0	99.6	0.4		57.1	0	42.9		0.3	99.3	0.4	
PHF	.000	.000	.583	.583	.000	.966	.375	.960	.333	.000	.750	.438	.750	.946	.333	.946

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

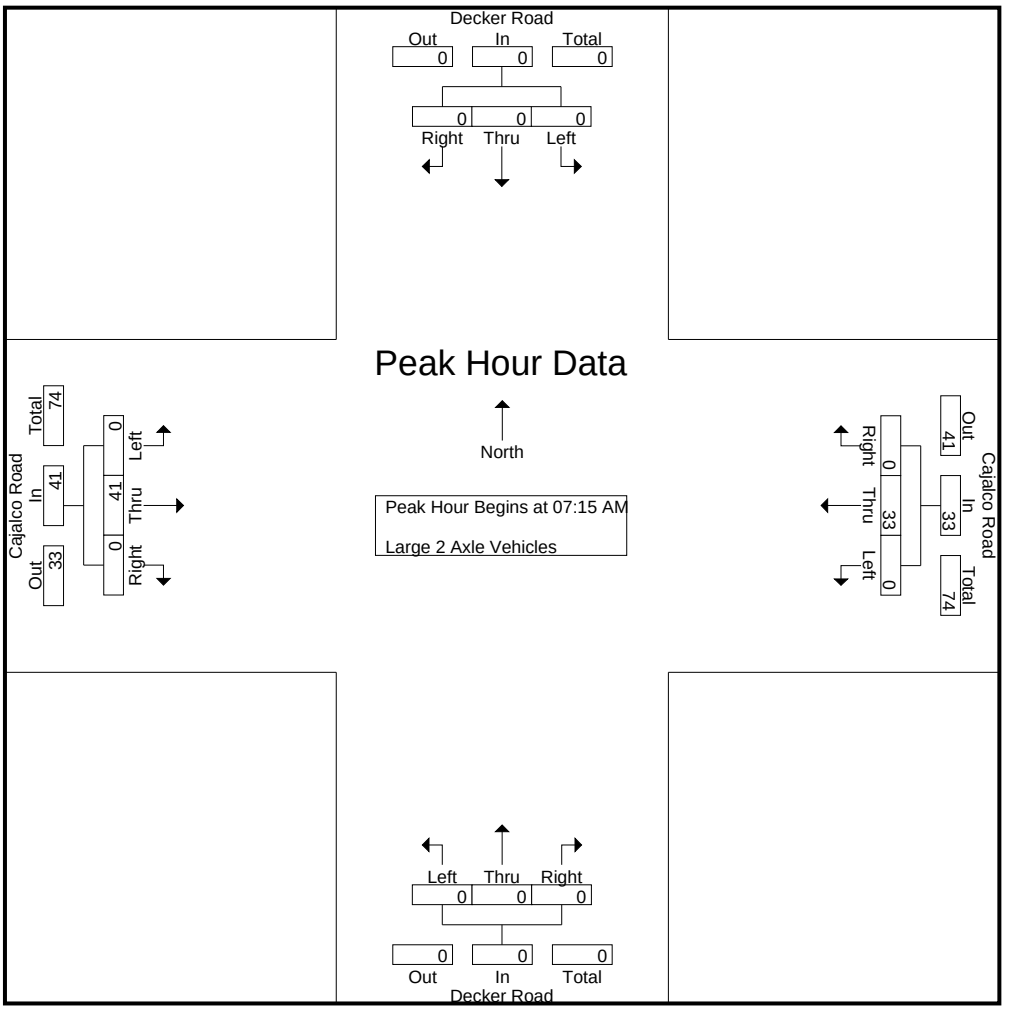
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	14	0	14	32
07:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
Total	0	0	0	0	0	42	0	42	0	0	0	0	0	44	0	44	86
08:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	1	6	0	7	16
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
08:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
Total	0	0	0	0	0	33	0	33	0	0	0	0	1	28	0	29	62
Grand Total	0	0	0	0	0	75	0	75	0	0	0	0	1	72	0	73	148
Apprch %	0	0	0		0	100	0		0	0	0		1.4	98.6	0		
Total %	0	0	0	0	0	50.7	0	50.7	0	0	0	0	0.7	48.6	0	49.3	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	8	0	8	0	0	0	0	0	8	0	8	16
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10	16
07:45 AM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**12**	0	**12**	**22**
08:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11	20
Total Volume	0	0	0	0	0	33	0	33	0	0	0	0	0	41	0	41	74
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.825	.000	.825	.000	.000	.000	.000	.000	.854	.000	.854	.841

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	8	0	8	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	10	0	10
+30 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**12**	0	**12**
+45 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	11	0	11
Total Volume	0	0	0	0	0	33	0	33	0	0	0	0	0	41	0	41
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.825	.000	.825	.000	.000	.000	.000	.000	.854	.000	.854

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

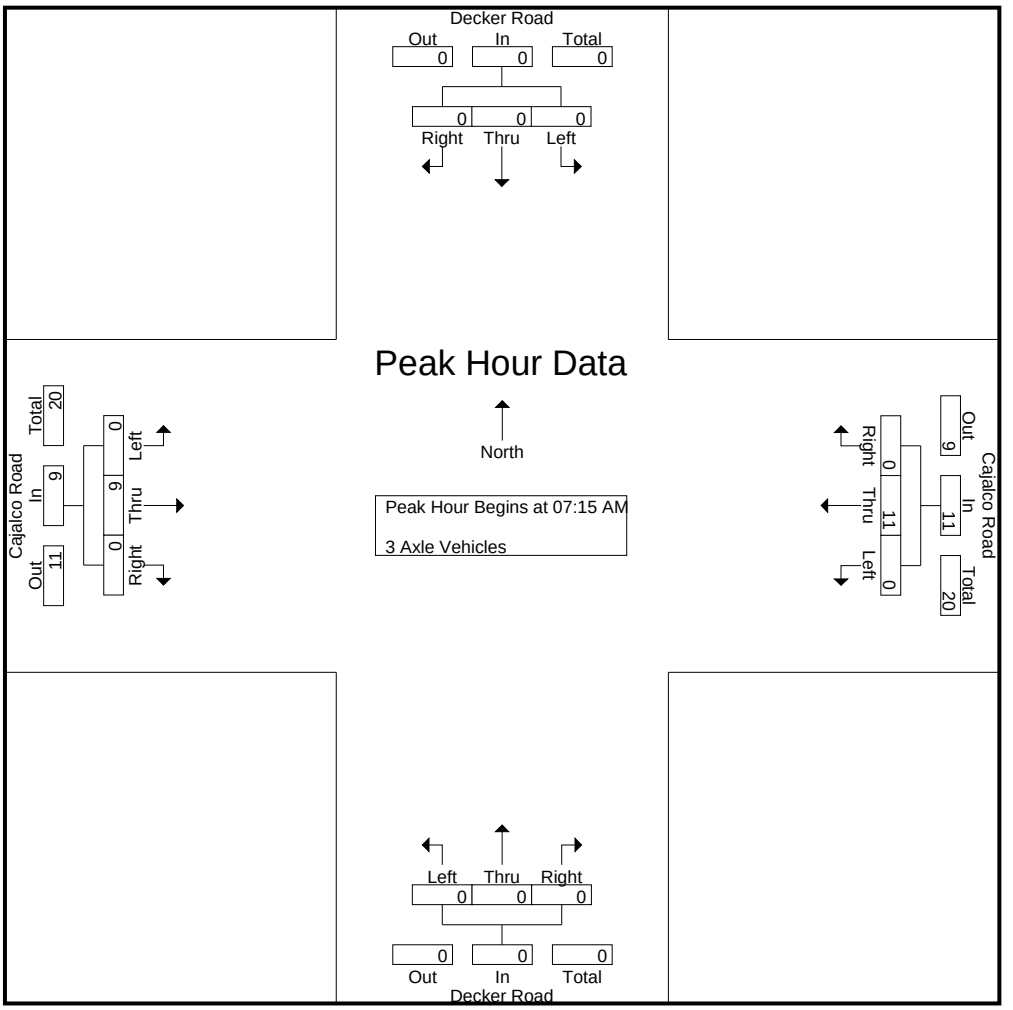
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	1	1	0	13	0	13	0	0	0	0	0	5	0	5	19
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
Grand Total	0	0	1	1	0	18	0	18	0	0	0	0	0	14	0	14	33
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	3	3	0	54.5	0	54.5	0	0	0	0	0	42.4	0	42.4	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**	**8**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.375	.000	.375	.625

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.375	.000	.375

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

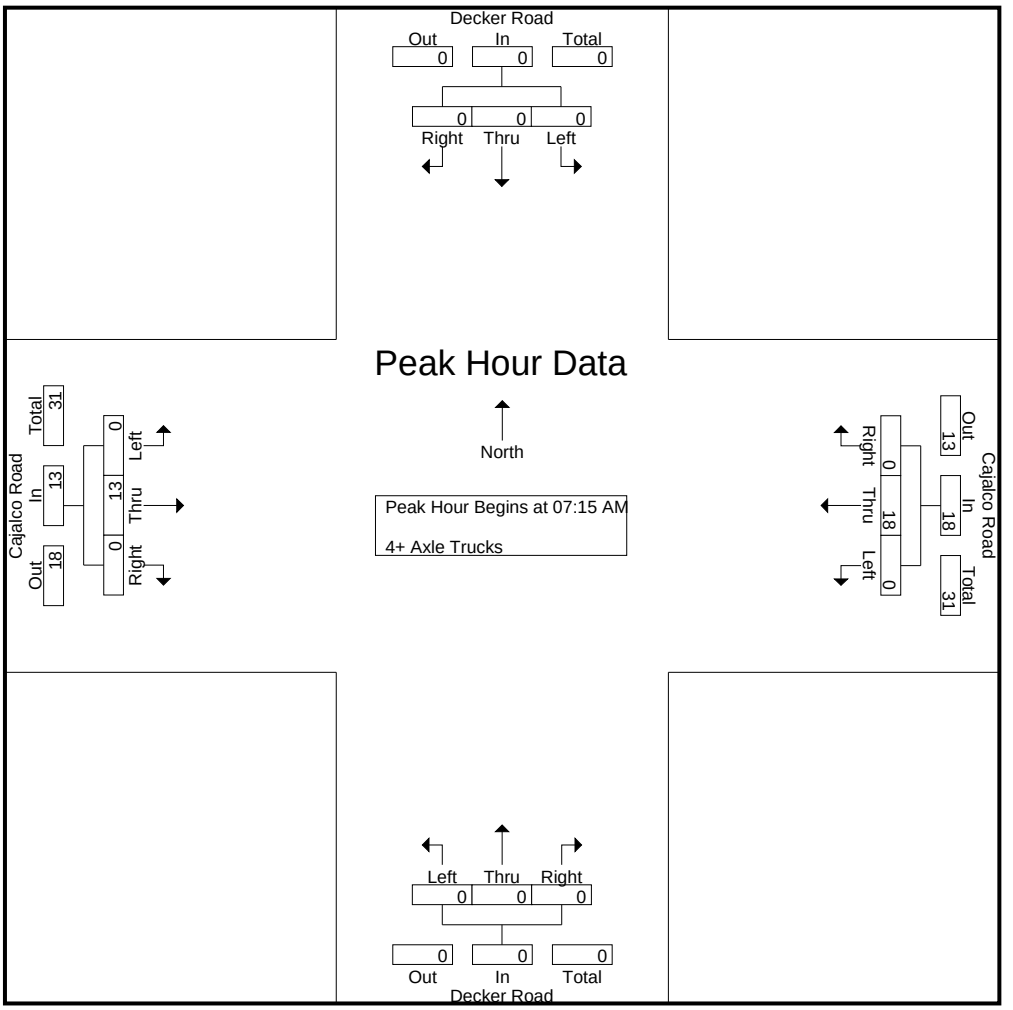
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	0	0	0	0	0	24	0	24	0	0	0	0	0	13	0	13	37
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
08:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	22	0	22	44
Grand Total	0	0	0	0	0	46	0	46	0	0	0	0	0	35	0	35	81
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	56.8	0	56.8	0	0	0	0	0	43.2	0	43.2	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	3	0	3	**10**
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**	6
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	13	0	13	31
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.542	.000	.542	.775

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	13	0	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.542	.000	.542

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

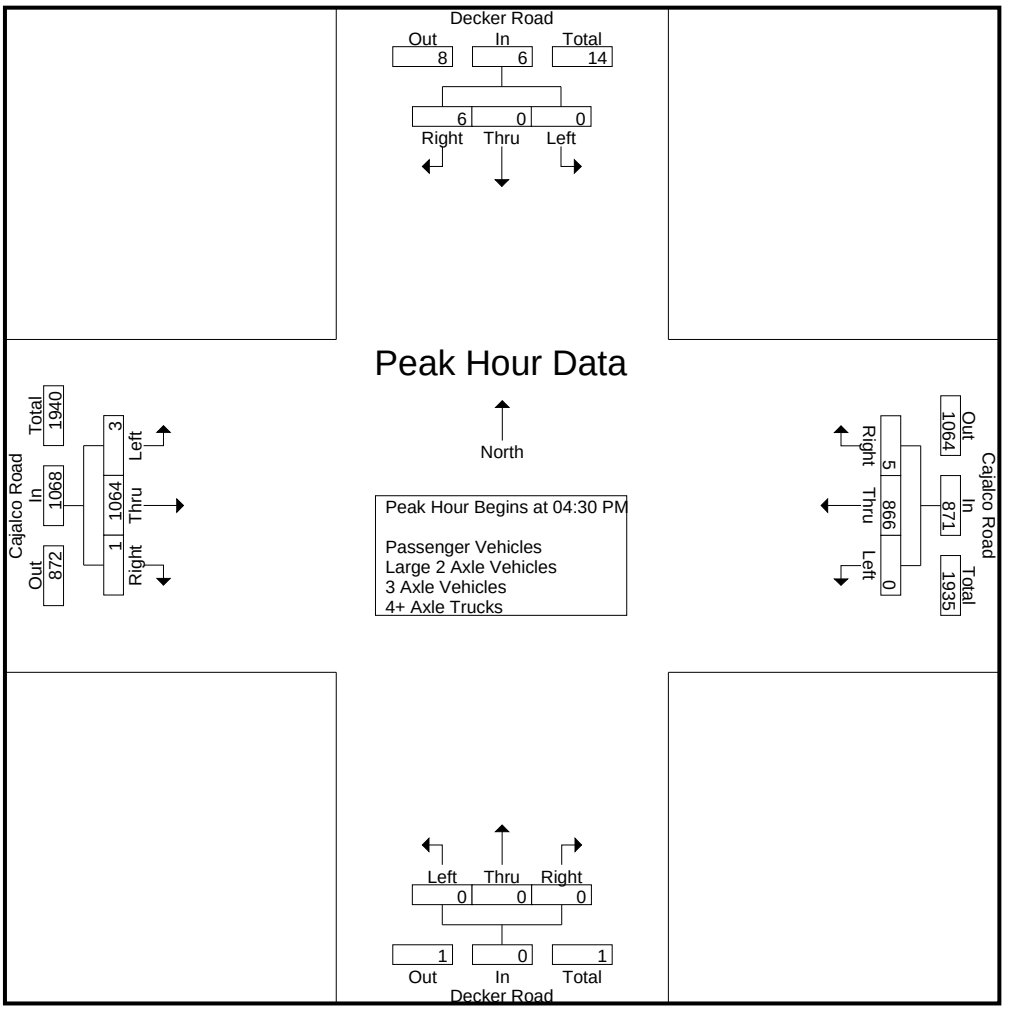
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	240	0	240	0	0	0	0	2	272	0	274	514
04:15 PM	0	0	2	2	0	224	1	225	0	0	0	0	0	235	0	235	462
04:30 PM	0	0	3	3	0	210	3	213	0	0	0	0	2	259	0	261	477
04:45 PM	0	0	2	2	0	211	2	213	0	0	0	0	1	264	1	266	481
Total	0	0	7	7	0	885	6	891	0	0	0	0	5	1030	1	1036	1934
05:00 PM	0	0	0	0	0	223	0	223	0	0	0	0	0	264	0	264	487
05:15 PM	0	0	1	1	0	222	0	222	0	0	0	0	0	277	0	277	500
05:30 PM	1	0	0	1	0	174	2	176	0	0	0	0	1	266	0	267	444
05:45 PM	0	0	1	1	0	173	3	176	0	0	0	0	1	259	0	260	437
Total	1	0	2	3	0	792	5	797	0	0	0	0	2	1066	0	1068	1868
Grand Total	1	0	9	10	0	1677	11	1688	0	0	0	0	7	2096	1	2104	3802
Apprch %	10	0	90		0	99.3	0.7		0	0	0		0.3	99.6	0		
Total %	0	0	0.2	0.3	0	44.1	0.3	44.4	0	0	0	0	0.2	55.1	0	55.3	
Passenger Vehicles	1	0	9	10	0	1572	11	1583	0	0	0	0	6	2006	1	2013	3606
% Passenger Vehicles	100	0	100	100	0	93.7	100	93.8	0	0	0	0	85.7	95.7	100	95.7	94.8
Large 2 Axle Vehicles	0	0	0	0	0	43	0	43	0	0	0	0	0	54	0	54	97
% Large 2 Axle Vehicles	0	0	0	0	0	2.6	0	2.5	0	0	0	0	0	2.6	0	2.6	2.6
3 Axle Vehicles	0	0	0	0	0	15	0	15	0	0	0	0	1	13	0	14	29
% 3 Axle Vehicles	0	0	0	0	0	0.9	0	0.9	0	0	0	0	14.3	0.6	0	0.7	0.8
4+ Axle Trucks	0	0	0	0	0	47	0	47	0	0	0	0	0	23	0	23	70
% 4+ Axle Trucks	0	0	0	0	0	2.8	0	2.8	0	0	0	0	0	1.1	0	1.1	1.8

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	**3**	**3**	0	210	**3**	213	0	0	0	0	**2**	259	0	261	477
04:45 PM	0	0	2	2	0	211	2	213	0	0	0	0	1	264	**1**	266	481
05:00 PM	0	0	0	0	0	**223**	0	**223**	0	0	0	0	0	264	0	264	487
05:15 PM	0	0	1	1	0	222	0	222	0	0	0	0	0	**277**	0	**277**	**500**
Total Volume	0	0	6	6	0	866	5	871	0	0	0	0	3	1064	1	1068	1945
% App. Total	0	0	100		0	99.4	0.6		0	0	0		0.3	99.6	0.1		
PHF	.000	.000	.500	.500	.000	.971	.417	.976	.000	.000	.000	.000	.375	.960	.250	.964	.973

Counts Unlimited, Inc.
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(951)268-6268

County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**240**	0	**240**	0	0	0	0	**1**	264	**1**	266
+15 mins.	0	0	2	2	0	224	1	225	0	0	0	0	0	264	0	264
+30 mins.	0	0	**3**	**3**	0	210	**3**	213	0	0	0	0	0	**277**	0	**277**
+45 mins.	0	0	2	2	0	211	2	213	0	0	0	0	1	266	0	267
Total Volume	0	0	7	7	0	885	6	891	0	0	0	0	2	1071	1	1074
% App. Total	0	0	100		0	99.3	0.7		0	0	0		0.2	99.7	0.1	
PHF	.000	.000	.583	.583	.000	.922	.500	.928	.000	.000	.000	.000	.500	.967	.250	.969

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

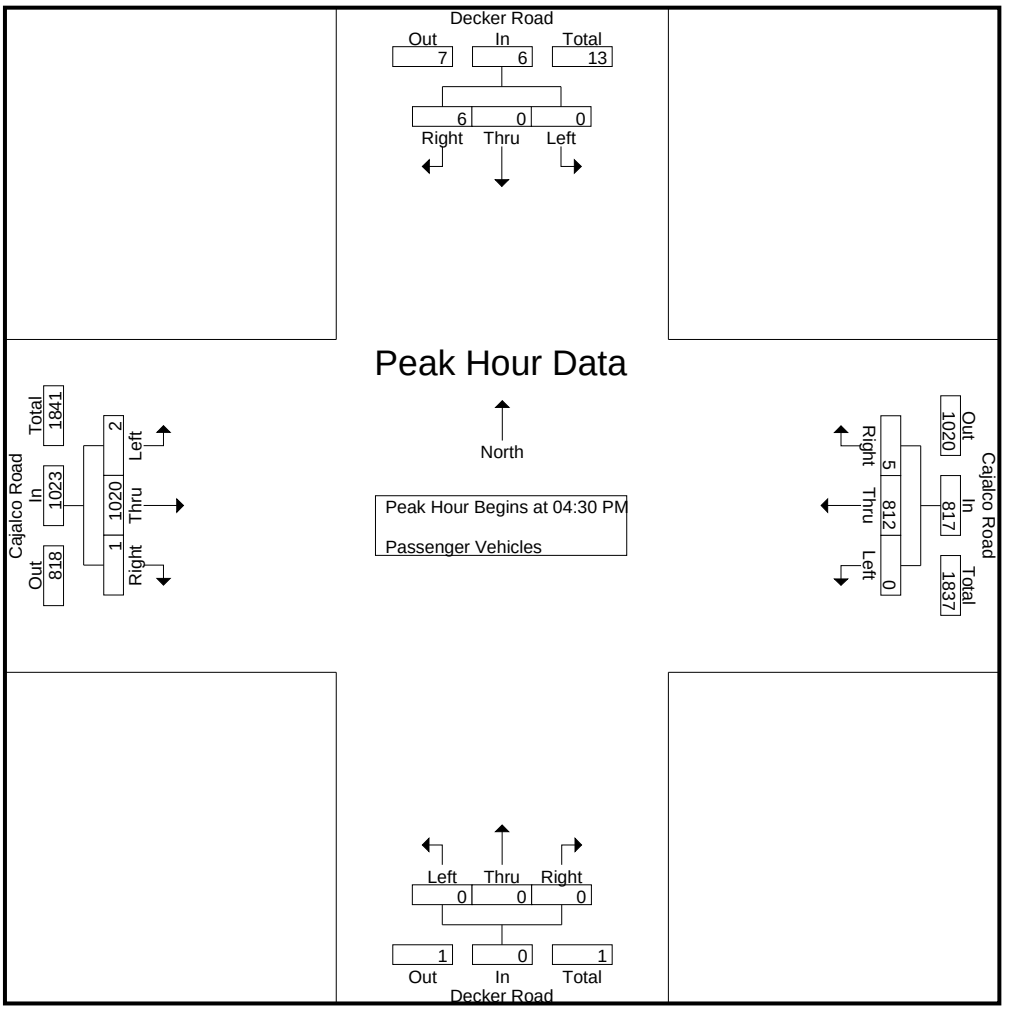
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	225	0	225	0	0	0	0	2	259	0	261	486
04:15 PM	0	0	2	2	0	208	1	209	0	0	0	0	0	224	0	224	435
04:30 PM	0	0	3	3	0	200	3	203	0	0	0	0	1	250	0	251	457
04:45 PM	0	0	2	2	0	198	2	200	0	0	0	0	1	253	1	255	457
Total	0	0	7	7	0	831	6	837	0	0	0	0	4	986	1	991	1835
05:00 PM	0	0	0	0	0	204	0	204	0	0	0	0	0	252	0	252	456
05:15 PM	0	0	1	1	0	210	0	210	0	0	0	0	0	265	0	265	476
05:30 PM	1	0	0	1	0	162	2	164	0	0	0	0	1	258	0	259	424
05:45 PM	0	0	1	1	0	165	3	168	0	0	0	0	1	245	0	246	415
Total	1	0	2	3	0	741	5	746	0	0	0	0	2	1020	0	1022	1771
Grand Total	1	0	9	10	0	1572	11	1583	0	0	0	0	6	2006	1	2013	3606
Apprch %	10	0	90		0	99.3	0.7		0	0	0		0.3	99.7	0		
Total %	0	0	0.2	0.3	0	43.6	0.3	43.9	0	0	0	0	0.2	55.6	0	55.8	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	**3**	**3**	0	200	**3**	203	0	0	0	0	**1**	250	0	251	457
04:45 PM	0	0	2	2	0	198	2	200	0	0	0	0	1	253	**1**	255	457
05:00 PM	0	0	0	0	0	204	0	204	0	0	0	0	0	252	0	252	456
05:15 PM	0	0	1	1	0	**210**	0	**210**	0	0	0	0	0	**265**	0	**265**	**476**
Total Volume	0	0	6	6	0	812	5	817	0	0	0	0	2	1020	1	1023	1846
% App. Total	0	0	100		0	99.4	0.6		0	0	0		0.2	99.7	0.1		
PHF	.000	.000	.500	.500	.000	.967	.417	.973	.000	.000	.000	.000	.500	.962	.250	.965	.970

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

County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	**3**	**3**	0	200	**3**	203	0	0	0	0	**1**	250	0	251
+15 mins.	0	0	2	2	0	198	2	200	0	0	0	0	1	253	**1**	255
+30 mins.	0	0	0	0	0	204	0	204	0	0	0	0	0	252	0	252
+45 mins.	0	0	1	1	0	**210**	0	**210**	0	0	0	0	0	**265**	0	**265**
Total Volume	0	0	6	6	0	812	5	817	0	0	0	0	2	1020	1	1023
% App. Total	0	0	100		0	99.4	0.6		0	0	0		0.2	99.7	0.1	
PHF	.000	.000	.500	.500	.000	.967	.417	.973	.000	.000	.000	.000	.500	.962	.250	.965

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

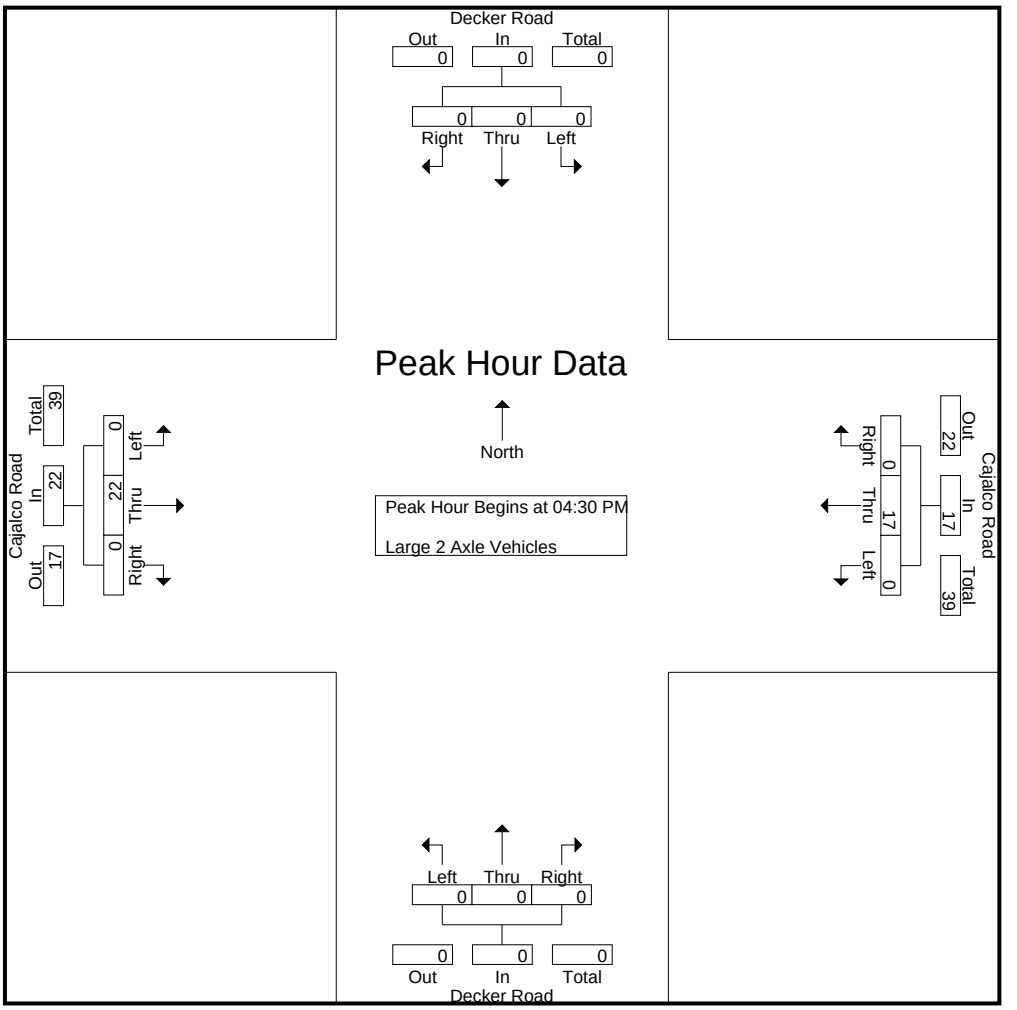
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
04:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total	0	0	0	0	0	23	0	23	0	0	0	0	0	25	0	25	48
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	29	0	29	49
Grand Total	0	0	0	0	0	43	0	43	0	0	0	0	0	54	0	54	97
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	44.3	0	44.3	0	0	0	0	0	55.7	0	55.7	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	**7**	0	**7**	11
05:00 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	6	0	6	**12**
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	22	0	22	39
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.000	.786	.000	.786	.813

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**7**	0	**7**
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	22	0	22
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.000	.786	.000	.786

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

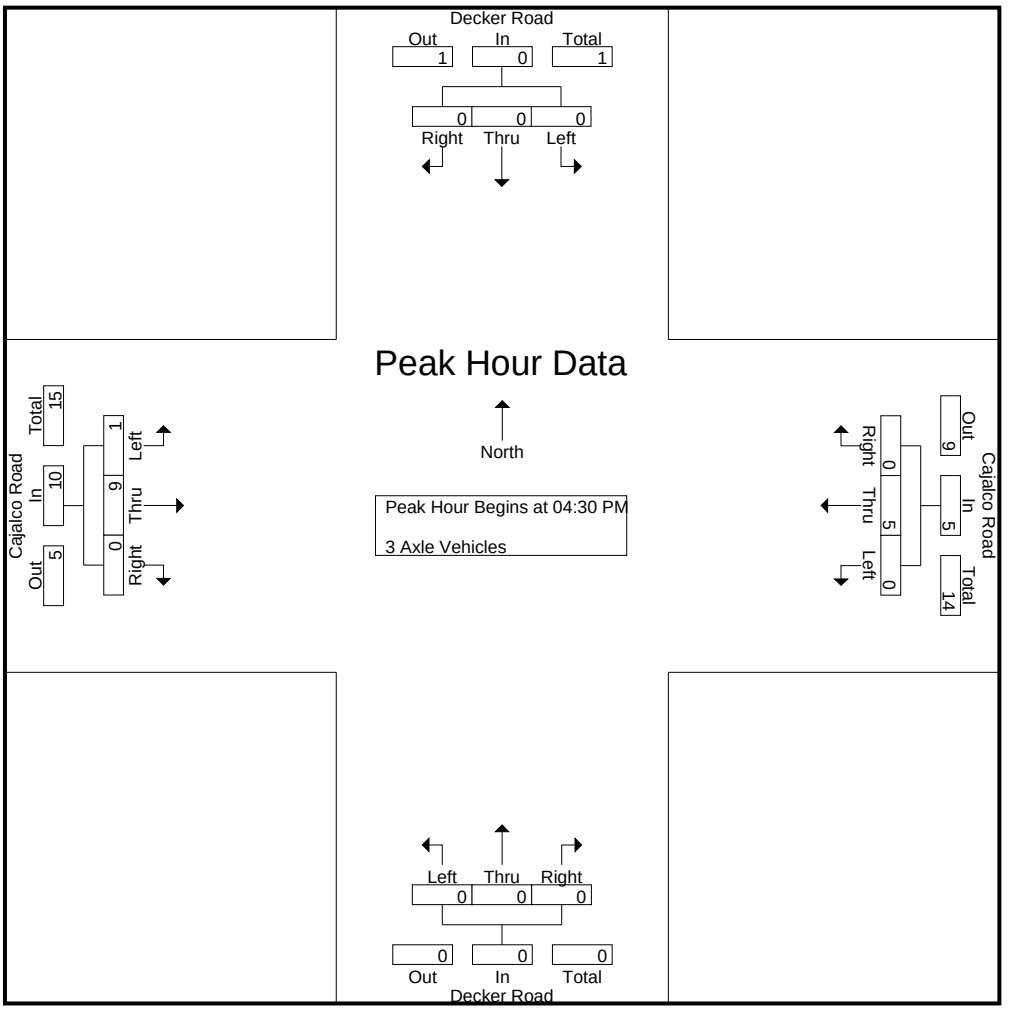
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	11	0	11	0	0	0	0	1	5	0	6	17
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
Grand Total	0	0	0	0	0	15	0	15	0	0	0	0	1	13	0	14	29
Apprch %	0	0	0		0	100	0		0	0	0		7.1	92.9	0		
Total %	0	0	0	0	0	51.7	0	51.7	0	0	0	0	3.4	44.8	0	48.3	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	**1**	**3**	0	**4**	**4**
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	9	0	10	15
% App. Total	0	0	0		0	100	0		0	0	0		10	90	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.625	.938

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	9	0	10
% App. Total	0	0	0		0	100	0		0	0	0		10	90	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.625

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

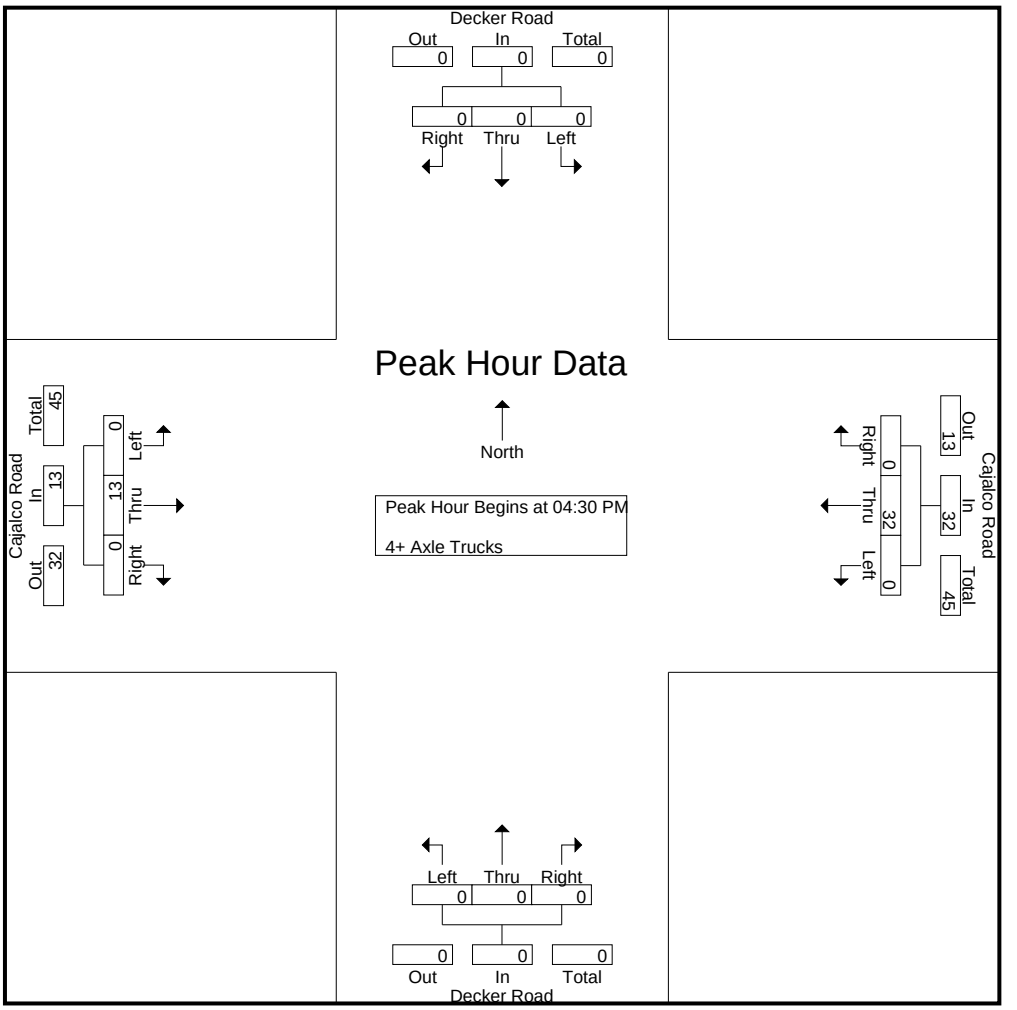
	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	14	0	14	34
05:00 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
05:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	27	0	27	0	0	0	0	0	9	0	9	36
Grand Total	0	0	0	0	0	47	0	47	0	0	0	0	0	23	0	23	70
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	67.1	0	67.1	0	0	0	0	0	32.9	0	32.9	

	Decker Road Southbound				Cajalco Road Westbound				Decker Road Northbound				Cajalco 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	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
05:00 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	**4**	0	**4**	**15**
05:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total Volume	0	0	0	0	0	32	0	32	0	0	0	0	0	13	0	13	45
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.727	.000	.727	.000	.000	.000	.000	.000	.813	.000	.813	.750

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County of Riverside
N/S: Decker Road
E/W: Cajalco Road
Weather: Clear

File Name : 03_CRV_Decker_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
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				04:30 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	32	0	32	0	0	0	0	0	13	0	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.727	.000	.727	.000	.000	.000	.000	.000	.813	.000	.813

Location: County of Riverside
N/S: Decker Road
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Decker Road	East Leg Cajalco Road	South Leg Decker Road	West Leg Cajalco 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 Decker Road	East Leg Cajalco Road	South Leg Decker Road	West Leg Cajalco 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

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951-268-6268

Location: County of Riverside
N/S: Decker Road
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Decker Road			Westbound Cajalco Road			Northbound Decker Road			Eastbound Cajalco 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	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Decker Road			Westbound Cajalco Road			Northbound Decker Road			Eastbound Cajalco 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	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

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

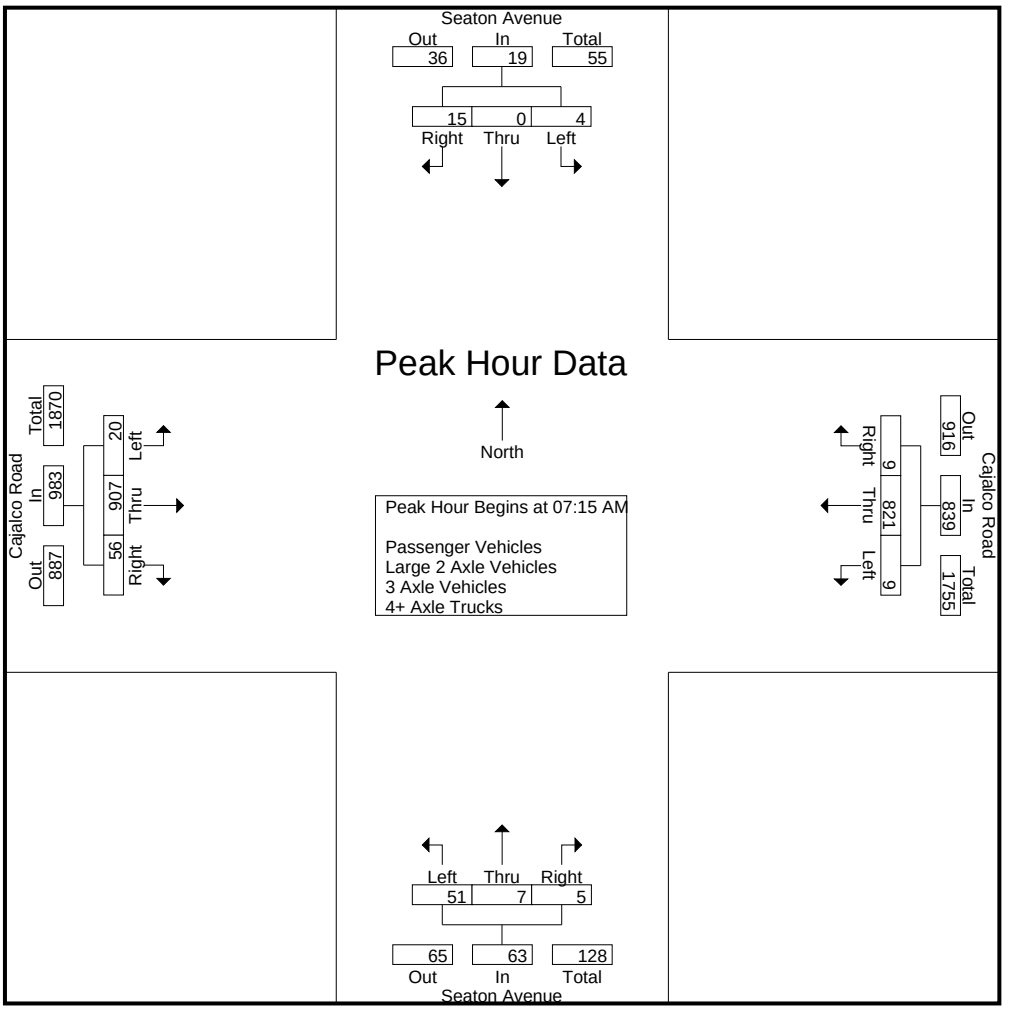
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	2	226	5	233	18	2	2	22	5	144	6	155	411
07:15 AM	0	0	5	5	1	209	1	211	14	2	2	18	2	210	7	219	453
07:30 AM	2	0	3	5	2	207	0	209	11	1	0	12	3	218	18	239	465
07:45 AM	1	0	3	4	4	203	3	210	14	3	1	18	5	248	17	270	502
Total	3	0	12	15	9	845	9	863	57	8	5	70	15	820	48	883	1831
08:00 AM	1	0	4	5	2	202	5	209	12	1	2	15	10	231	14	255	484
08:15 AM	0	0	1	1	0	197	33	230	13	1	2	16	4	179	9	192	439
08:30 AM	1	0	3	4	4	206	1	211	6	1	2	9	3	166	7	176	400
08:45 AM	1	0	1	2	1	236	9	246	6	2	2	10	1	140	3	144	402
Total	3	0	9	12	7	841	48	896	37	5	8	50	18	716	33	767	1725
Grand Total	6	0	21	27	16	1686	57	1759	94	13	13	120	33	1536	81	1650	3556
Apprch %	22.2	0	77.8		0.9	95.8	3.2		78.3	10.8	10.8		2	93.1	4.9		
Total %	0.2	0	0.6	0.8	0.4	47.4	1.6	49.5	2.6	0.4	0.4	3.4	0.9	43.2	2.3	46.4	
Passenger Vehicles	5	0	17	22	14	1560	53	1627	88	12	10	110	30	1417	76	1523	3282
% Passenger Vehicles	83.3	0	81	81.5	87.5	92.5	93	92.5	93.6	92.3	76.9	91.7	90.9	92.3	93.8	92.3	92.3
Large 2 Axle Vehicles	1	0	3	4	1	60	2	63	5	0	2	7	3	72	3	78	152
% Large 2 Axle Vehicles	16.7	0	14.3	14.8	6.2	3.6	3.5	3.6	5.3	0	15.4	5.8	9.1	4.7	3.7	4.7	4.3
3 Axle Vehicles	0	0	0	0	0	17	0	17	1	0	1	2	0	11	2	13	32
% 3 Axle Vehicles	0	0	0	0	0	1	0	1	1.1	0	7.7	1.7	0	0.7	2.5	0.8	0.9
4+ Axle Trucks	0	0	1	1	1	49	2	52	0	1	0	1	0	36	0	36	90
% 4+ Axle Trucks	0	0	4.8	3.7	6.2	2.9	3.5	3	0	7.7	0	0.8	0	2.3	0	2.2	2.5

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	**5**	**5**	1	**209**	1	**211**	**14**	2	**2**	**18**	2	210	7	219	453
07:30 AM	**2**	0	3	5	2	207	0	209	11	1	0	12	3	218	**18**	239	465
07:45 AM	1	0	3	4	**4**	203	3	210	14	**3**	1	18	5	**248**	17	**270**	**502**
08:00 AM	1	0	4	5	2	202	**5**	209	12	1	2	15	**10**	231	14	255	484
Total Volume	4	0	15	19	9	821	9	839	51	7	5	63	20	907	56	983	1904
% App. Total	21.1	0	78.9		1.1	97.9	1.1		81	11.1	7.9		2	92.3	5.7		
PHF	.500	.000	.750	.950	.563	.982	.450	.994	.911	.583	.625	.875	.500	.914	.778	.910	.948

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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				08:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	**5**	**5**	2	202	5	209	**18**	2	**2**	**22**	2	210	7	219
+15 mins.	**2**	0	3	5	0	197	**33**	230	14	2	2	18	3	218	**18**	239
+30 mins.	1	0	3	4	**4**	206	1	211	11	1	0	12	5	**248**	17	**270**
+45 mins.	1	0	4	5	1	**236**	9	**246**	14	**3**	1	18	**10**	231	14	255
Total Volume	4	0	15	19	7	841	48	896	57	8	5	70	20	907	56	983
% App. Total	21.1	0	78.9		0.8	93.9	5.4		81.4	11.4	7.1		2	92.3	5.7	
PHF	.500	.000	.750	.950	.438	.891	.364	.911	.792	.667	.625	.795	.500	.914	.778	.910

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County of Riverside
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File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

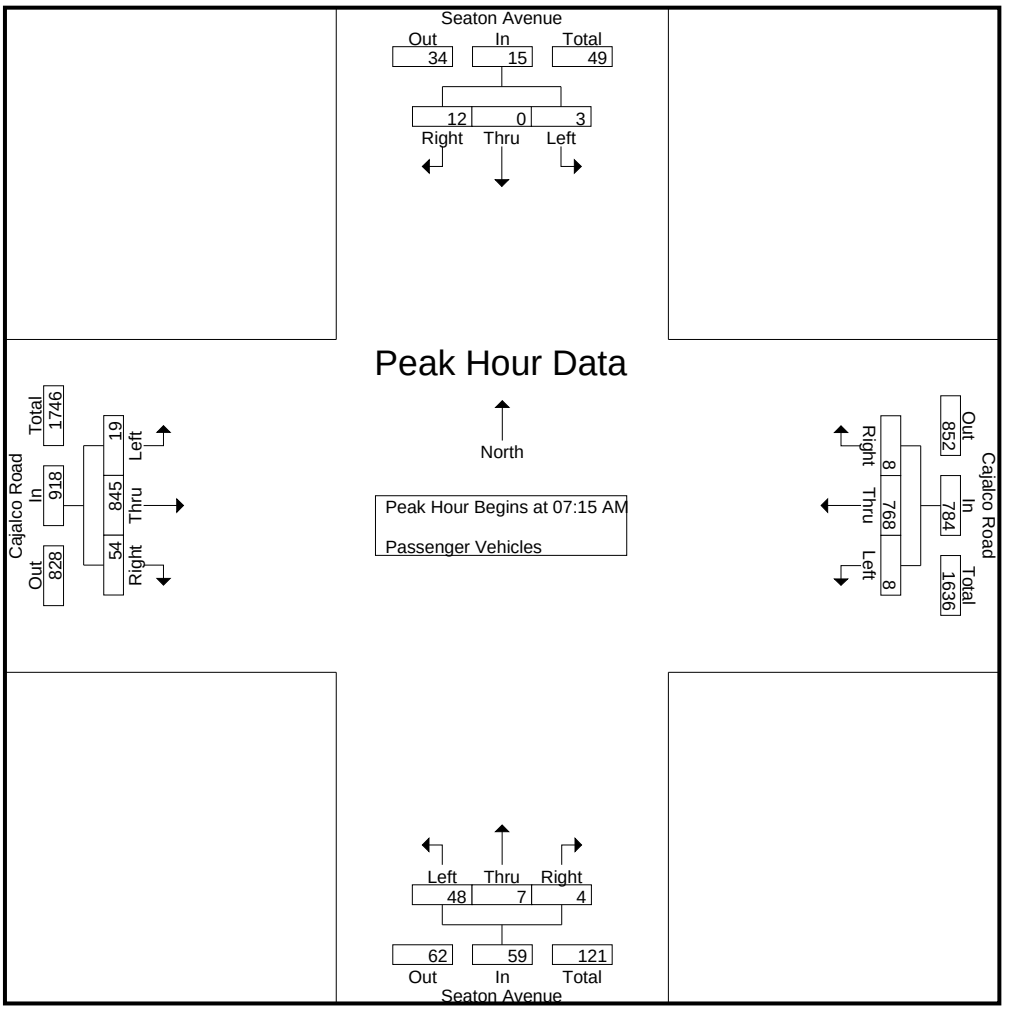
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	2	202	4	208	15	1	1	17	3	124	4	131	357
07:15 AM	0	0	4	4	1	198	0	199	12	2	2	16	2	197	7	206	425
07:30 AM	2	0	2	4	1	192	0	193	10	1	0	11	3	207	18	228	436
07:45 AM	0	0	2	2	4	186	3	193	14	3	1	18	5	233	16	254	467
Total	2	0	9	11	8	778	7	793	51	7	4	62	13	761	45	819	1685
08:00 AM	1	0	4	5	2	192	5	199	12	1	1	14	9	208	13	230	448
08:15 AM	0	0	1	1	0	181	32	213	13	1	1	15	4	162	8	174	403
08:30 AM	1	0	2	3	3	193	1	197	6	1	2	9	3	157	7	167	376
08:45 AM	1	0	1	2	1	216	8	225	6	2	2	10	1	129	3	133	370
Total	3	0	8	11	6	782	46	834	37	5	6	48	17	656	31	704	1597
Grand Total	5	0	17	22	14	1560	53	1627	88	12	10	110	30	1417	76	1523	3282
Apprch %	22.7	0	77.3		0.9	95.9	3.3		80	10.9	9.1		2	93	5		
Total %	0.2	0	0.5	0.7	0.4	47.5	1.6	49.6	2.7	0.4	0.3	3.4	0.9	43.2	2.3	46.4	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	**4**	4	1	**198**	0	**199**	12	2	**2**	16	2	197	7	206	425
07:30 AM	**2**	0	2	4	1	192	0	193	10	1	0	11	3	207	**18**	228	436
07:45 AM	0	0	2	2	**4**	186	3	193	**14**	**3**	1	**18**	5	**233**	16	**254**	**467**
08:00 AM	1	0	4	**5**	2	192	**5**	199	12	1	1	14	**9**	208	13	230	448
Total Volume	3	0	12	15	8	768	8	784	48	7	4	59	19	845	54	918	1776
% App. Total	20	0	80		1	98	1		81.4	11.9	6.8		2.1	92	5.9		
PHF	.375	.000	.750	.750	.500	.970	.400	.985	.857	.583	.500	.819	.528	.907	.750	.904	.951

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	**4**	4	1	**198**	0	**199**	12	2	**2**	16	2	197	7	206
+15 mins.	**2**	0	2	4	1	192	0	193	10	1	0	11	3	207	**18**	228
+30 mins.	0	0	2	2	**4**	186	3	193	**14**	**3**	1	**18**	5	**233**	16	**254**
+45 mins.	1	0	4	**5**	2	192	**5**	199	12	1	1	14	**9**	208	13	230
Total Volume	3	0	12	15	8	768	8	784	48	7	4	59	19	845	54	918
% App. Total	20	0	80		1	98	1		81.4	11.9	6.8		2.1	92	5.9	
PHF	.375	.000	.750	.750	.500	.970	.400	.985	.857	.583	.500	.819	.528	.907	.750	.904

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County of Riverside
N/S: Seaton Avenue
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File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

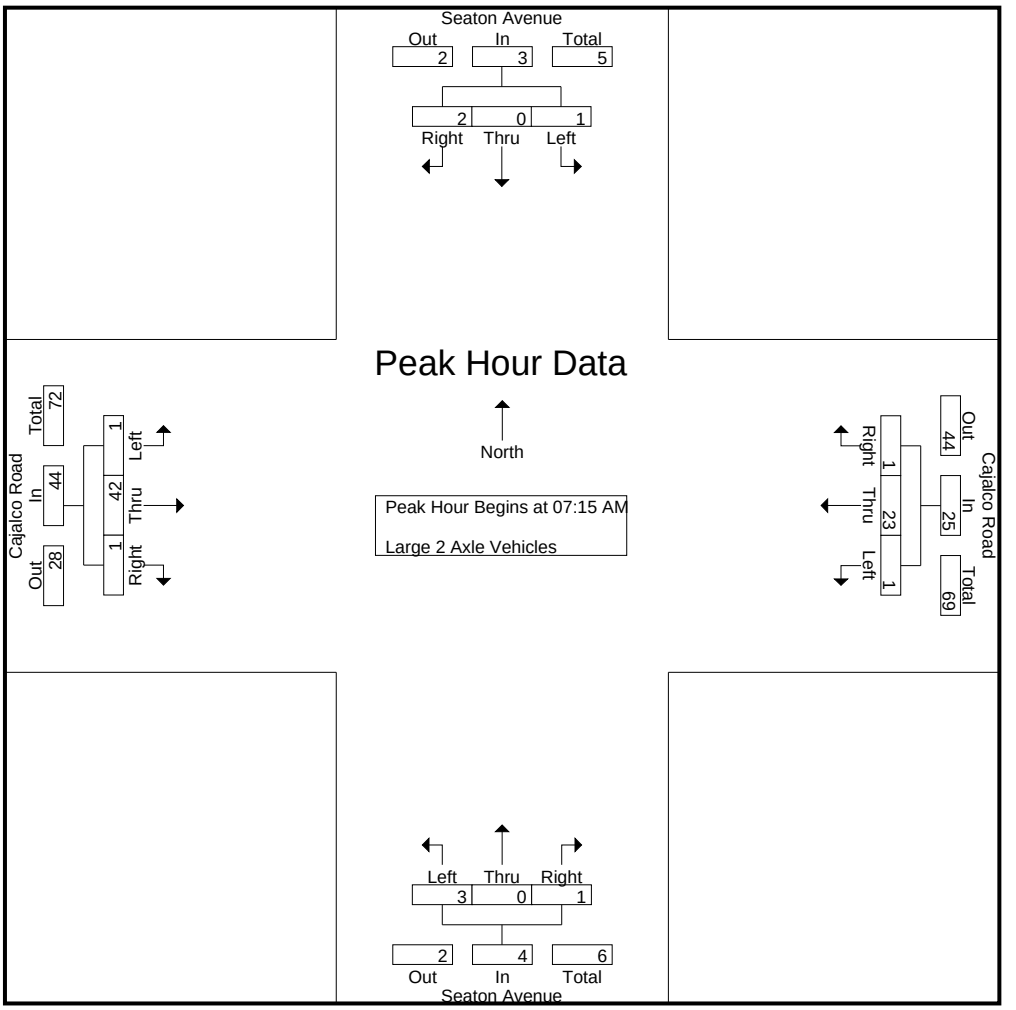
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	15	0	15	2	0	1	3	2	12	1	15	33
07:15 AM	0	0	1	1	0	5	1	6	2	0	0	2	0	10	0	10	19
07:30 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	9	0	9	15
07:45 AM	1	0	1	2	0	6	0	6	0	0	0	0	0	11	1	12	20
Total	1	0	2	3	1	30	1	32	5	0	1	6	2	42	2	46	87
08:00 AM	0	0	0	0	0	8	0	8	0	0	1	1	1	12	0	13	22
08:15 AM	0	0	0	0	0	8	1	9	0	0	0	0	0	7	1	8	17
08:30 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	4	0	4	10
08:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
Total	0	0	1	1	0	30	1	31	0	0	1	1	1	30	1	32	65
Grand Total	1	0	3	4	1	60	2	63	5	0	2	7	3	72	3	78	152
Apprch %	25	0	75		1.6	95.2	3.2		71.4	0	28.6		3.8	92.3	3.8		
Total %	0.7	0	2	2.6	0.7	39.5	1.3	41.4	3.3	0	1.3	4.6	2	47.4	2	51.3	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	**1**	1	0	5	**1**	6	**2**	0	0	**2**	0	10	0	10	19
07:30 AM	0	0	0	0	**1**	4	0	5	1	0	0	1	0	9	0	9	15
07:45 AM	**1**	0	1	**2**	0	6	0	6	0	0	0	0	0	11	**1**	12	20
08:00 AM	0	0	0	0	0	**8**	0	**8**	0	0	**1**	1	**1**	**12**	0	**13**	**22**
Total Volume	1	0	2	3	1	23	1	25	3	0	1	4	1	42	1	44	76
% App. Total	33.3	0	66.7		4	92	4		75	0	25		2.3	95.5	2.3		
PHF	.250	.000	.500	.375	.250	.719	.250	.781	.375	.000	.250	.500	.250	.875	.250	.846	.864

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N/S: Seaton Avenue
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File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	**1**	1	0	5	**1**	6	**2**	0	0	**2**	0	10	0	10
+15 mins.	0	0	0	0	**1**	4	0	5	1	0	0	1	0	9	0	9
+30 mins.	**1**	0	1	**2**	0	6	0	6	0	0	0	0	0	11	**1**	12
+45 mins.	0	0	0	0	0	**8**	0	**8**	0	0	**1**	1	**1**	**12**	0	**13**
Total Volume	1	0	2	3	1	23	1	25	3	0	1	4	1	42	1	44
% App. Total	33.3	0	66.7		4	92	4		75	0	25		2.3	95.5	2.3	
PHF	.250	.000	.500	.375	.250	.719	.250	.781	.375	.000	.250	.500	.250	.875	.250	.846

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County of Riverside
N/S: Seaton Avenue
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File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

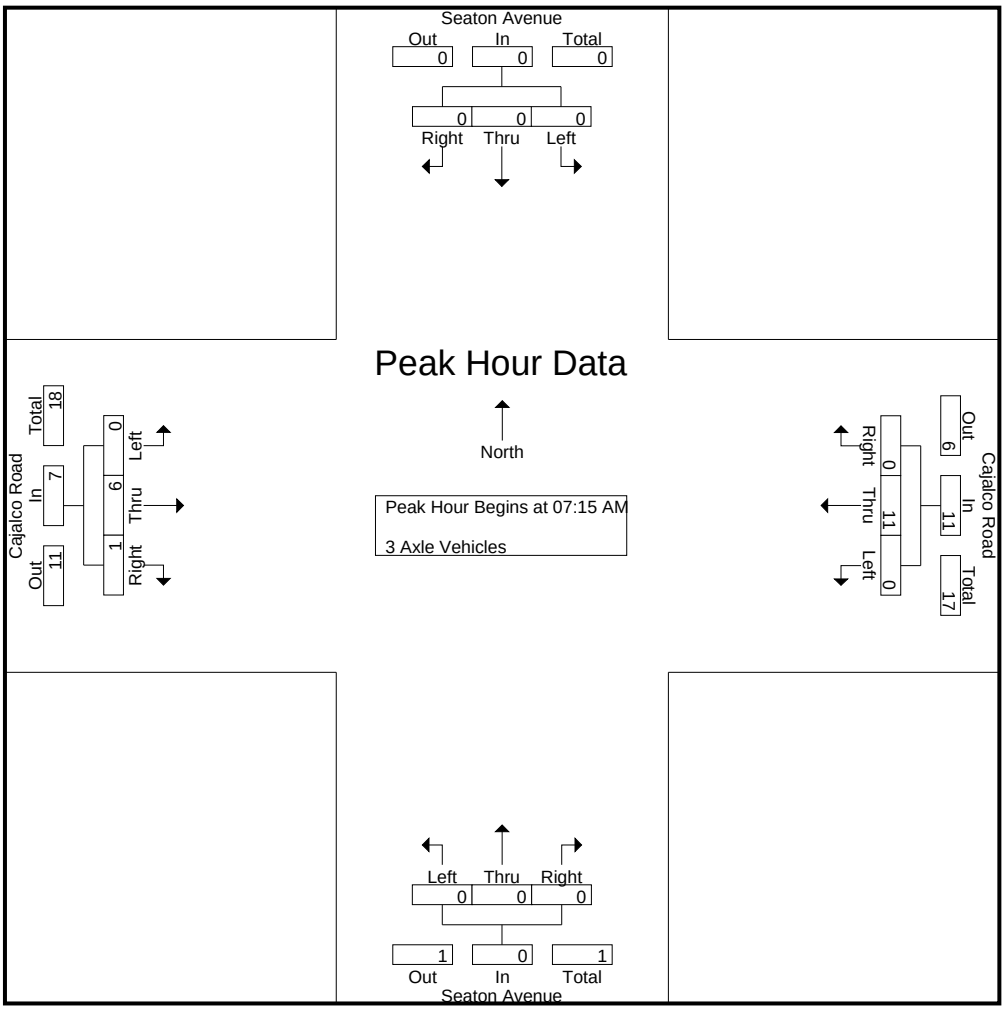
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	12	0	12	1	0	0	1	0	3	1	4	17
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	1	6	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	8	1	9	15
Grand Total	0	0	0	0	0	17	0	17	1	0	1	2	0	11	2	13	32
Apprch %	0	0	0		0	100	0		50	0	50		0	84.6	15.4		
Total %	0	0	0	0	0	53.1	0	53.1	3.1	0	3.1	6.2	0	34.4	6.2	40.6	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**	**8**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	6	1	7	18
% App. Total	0	0	0		0	100	0		0	0	0		0	85.7	14.3		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.300	.250	.292	.563

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File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	6	1	7
% App. Total	0	0	0		0	100	0		0	0	0		0	85.7	14.3	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.300	.250	.292

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County of Riverside
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Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

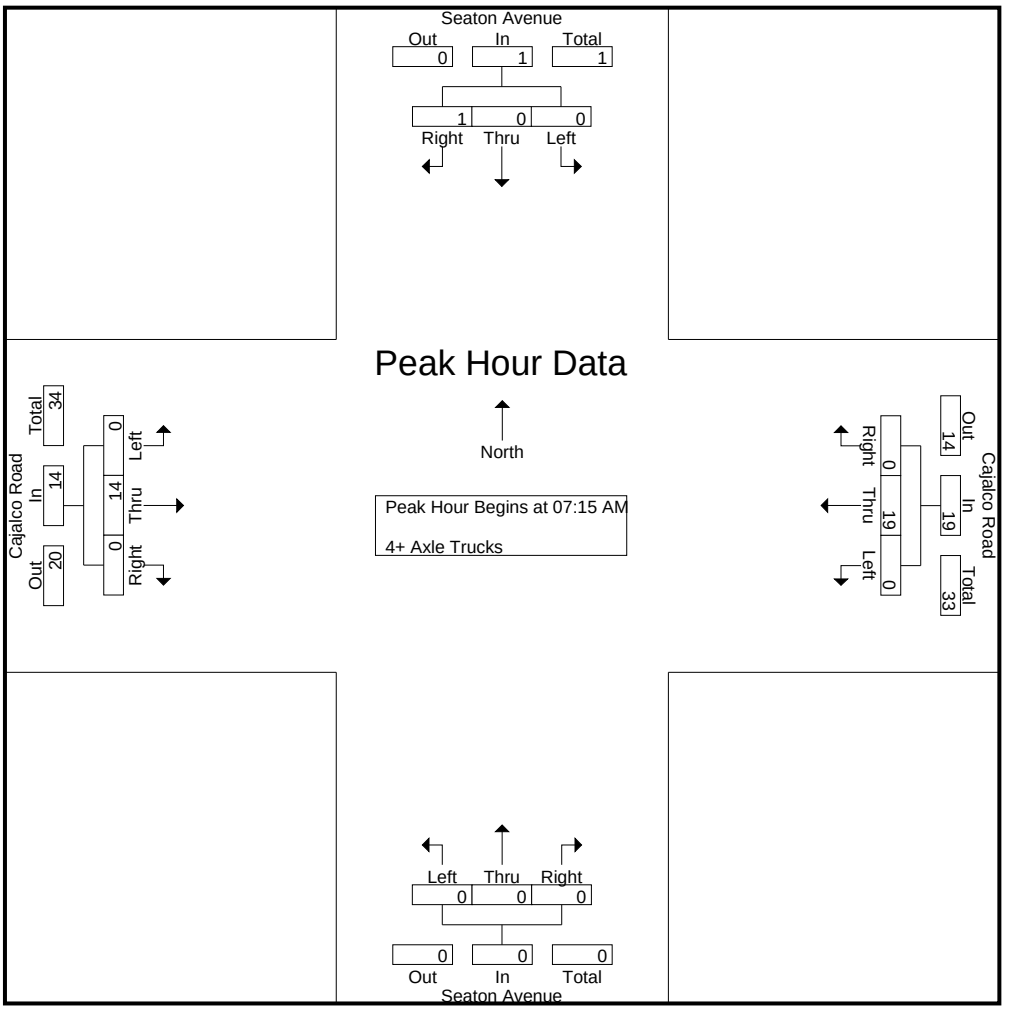
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	1	7	0	1	0	1	0	6	0	6	14
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	2	0	2	10
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	1	1	0	25	1	26	0	1	0	1	0	14	0	14	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
08:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9	16
08:30 AM	0	0	0	0	1	8	0	9	0	0	0	0	0	4	0	4	13
08:45 AM	0	0	0	0	0	9	1	10	0	0	0	0	0	3	0	3	13
Total	0	0	0	0	1	24	1	26	0	0	0	0	0	22	0	22	48
Grand Total	0	0	1	1	1	49	2	52	0	1	0	1	0	36	0	36	90
Apprch %	0	0	100		1.9	94.2	3.8		0	100	0		0	100	0		
Total %	0	0	1.1	1.1	1.1	54.4	2.2	57.8	0	1.1	0	1.1	0	40	0	40	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	2	0	2	10
07:45 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4	**12**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**	6
Total Volume	0	0	1	1	0	19	0	19	0	0	0	0	0	14	0	14	34
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.594	.000	.594	.000	.000	.000	.000	.000	.583	.000	.583	.708

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj AM
Site Code : 05123148
Start Date : 2/15/2023



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	0	0	0	0	0	2	0	2
+15 mins.	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	1	1	0	19	0	19	0	0	0	0	0	14	0	14
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.594	.000	.594	.000	.000	.000	.000	.000	.583	.000	.583

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

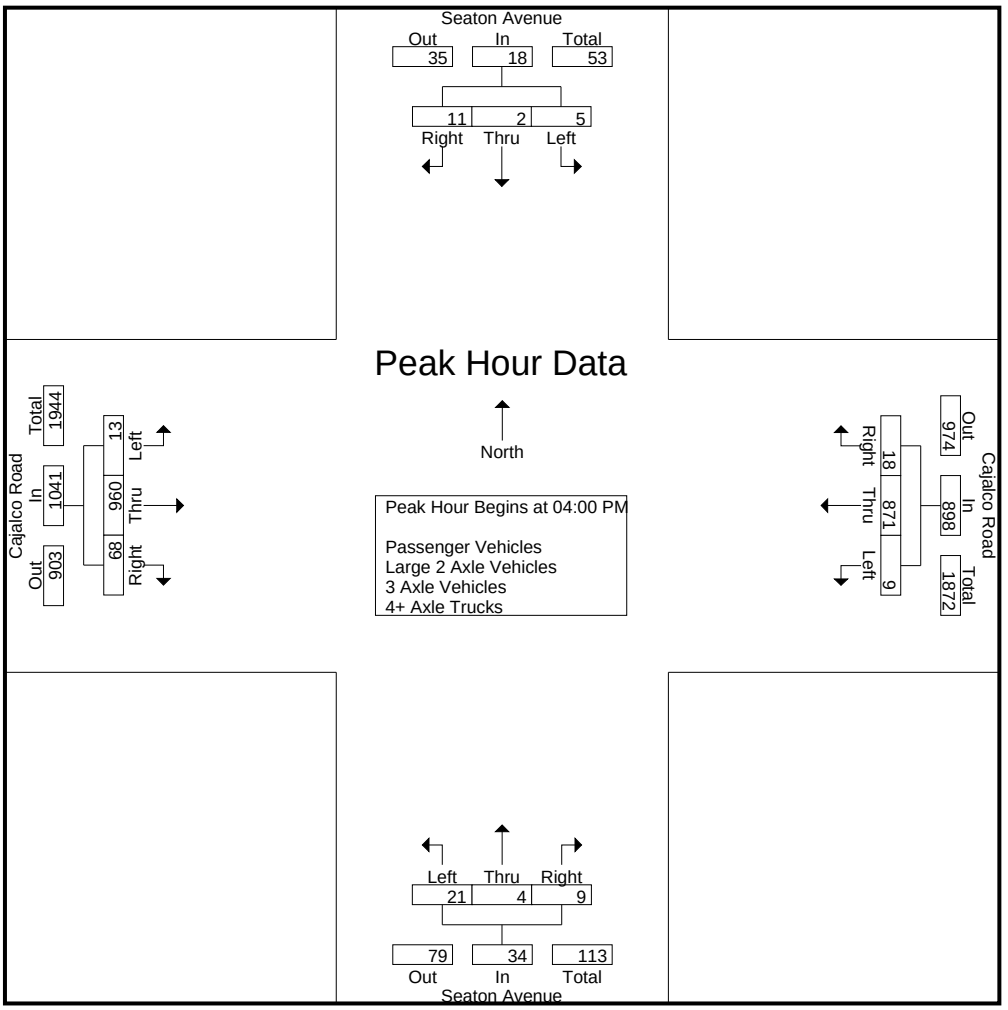
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	5	3	225	11	239	6	2	5	13	2	244	21	267	524
04:15 PM	0	1	2	3	3	216	1	220	2	2	2	6	1	218	16	235	464
04:30 PM	2	1	3	6	0	197	2	199	6	0	2	8	8	245	13	266	479
04:45 PM	3	0	1	4	3	233	4	240	7	0	0	7	2	253	18	273	524
Total	5	2	11	18	9	871	18	898	21	4	9	34	13	960	68	1041	1991
05:00 PM	3	0	3	6	4	190	7	201	4	0	2	6	8	240	10	258	471
05:15 PM	2	0	2	4	3	219	3	225	2	0	0	2	2	261	15	278	509
05:30 PM	4	2	4	10	1	170	3	174	7	0	1	8	2	259	13	274	466
05:45 PM	0	0	2	2	0	174	4	178	3	0	0	3	2	239	14	255	438
Total	9	2	11	22	8	753	17	778	16	0	3	19	14	999	52	1065	1884
Grand Total	14	4	22	40	17	1624	35	1676	37	4	12	53	27	1959	120	2106	3875
Apprch %	35	10	55		1	96.9	2.1		69.8	7.5	22.6		1.3	93	5.7		
Total %	0.4	0.1	0.6	1	0.4	41.9	0.9	43.3	1	0.1	0.3	1.4	0.7	50.6	3.1	54.3	
Passenger Vehicles	14	4	22	40	15	1521	35	1571	35	4	11	50	26	1868	117	2011	3672
% Passenger Vehicles	100	100	100	100	88.2	93.7	100	93.7	94.6	100	91.7	94.3	96.3	95.4	97.5	95.5	94.8
Large 2 Axle Vehicles	0	0	0	0	0	43	0	43	0	0	0	0	1	53	3	57	100
% Large 2 Axle Vehicles	0	0	0	0	0	2.6	0	2.6	0	0	0	0	3.7	2.7	2.5	2.7	2.6
3 Axle Vehicles	0	0	0	0	0	13	0	13	1	0	0	1	0	14	0	14	28
% 3 Axle Vehicles	0	0	0	0	0	0.8	0	0.8	2.7	0	0	1.9	0	0.7	0	0.7	0.7
4+ Axle Trucks	0	0	0	0	2	47	0	49	1	0	1	2	0	24	0	24	75
% 4+ Axle Trucks	0	0	0	0	11.8	2.9	0	2.9	2.7	0	8.3	3.8	0	1.2	0	1.1	1.9

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 04:00 PM																	
04:00 PM	0	0	**5**	5	**3**	225	**11**	239	6	**2**	**5**	**13**	2	244	**21**	267	**524**
04:15 PM	0	**1**	2	3	3	216	1	220	2	2	2	6	1	218	16	235	464
04:30 PM	2	1	3	**6**	0	197	2	199	6	0	2	8	**8**	245	13	266	479
04:45 PM	**3**	0	1	4	3	**233**	4	**240**	**7**	0	0	7	2	**253**	18	**273**	524
Total Volume	5	2	11	18	9	871	18	898	21	4	9	34	13	960	68	1041	1991
% App. Total	27.8	11.1	61.1		1	97	2		61.8	11.8	26.5		1.2	92.2	6.5		
PHF	.417	.500	.550	.750	.750	.935	.409	.935	.750	.500	.450	.654	.406	.949	.810	.953	.950

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023



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

	04:45 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	3	0	1	4	**3**	225	**11**	239	6	**2**	**5**	**13**	2	253	**18**	273
+15 mins.	3	0	3	6	3	216	1	220	2	2	2	6	**8**	240	10	258
+30 mins.	2	0	2	4	0	197	2	199	6	0	2	8	2	**261**	15	**278**
+45 mins.	**4**	**2**	**4**	**10**	3	**233**	4	**240**	**7**	0	0	7	2	259	13	274
Total Volume	12	2	10	24	9	871	18	898	21	4	9	34	14	1013	56	1083
% App. Total	50	8.3	41.7		1	97	2		61.8	11.8	26.5		1.3	93.5	5.2	
PHF	.750	.250	.625	.600	.750	.935	.409	.935	.750	.500	.450	.654	.438	.970	.778	.974

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

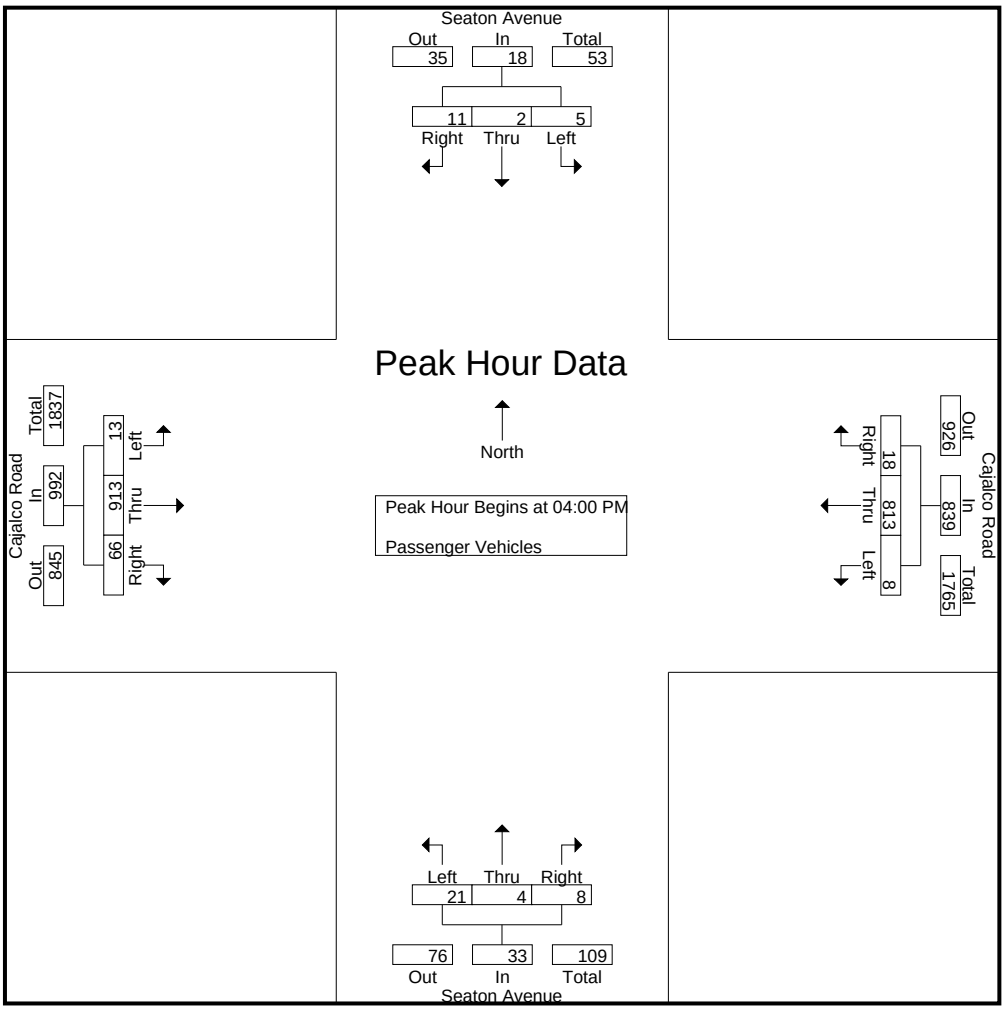
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	5	5	2	210	11	223	6	2	4	12	2	233	20	255	495
04:15 PM	0	1	2	3	3	198	1	202	2	2	2	6	1	204	16	221	432
04:30 PM	2	1	3	6	0	188	2	190	6	0	2	8	8	236	13	257	461
04:45 PM	3	0	1	4	3	217	4	224	7	0	0	7	2	240	17	259	494
Total	5	2	11	18	8	813	18	839	21	4	8	33	13	913	66	992	1882
05:00 PM	3	0	3	6	4	176	7	187	3	0	2	5	8	231	10	249	447
05:15 PM	2	0	2	4	2	207	3	212	2	0	0	2	1	247	15	263	481
05:30 PM	4	2	4	10	1	157	3	161	6	0	1	7	2	251	12	265	443
05:45 PM	0	0	2	2	0	168	4	172	3	0	0	3	2	226	14	242	419
Total	9	2	11	22	7	708	17	732	14	0	3	17	13	955	51	1019	1790
Grand Total	14	4	22	40	15	1521	35	1571	35	4	11	50	26	1868	117	2011	3672
Apprch %	35	10	55		1	96.8	2.2		70	8	22		1.3	92.9	5.8		
Total %	0.4	0.1	0.6	1.1	0.4	41.4	1	42.8	1	0.1	0.3	1.4	0.7	50.9	3.2	54.8	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**5**	5	2	210	**11**	223	6	**2**	**4**	**12**	2	233	**20**	255	**495**
04:15 PM	0	**1**	2	3	**3**	198	1	202	2	2	2	6	1	204	16	221	432
04:30 PM	2	1	3	**6**	0	188	2	190	6	0	2	8	**8**	236	13	257	461
04:45 PM	**3**	0	1	4	3	**217**	4	**224**	**7**	0	0	7	2	**240**	17	**259**	494
Total Volume	5	2	11	18	8	813	18	839	21	4	8	33	13	913	66	992	1882
% App. Total	27.8	11.1	61.1		1	96.9	2.1		63.6	12.1	24.2		1.3	92	6.7		
PHF	.417	.500	.550	.750	.667	.937	.409	.936	.750	.500	.500	.688	.406	.951	.825	.958	.951

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**5**	5	2	210	**11**	223	6	**2**	**4**	**12**	2	233	**20**	255
+15 mins.	0	**1**	2	3	**3**	198	1	202	2	2	2	6	1	204	16	221
+30 mins.	2	1	3	**6**	0	188	2	190	6	0	2	8	**8**	236	13	257
+45 mins.	**3**	0	1	4	3	**217**	4	**224**	**7**	0	0	7	2	**240**	17	**259**
Total Volume	5	2	11	18	8	813	18	839	21	4	8	33	13	913	66	992
% App. Total	27.8	11.1	61.1		1	96.9	2.1		63.6	12.1	24.2		1.3	92	6.7	
PHF	.417	.500	.550	.750	.667	.937	.409	.936	.750	.500	.500	.688	.406	.951	.825	.958

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

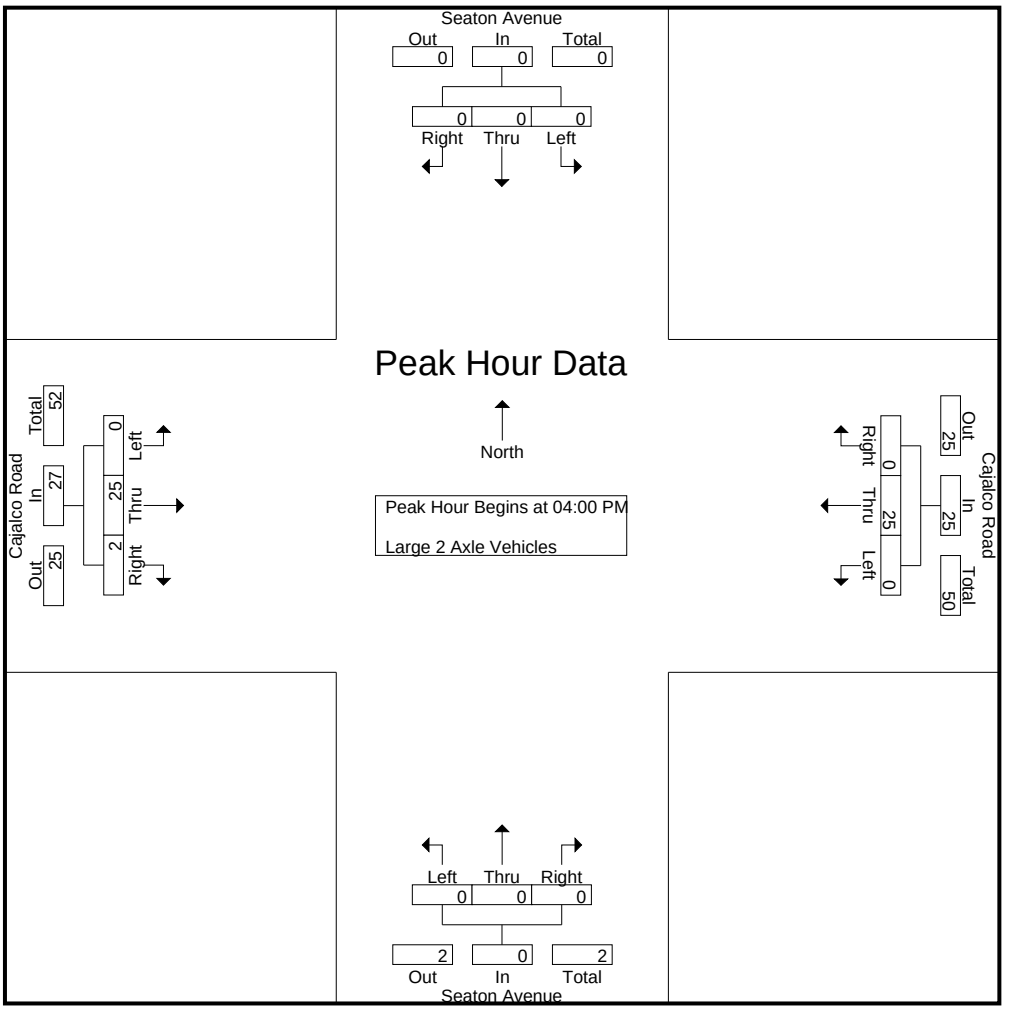
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	1	7	14
04:15 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8	18
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	9	14
Total	0	0	0	0	0	25	0	25	0	0	0	0	0	25	2	27	52
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	8	0	9	12
05:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	6	1	7	15
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	10	0	10	12
Total	0	0	0	0	0	18	0	18	0	0	0	0	1	28	1	30	48
Grand Total	0	0	0	0	0	43	0	43	0	0	0	0	1	53	3	57	100
Apprch %	0	0	0		0	100	0		0	0	0		1.8	93	5.3		
Total %	0	0	0	0	0	43	0	43	0	0	0	0	1	53	3	57	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 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	7	0	7	0	0	0	0	0	6	**1**	7	14
04:15 PM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**8**	0	8	**18**
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	**9**	14
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	25	2	27	52
% App. Total	0	0	0		0	100	0		0	0	0		0	92.6	7.4		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.781	.500	.750	.722

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	6	**1**	7
+15 mins.	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**8**	0	8
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	**9**
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	25	2	27
% App. Total	0	0	0		0	100	0		0	0	0		0	92.6	7.4	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.781	.500	.750

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

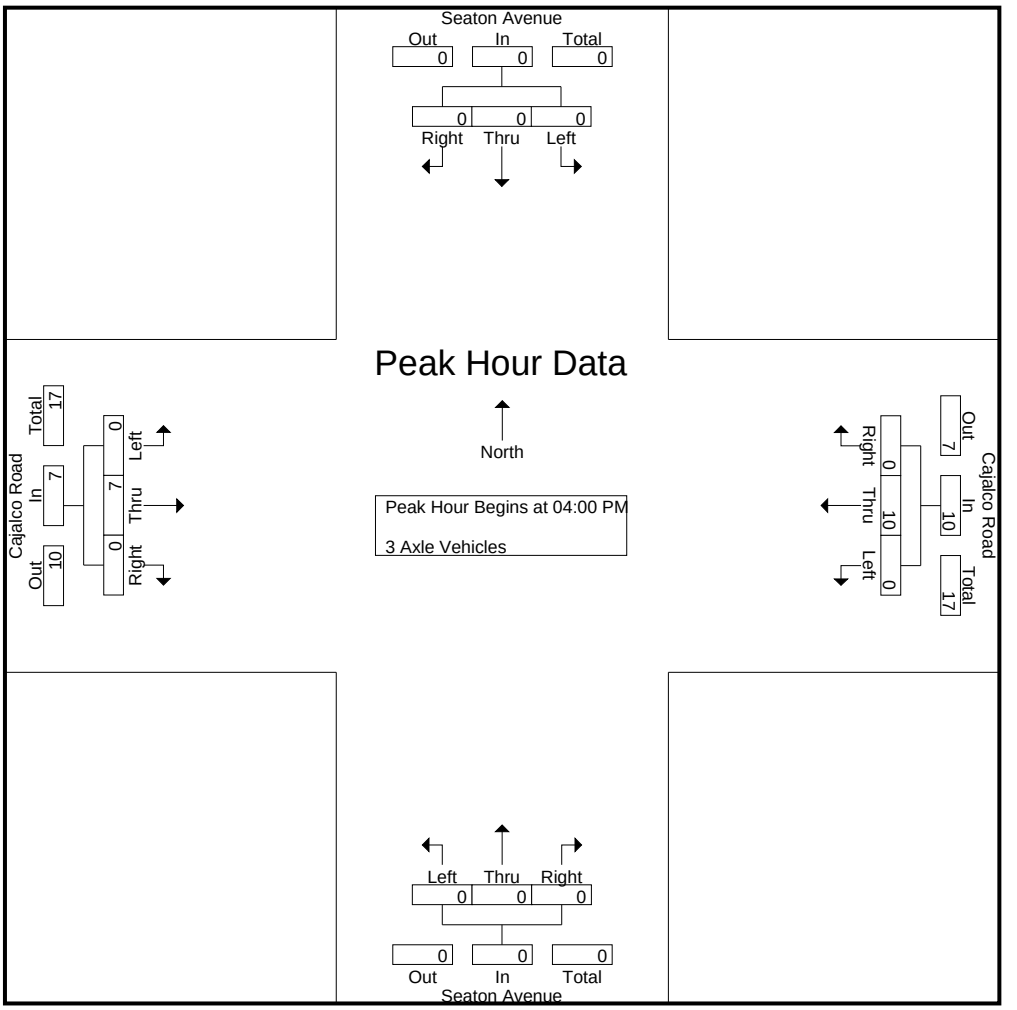
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	7	0	7	11
Grand Total	0	0	0	0	0	13	0	13	1	0	0	1	0	14	0	14	28
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	46.4	0	46.4	3.6	0	0	3.6	0	50	0	50	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 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	**4**	0	**4**	0	0	0	0	0	2	0	2	**6**
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.583	.000	.583	.708

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

County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.583	.000	.583

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County of Riverside
N/S: Seaton Avenue
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File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

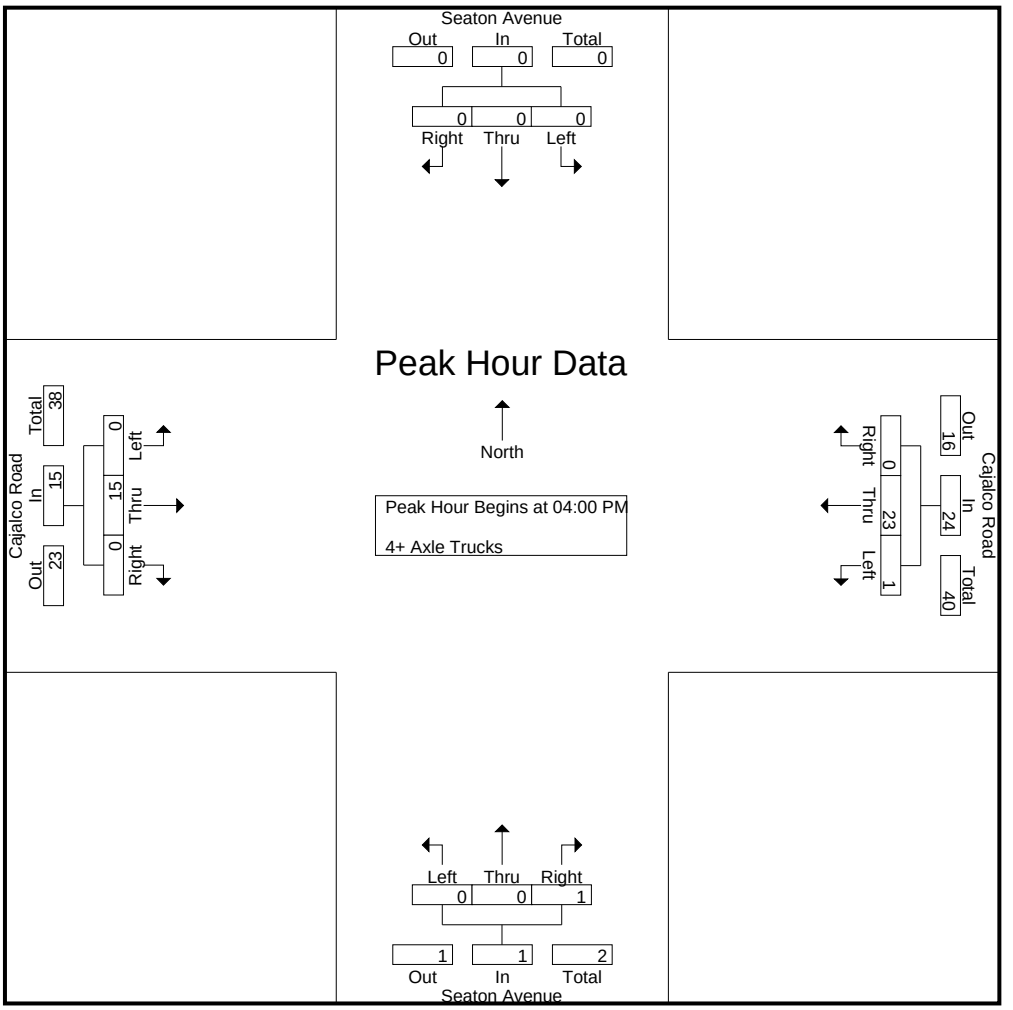
	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	4	0	5	0	0	1	1	0	3	0	3	9
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
Total	0	0	0	0	1	23	0	24	0	0	1	1	0	15	0	15	40
05:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
05:15 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	3	0	3	12
05:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	1	0	1	6
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	1	24	0	25	1	0	0	1	0	9	0	9	35
Grand Total	0	0	0	0	2	47	0	49	1	0	1	2	0	24	0	24	75
Apprch %	0	0	0		4.1	95.9	0		50	0	50		0	100	0		
Total %	0	0	0	0	2.7	62.7	0	65.3	1.3	0	1.3	2.7	0	32	0	32	

	Seaton Avenue Southbound				Cajalco Road Westbound				Seaton Avenue Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	4	0	5	0	0	**1**	**1**	0	3	0	3	9
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	**6**	0	**6**	10
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
04:45 PM	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	3	0	3	**12**
Total Volume	0	0	0	0	1	23	0	24	0	0	1	1	0	15	0	15	40
% App. Total	0	0	0		4.2	95.8	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.639	.000	.667	.000	.000	.250	.250	.000	.625	.000	.625	.833

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County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 08_CRV_Seaton_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	4	0	5	0	0	**1**	**1**	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**6**	0	**6**
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	1	23	0	24	0	0	1	1	0	15	0	15
% App. Total	0	0	0		4.2	95.8	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.639	.000	.667	.000	.000	.250	.250	.000	.625	.000	.625

Location: County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Seaton Avenue	East Leg Cajalco Road	South Leg Seaton Avenue	West Leg Cajalco 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 Seaton Avenue	East Leg Cajalco Road	South Leg Seaton Avenue	West Leg Cajalco 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

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Location: County of Riverside
N/S: Seaton Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Seaton Avenue			Westbound Cajalco Road			Northbound Seaton Avenue			Eastbound Cajalco 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 Seaton Avenue			Westbound Cajalco Road			Northbound Seaton Avenue			Eastbound Cajalco 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	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

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

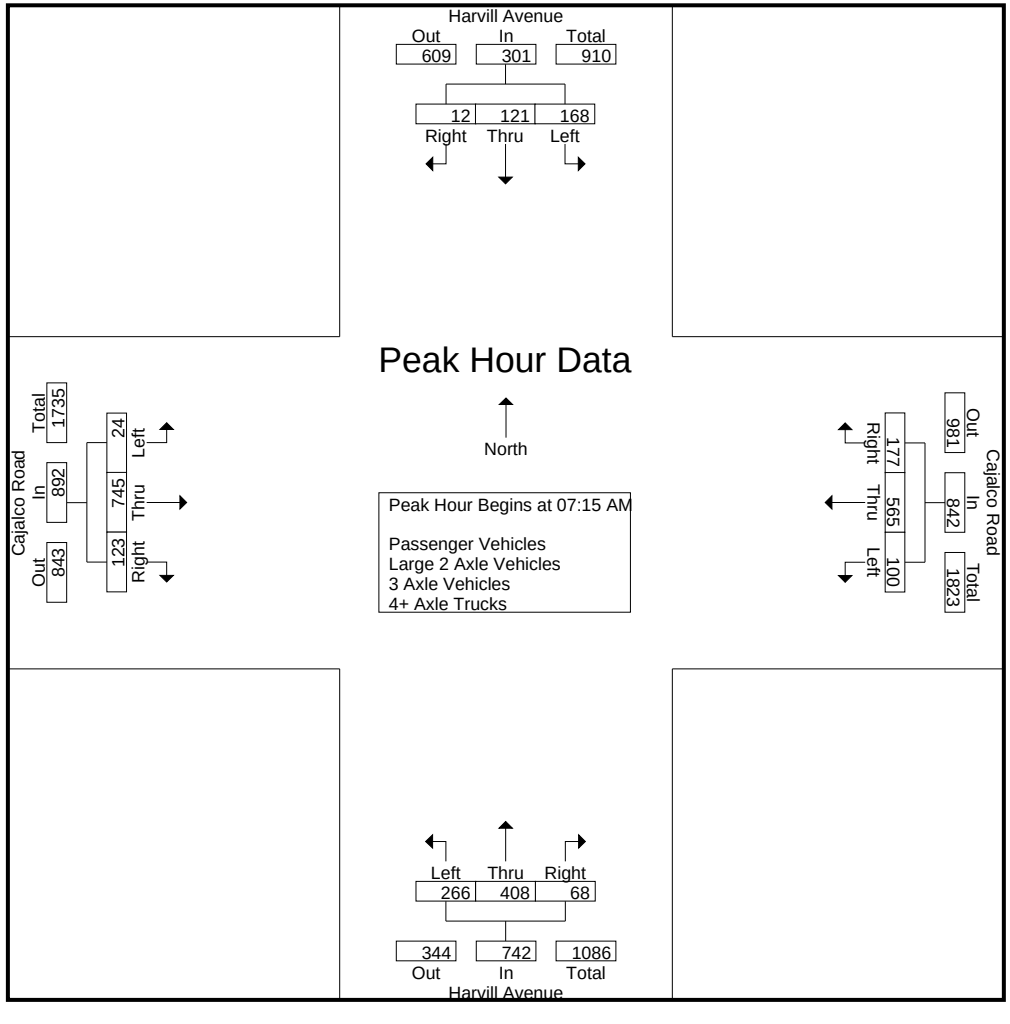
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	30	14	6	3	50	18	151	38	21	207	68	125	20	6	213	4	130	12	6	146	36	616	652
07:15 AM	41	17	3	0	61	29	134	43	18	206	78	118	19	6	215	3	171	23	9	197	33	679	712
07:30 AM	38	35	1	0	74	19	152	49	17	220	59	102	15	4	176	5	177	32	17	214	38	684	722
07:45 AM	39	37	4	2	80	21	132	44	12	197	71	122	15	1	208	11	190	34	15	235	30	720	750
Total	148	103	14	5	265	87	569	174	68	830	276	467	69	17	812	23	668	101	47	792	137	2699	2836
08:00 AM	50	32	4	4	86	31	147	41	14	219	58	66	19	6	143	5	207	34	15	246	39	694	733
08:15 AM	44	19	1	1	64	21	177	44	12	242	39	41	14	7	94	4	150	23	10	177	30	577	607
08:30 AM	31	28	4	2	63	22	167	33	15	222	45	44	14	8	103	6	140	32	19	178	44	566	610
08:45 AM	26	32	6	4	64	22	189	23	8	234	40	28	16	6	84	4	120	19	14	143	32	525	557
Total	151	111	15	11	277	96	680	141	49	917	182	179	63	27	424	19	617	108	58	744	145	2362	2507
Grand Total	299	214	29	16	542	183	1249	315	117	1747	458	646	132	44	1236	42	1285	209	105	1536	282	5061	5343
Apprch %	55.2	39.5	5.4			10.5	71.5	18			37.1	52.3	10.7			2.7	83.7	13.6					
Total %	5.9	4.2	0.6		10.7	3.6	24.7	6.2		34.5	9	12.8	2.6		24.4	0.8	25.4	4.1		30.3	5.3	94.7	
Passenger Vehicles	274	186	18		490	134	1163	291		1696	441	625	105		1211	30	1176	203		1511	0	0	4908
% Passenger Vehicles	91.6	86.9	62.1	75	87.8	73.2	93.1	92.4	92.3	91	96.3	96.7	79.5	90.9	94.6	71.4	91.5	97.1	97.1	92.1	0	0	91.9
Large 2 Axle Vehicles	12	13	2		28	10	32	14		62	7	11	9		28	6	46	3		57	0	0	175
% Large 2 Axle Vehicles	4	6.1	6.9	6.2	5	5.5	2.6	4.4	5.1	3.3	1.5	1.7	6.8	2.3	2.2	14.3	3.6	1.4	1.9	3.5	0	0	3.3
3 Axle Vehicles	4	7	1		12	5	12	4		21	5	2	4		12	1	15	1		17	0	0	62
% 3 Axle Vehicles	1.3	3.3	3.4	0	2.2	2.7	1	1.3	0	1.1	1.1	0.3	3	2.3	0.9	2.4	1.2	0.5	0	1	0	0	1.2
4+ Axle Trucks	9	8	8		28	34	42	6		85	5	8	14		29	5	48	2		56	0	0	198
% 4+ Axle Trucks	3	3.7	27.6	18.8	5	18.6	3.4	1.9	2.6	4.6	1.1	1.2	10.6	4.5	2.3	11.9	3.7	1	1	3.4	0	0	3.7

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	41	17	3	61	29	134	43	206	**78**	118	**19**	**215**	3	171	23	197	679
07:30 AM	38	35	1	74	19	**152**	**49**	**220**	59	102	15	176	5	177	32	214	684
07:45 AM	39	**37**	**4**	80	21	132	44	197	71	**122**	15	208	**11**	190	**34**	235	**720**
08:00 AM	**50**	32	4	**86**	**31**	147	41	219	58	66	19	143	5	**207**	34	**246**	694
Total Volume	168	121	12	301	100	565	177	842	266	408	68	742	24	745	123	892	2777
% App. Total	55.8	40.2	4		11.9	67.1	21		35.8	55	9.2		2.7	83.5	13.8		
PHF	.840	.818	.750	.875	.806	.929	.903	.957	.853	.836	.895	.863	.545	.900	.904	.907	.964

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County of Riverside
N/S: Harvill Avenue
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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:																	
	07:30 AM				08:00 AM				07:00 AM				07:15 AM				
+0 mins.	38	35	1	74	**31**	147	41	219	68	**125**	**20**	213	3	171	23	197	
+15 mins.	39	**37**	**4**	80	21	177	**44**	**242**	**78**	118	19	**215**	5	177	32	214	
+30 mins.	**50**	32	4	**86**	22	167	33	222	59	102	15	176	**11**	190	**34**	235	
+45 mins.	44	19	1	64	22	**189**	23	234	71	122	15	208	5	**207**	34	**246**	
Total Volume	171	123	10	304	96	680	141	917	276	467	69	812	24	745	123	892	
% App. Total	56.2	40.5	3.3		10.5	74.2	15.4		34	57.5	8.5		2.7	83.5	13.8		
PHF	.855	.831	.625	.884	.774	.899	.801	.947	.885	.934	.863	.944	.545	.900	.904	.907	

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County of Riverside
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
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Groups Printed- Passenger Vehicles

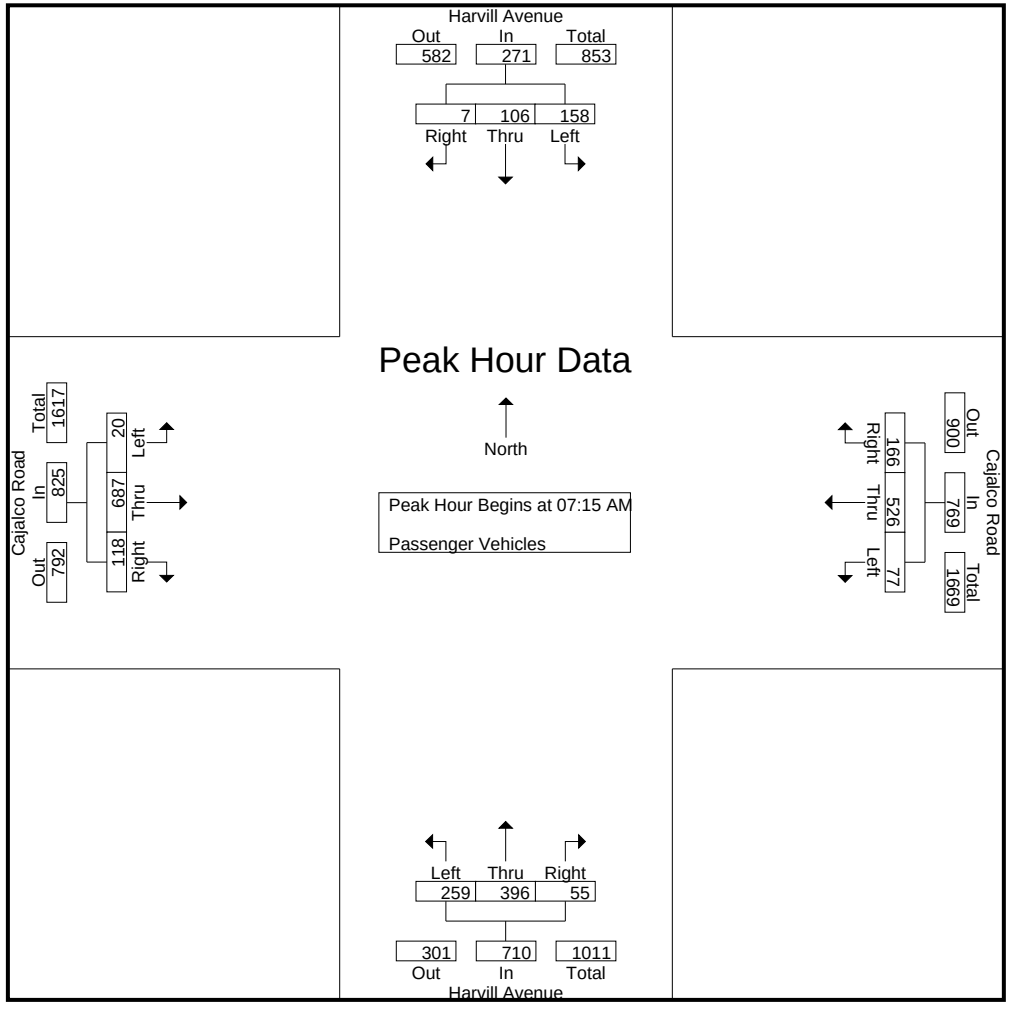
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	27	11	2	2	40	14	136	35	21	185	66	122	15	5	203	1	113	12	6	126	34	554	588
07:15 AM	39	16	1	0	56	24	126	40	16	190	77	116	15	6	208	3	161	20	7	184	29	638	667
07:30 AM	35	28	1	0	64	15	140	45	16	200	57	98	12	4	167	5	168	31	16	204	36	635	671
07:45 AM	38	31	2	1	71	17	120	41	11	178	68	119	12	1	199	10	173	34	15	217	28	665	693
Total	139	86	6	3	231	70	522	161	64	753	268	455	54	16	777	19	615	97	44	731	127	2492	2619
08:00 AM	46	31	3	3	80	21	140	40	14	201	57	63	16	6	136	2	185	33	15	220	38	637	675
08:15 AM	39	17	1	1	57	13	166	39	10	218	35	38	11	6	84	4	131	22	10	157	27	516	543
08:30 AM	28	25	3	2	56	13	159	30	12	202	42	41	13	8	96	3	130	32	19	165	41	519	560
08:45 AM	22	27	5	3	54	17	176	21	8	214	39	28	11	4	78	2	115	19	14	136	29	482	511
Total	135	100	12	9	247	64	641	130	44	835	173	170	51	24	394	11	561	106	58	678	135	2154	2289
Grand Total	274	186	18	12	478	134	1163	291	108	1588	441	625	105	40	1171	30	1176	203	102	1409	262	4646	4908
Apprch %	57.3	38.9	3.8			8.4	73.2	18.3			37.7	53.4	9			2.1	83.5	14.4					
Total %	5.9	4	0.4		10.3	2.9	25	6.3		34.2	9.5	13.5	2.3		25.2	0.6	25.3	4.4		30.3	5.3	94.7	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	39	16	1	56	**24**	126	40	190	**77**	116	15	**208**	3	161	20	184	638
07:30 AM	35	28	1	64	15	**140**	**45**	200	57	98	12	167	5	168	31	204	635
07:45 AM	38	**31**	2	71	17	120	41	178	68	**119**	12	199	**10**	173	**34**	217	**665**
08:00 AM	**46**	31	**3**	**80**	21	140	40	**201**	57	63	**16**	136	2	**185**	33	**220**	637
Total Volume	158	106	7	271	77	526	166	769	259	396	55	710	20	687	118	825	2575
% App. Total	58.3	39.1	2.6		10	68.4	21.6		36.5	55.8	7.7		2.4	83.3	14.3		
PHF	.859	.855	.583	.847	.802	.939	.922	.956	.841	.832	.859	.853	.500	.928	.868	.938	.968

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

County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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.	39	16	1	56	**24**	126	40	190	**77**	116	15	**208**	3	161	20	184	
+15 mins.	35	28	1	64	15	**140**	**45**	200	57	98	12	167	5	168	31	204	
+30 mins.	38	**31**	2	71	17	120	41	178	68	**119**	12	199	**10**	173	**34**	217	
+45 mins.	**46**	31	**3**	**80**	21	140	40	**201**	57	63	**16**	136	2	**185**	33	**220**	
Total Volume	158	106	7	271	77	526	166	769	259	396	55	710	20	687	118	825	
% App. Total	58.3	39.1	2.6		10	68.4	21.6		36.5	55.8	7.7		2.4	83.3	14.3		
PHF	.859	.855	.583	.847	.802	.939	.922	.956	.841	.832	.859	.853	.500	.928	.868	.938	

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County of Riverside
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

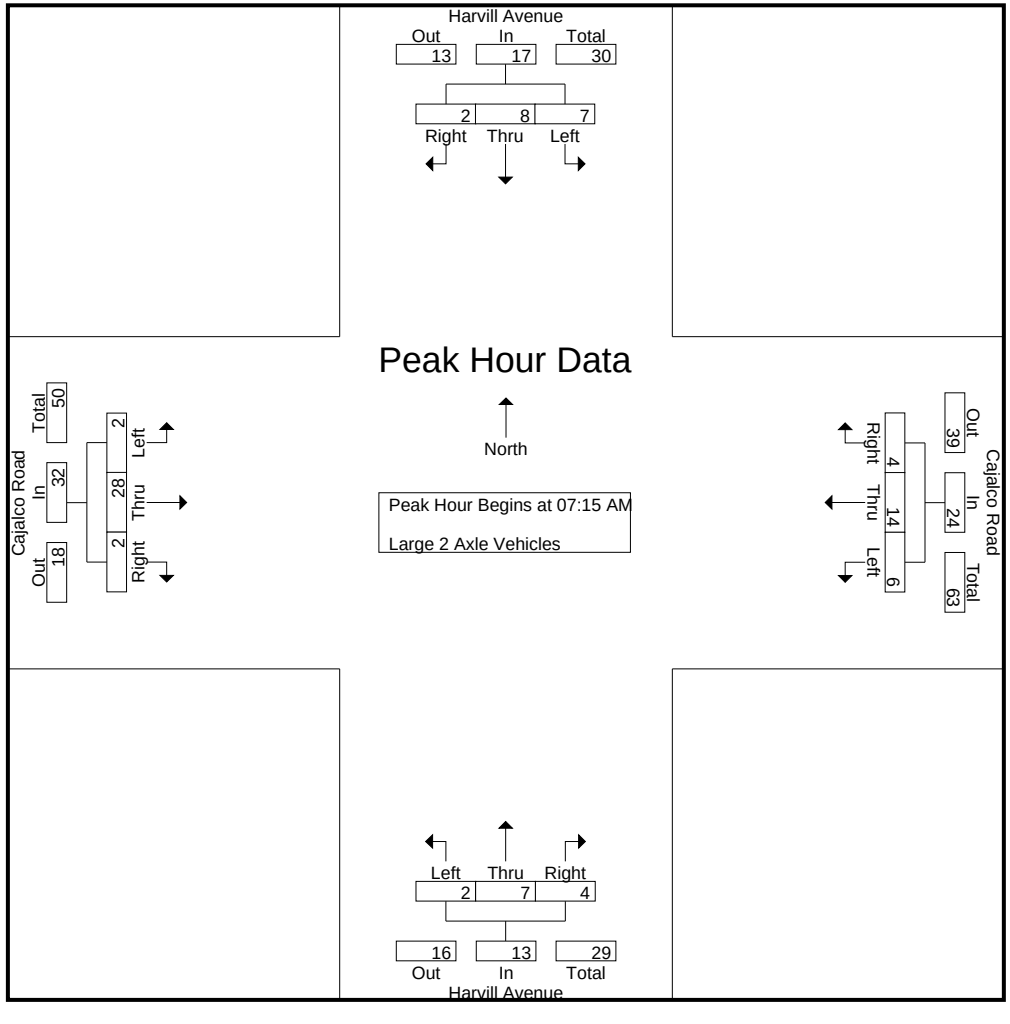
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	10	3	0	13	1	1	3	1	5	2	10	0	0	12	1	32	33
07:15 AM	2	1	1	0	4	1	3	1	1	5	0	2	0	0	2	0	4	2	2	6	3	17	20
07:30 AM	3	2	0	0	5	2	3	1	0	6	1	2	2	0	5	0	3	0	0	3	0	19	19
07:45 AM	0	5	0	0	5	0	3	1	1	4	1	2	1	0	4	1	11	0	0	12	1	25	26
Total	5	10	1	0	16	3	19	6	2	28	3	7	6	1	16	3	28	2	2	33	5	93	98
08:00 AM	2	0	1	1	3	3	5	1	0	9	0	1	1	0	2	1	10	0	0	11	1	25	26
08:15 AM	1	0	0	0	1	0	4	4	2	8	3	2	0	0	5	0	4	1	0	5	2	19	21
08:30 AM	2	1	0	0	3	1	1	2	2	4	1	1	0	0	2	1	3	0	0	4	2	13	15
08:45 AM	2	2	0	0	4	3	3	1	0	7	0	0	2	0	2	1	1	0	0	2	0	15	15
Total	7	3	1	1	11	7	13	8	4	28	4	4	3	0	11	3	18	1	0	22	5	72	77
Grand Total	12	13	2	1	27	10	32	14	6	56	7	11	9	1	27	6	46	3	2	55	10	165	175
Apprch %	44.4	48.1	7.4			17.9	57.1	25			25.9	40.7	33.3			10.9	83.6	5.5					
Total %	7.3	7.9	1.2		16.4	6.1	19.4	8.5		33.9	4.2	6.7	5.5		16.4	3.6	27.9	1.8		33.3	5.7	94.3	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	1	**1**	4	1	3	**1**	5	0	**2**	0	2	0	4	**2**	6	17
07:30 AM	**3**	2	0	**5**	2	3	1	6	**1**	2	**2**	**5**	0	3	0	3	19
07:45 AM	0	**5**	0	5	0	3	1	4	1	2	1	4	**1**	**11**	0	**12**	**25**
08:00 AM	2	0	1	3	**3**	**5**	1	**9**	0	1	1	2	1	10	0	11	25
Total Volume	7	8	2	17	6	14	4	24	2	7	4	13	2	28	2	32	86
% App. Total	41.2	47.1	11.8		25	58.3	16.7		15.4	53.8	30.8		6.2	87.5	6.2		
PHF	.583	.400	.500	.850	.500	.700	1.00	.667	.500	.875	.500	.650	.500	.636	.250	.667	.860

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	1	**1**	4	1	3	**1**	5	0	**2**	0	2	0	4	**2**	6	
+15 mins.	**3**	2	0	**5**	2	3	1	6	**1**	2	**2**	**5**	0	3	0	3	
+30 mins.	0	**5**	0	5	0	3	1	4	1	2	1	4	**1**	**11**	0	**12**	
+45 mins.	2	0	1	3	**3**	**5**	1	**9**	0	1	1	2	1	10	0	11	
Total Volume	7	8	2	17	6	14	4	24	2	7	4	13	2	28	2	32	
% App. Total	41.2	47.1	11.8		25	58.3	16.7		15.4	53.8	30.8		6.2	87.5	6.2		
PHF	.583	.400	.500	.850	.500	.700	1.000	.667	.500	.875	.500	.650	.500	.636	.250	.667	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

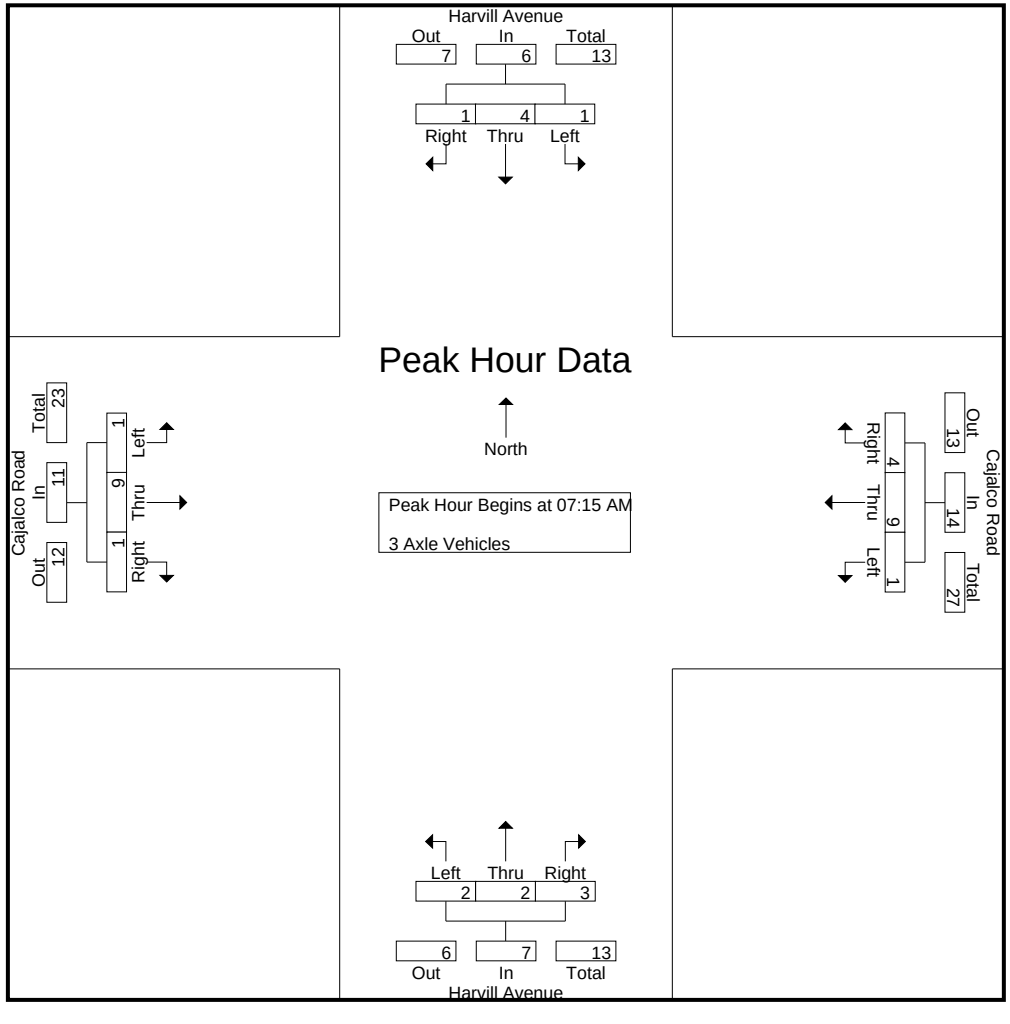
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	2	1	0	0	3	1	0	0	0	1	0	1	0	0	1	0	7	7
07:15 AM	0	0	1	0	1	0	1	1	0	2	0	0	2	0	2	0	2	0	0	2	0	7	7
07:30 AM	0	4	0	0	4	0	4	2	0	6	0	0	0	0	0	0	1	0	0	1	0	11	11
07:45 AM	0	0	0	0	0	1	2	1	0	4	1	1	0	0	2	0	1	0	0	1	0	7	7
Total	1	5	1	0	7	3	8	4	0	15	2	1	2	0	5	0	5	0	0	5	0	32	32
08:00 AM	1	0	0	0	1	0	2	0	0	2	1	1	1	0	3	1	5	1	0	7	0	13	13
08:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	4	4
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
08:45 AM	1	2	0	0	3	1	2	0	0	3	0	0	1	1	1	0	2	0	0	2	1	9	10
Total	3	2	0	0	5	2	4	0	0	6	3	1	2	1	6	1	10	1	0	12	1	29	30
Grand Total	4	7	1	0	12	5	12	4	0	21	5	2	4	1	11	1	15	1	0	17	1	61	62
Apprch %	33.3	58.3	8.3			23.8	57.1	19			45.5	18.2	36.4			5.9	88.2	5.9					
Total %	6.6	11.5	1.6		19.7	8.2	19.7	6.6		34.4	8.2	3.3	6.6		18	1.6	24.6	1.6		27.9	1.6	98.4	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	1	0	1	1	2	0	0	**2**	2	0	2	0	2	7
07:30 AM	0	**4**	0	**4**	0	**4**	**2**	**6**	0	0	0	0	0	1	0	1	11
07:45 AM	0	0	0	0	**1**	2	1	4	**1**	**1**	0	2	0	1	0	1	7
08:00 AM	**1**	0	0	1	0	2	0	2	1	1	1	**3**	**1**	**5**	**1**	**7**	**13**
Total Volume	1	4	1	6	1	9	4	14	2	2	3	7	1	9	1	11	38
% App. Total	16.7	66.7	16.7		7.1	64.3	28.6		28.6	28.6	42.9		9.1	81.8	9.1		
PHF	.250	.250	.250	.375	.250	.563	.500	.583	.500	.500	.375	.583	.250	.450	.250	.393	.731

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	1	0	1	1	2	0	0	**2**	2	0	2	0	2	
+15 mins.	0	**4**	0	**4**	0	**4**	**2**	**6**	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	**1**	2	1	4	**1**	**1**	0	2	0	1	0	1	
+45 mins.	**1**	0	0	1	0	2	0	2	1	1	1	**3**	**1**	**5**	**1**	**7**	
Total Volume	1	4	1	6	1	9	4	14	2	2	3	7	1	9	1	11	
% App. Total	16.7	66.7	16.7		7.1	64.3	28.6		28.6	28.6	42.9		9.1	81.8	9.1		
PHF	.250	.250	.250	.375	.250	.563	.500	.583	.500	.500	.375	.583	.250	.450	.250	.393	

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

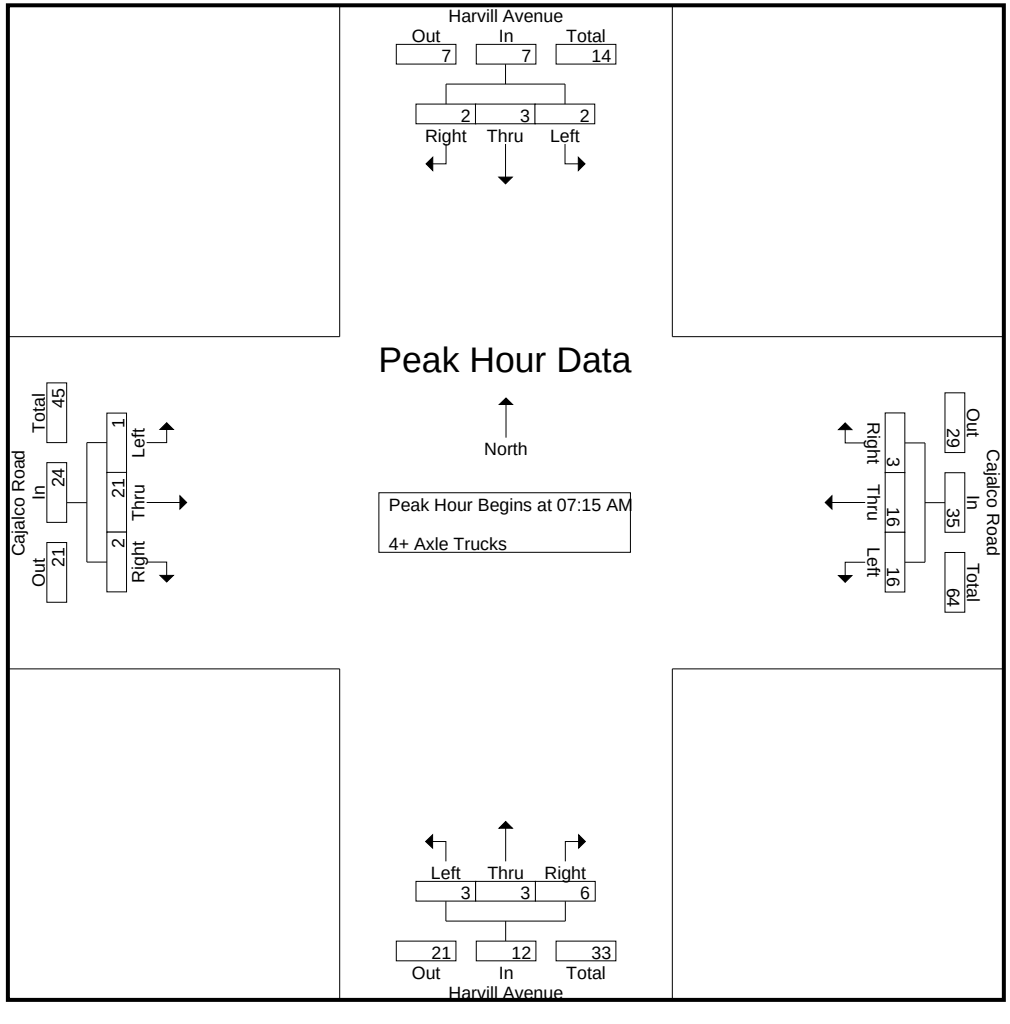
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	4	1	6	2	4	0	0	6	0	2	2	0	4	1	6	0	0	7	1	23	24
07:15 AM	0	0	0	0	0	4	4	1	1	9	1	0	2	0	3	0	4	1	0	5	1	17	18
07:30 AM	0	1	0	0	1	2	5	1	1	8	1	2	1	0	4	0	5	1	1	6	2	19	21
07:45 AM	1	1	2	1	4	3	7	1	0	11	1	0	2	0	3	0	5	0	0	5	1	23	24
Total	3	2	6	2	11	11	20	3	2	34	3	4	7	0	14	1	20	2	1	23	5	82	87
08:00 AM	1	1	0	0	2	7	0	0	0	7	0	1	1	0	2	1	7	0	0	8	0	19	19
08:15 AM	3	2	0	0	5	8	7	1	0	16	0	1	3	1	4	0	13	0	0	13	1	38	39
08:30 AM	1	2	1	0	4	7	7	1	1	15	1	2	1	0	4	2	6	0	0	8	1	31	32
08:45 AM	1	1	1	1	3	1	8	1	0	10	1	0	2	1	3	1	2	0	0	3	2	19	21
Total	6	6	2	1	14	23	22	3	1	48	2	4	7	2	13	4	28	0	0	32	4	107	111
Grand Total	9	8	8	3	25	34	42	6	3	82	5	8	14	2	27	5	48	2	1	55	9	189	198
Apprch %	36	32	32			41.5	51.2	7.3			18.5	29.6	51.9			9.1	87.3	3.6					
Total %	4.8	4.2	4.2		13.2	18	22.2	3.2		43.4	2.6	4.2	7.4		14.3	2.6	25.4	1.1		29.1	4.5	95.5	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	4	4	**1**	9	**1**	0	**2**	3	0	4	**1**	5	17
07:30 AM	0	**1**	0	1	2	5	1	8	1	**2**	1	**4**	0	5	1	6	19
07:45 AM	**1**	1	**2**	**4**	3	**7**	1	**11**	1	0	2	3	0	5	0	5	**23**
08:00 AM	1	1	0	2	**7**	0	0	7	0	1	1	2	**1**	**7**	0	**8**	19
Total Volume	2	3	2	7	16	16	3	35	3	3	6	12	1	21	2	24	78
% App. Total	28.6	42.9	28.6		45.7	45.7	8.6		25	25	50		4.2	87.5	8.3		
PHF	.500	.750	.250	.438	.571	.571	.750	.795	.750	.375	.750	.750	.250	.750	.500	.750	.848

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County of Riverside
N/S: Harvill Avenue
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File Name : 12_CRV_Harvill_Caj AM
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Start Date : 2/15/2023
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File Name : 12_CRV_Harvill_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	4	4	**1**	9	**1**	0	**2**	3	0	4	**1**	5	
+15 mins.	0	**1**	0	1	2	5	1	8	1	**2**	1	**4**	0	5	1	6	
+30 mins.	**1**	1	**2**	**4**	3	**7**	1	**11**	1	0	2	3	0	5	0	5	
+45 mins.	1	1	0	2	**7**	0	0	7	0	1	1	2	**1**	**7**	0	**8**	
Total Volume	2	3	2	7	16	16	3	35	3	3	6	12	1	21	2	24	
% App. Total	28.6	42.9	28.6		45.7	45.7	8.6		25	25	50		4.2	87.5	8.3		
PHF	.500	.750	.250	.438	.571	.571	.750	.795	.750	.375	.750	.750	.250	.750	.500	.750	

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County of Riverside
N/S: Harvill Avenue
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Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

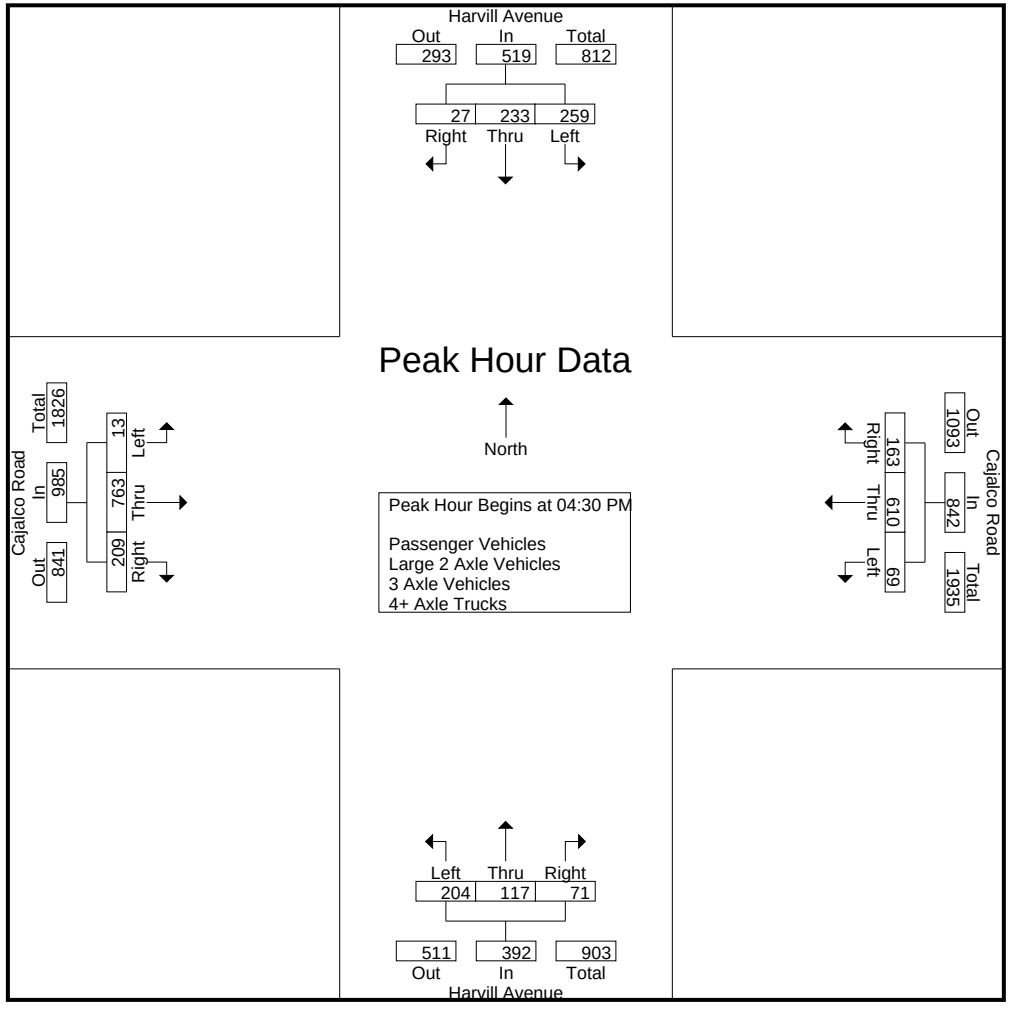
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	56	46	6	4	108	12	173	51	25	236	47	25	20	11	92	5	189	53	26	247	66	683	749
04:15 PM	72	60	6	5	138	21	148	37	13	206	62	34	17	9	113	0	171	38	21	209	48	666	714
04:30 PM	73	73	7	6	153	24	126	40	12	190	62	30	18	5	110	3	186	41	15	230	38	683	721
04:45 PM	50	54	6	3	110	15	174	42	11	231	53	22	16	11	91	2	206	58	32	266	57	698	755
Total	251	233	25	18	509	72	621	170	61	863	224	111	71	36	406	10	752	190	94	952	209	2730	2939
05:00 PM	71	68	8	2	147	15	143	45	17	203	45	39	14	8	98	3	173	55	26	231	53	679	732
05:15 PM	65	38	6	4	109	15	167	36	22	218	44	26	23	13	93	5	198	55	26	258	65	678	743
05:30 PM	68	42	5	2	115	14	138	31	8	183	36	39	13	8	88	2	209	44	18	255	36	641	677
05:45 PM	52	42	5	0	99	16	118	40	24	174	61	40	22	7	123	3	195	31	19	229	50	625	675
Total	256	190	24	8	470	60	566	152	71	778	186	144	72	36	402	13	775	185	89	973	204	2623	2827
Grand Total	507	423	49	26	979	132	1187	322	132	1641	410	255	143	72	808	23	1527	375	183	1925	413	5353	5766
Apprch %	51.8	43.2	5			8	72.3	19.6			50.7	31.6	17.7			1.2	79.3	19.5					
Total %	9.5	7.9	0.9		18.3	2.5	22.2	6		30.7	7.7	4.8	2.7		15.1	0.4	28.5	7		36	7.2	92.8	
Passenger Vehicles	499	411	37		969	103	1113	300		1643	407	254	131		861	19	1455	365		2016	0	0	5489
% Passenger Vehicles	98.4	97.2	75.5	84.6	96.4	78	93.8	93.2	96.2	92.7	99.3	99.6	91.6	95.8	97.8	82.6	95.3	97.3	96.7	95.6	0	0	95.2
Large 2 Axle Vehicles	2	5	2		10	2	25	10		40	1	0	1		3	0	28	7		39	0	0	92
% Large 2 Axle Vehicles	0.4	1.2	4.1	3.8	1	1.5	2.1	3.1	2.3	2.3	0.2	0	0.7	1.4	0.3	0	1.8	1.9	2.2	1.9	0	0	1.6
3 Axle Vehicles	4	0	3		8	5	6	1		12	0	0	5		5	1	12	1		15	0	0	40
% 3 Axle Vehicles	0.8	0	6.1	3.8	0.8	3.8	0.5	0.3	0	0.7	0	0	3.5	0	0.6	4.3	0.8	0.3	0.5	0.7	0	0	0.7
4+ Axle Trucks	2	7	7		18	22	43	11		78	2	1	6		11	3	32	2		38	0	0	145
% 4+ Axle Trucks	0.4	1.7	14.3	7.7	1.8	16.7	3.6	3.4	1.5	4.4	0.5	0.4	4.2	2.8	1.2	13	2.1	0.5	0.5	1.8	0	0	2.5

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**73**	**73**	7	**153**	**24**	126	40	190	**62**	30	18	**110**	3	186	41	230	683
04:45 PM	50	54	6	110	15	**174**	42	**231**	53	22	16	91	2	**206**	**58**	**266**	**698**
05:00 PM	71	68	**8**	147	15	143	**45**	203	45	**39**	14	98	3	173	55	231	679
05:15 PM	65	38	6	109	15	167	36	218	44	26	**23**	93	**5**	198	55	258	678
Total Volume	259	233	27	519	69	610	163	842	204	117	71	392	13	763	209	985	2738
% App. Total	49.9	44.9	5.2		8.2	72.4	19.4		52	29.8	18.1		1.3	77.5	21.2		
PHF	.887	.798	.844	.848	.719	.876	.906	.911	.823	.750	.772	.891	.650	.926	.901	.926	.981

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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:																	
	04:15 PM				04:00 PM				04:15 PM				04:45 PM				
+0 mins.	72	60	6	138	12	173	**51**	**236**	**62**	34	17	**113**	2	206	**58**	**266**	
+15 mins.	**73**	**73**	7	**153**	21	148	37	206	62	30	**18**	110	3	173	55	231	
+30 mins.	50	54	6	110	**24**	126	40	190	53	22	16	91	**5**	198	55	258	
+45 mins.	71	68	**8**	147	15	**174**	42	231	45	**39**	14	98	2	**209**	44	255	
Total Volume	266	255	27	548	72	621	170	863	222	125	65	412	12	786	212	1010	
% App. Total	48.5	46.5	4.9		8.3	72	19.7		53.9	30.3	15.8		1.2	77.8	21		
PHF	.911	.873	.844	.895	.750	.892	.833	.914	.895	.801	.903	.912	.600	.940	.914	.949	

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County of Riverside
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File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

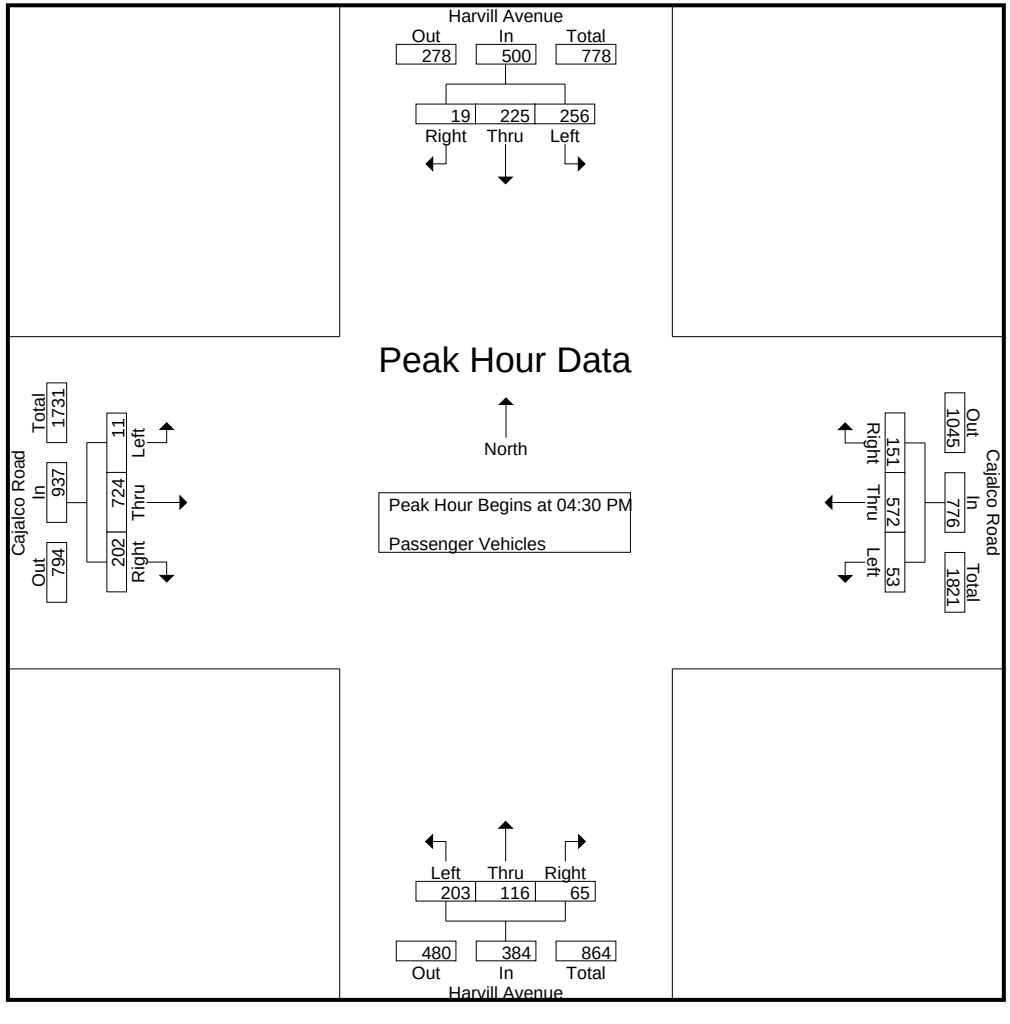
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	56	45	4	3	105	8	165	48	24	221	47	25	17	10	89	3	180	52	25	235	62	650	712
04:15 PM	70	58	6	5	134	16	135	35	13	186	60	34	17	9	111	0	160	36	20	196	47	627	674
04:30 PM	73	71	7	6	151	19	119	37	11	175	62	30	18	5	110	3	179	39	14	221	36	657	693
04:45 PM	49	53	4	2	106	13	163	40	11	216	52	22	15	10	89	1	194	58	32	253	55	664	719
Total	248	227	21	16	496	56	582	160	59	798	221	111	67	34	399	7	713	185	91	905	200	2598	2798
05:00 PM	70	64	2	1	136	11	134	41	16	186	45	38	14	8	97	2	165	55	26	222	51	641	692
05:15 PM	64	37	6	4	107	10	156	33	20	199	44	26	18	12	88	5	186	50	23	241	59	635	694
05:30 PM	68	42	4	1	114	13	127	30	8	170	36	39	13	8	88	2	204	44	18	250	35	622	657
05:45 PM	49	41	4	0	94	13	114	36	24	163	61	40	19	7	120	3	187	31	19	221	50	598	648
Total	251	184	16	6	451	47	531	140	68	718	186	143	64	35	393	12	742	180	86	934	195	2496	2691
Grand Total	499	411	37	22	947	103	1113	300	127	1516	407	254	131	69	792	19	1455	365	177	1839	395	5094	5489
Apprch %	52.7	43.4	3.9			6.8	73.4	19.8			51.4	32.1	16.5			1	79.1	19.8					
Total %	9.8	8.1	0.7		18.6	2	21.8	5.9		29.8	8	5	2.6		15.5	0.4	28.6	7.2		36.1	7.2	92.8	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**73**	**71**	**7**	**151**	**19**	119	37	175	**62**	30	**18**	**110**	3	179	39	221	657
04:45 PM	49	53	4	106	13	**163**	40	**216**	52	22	15	89	1	**194**	**58**	**253**	**664**
05:00 PM	70	64	2	136	11	134	**41**	186	45	**38**	14	97	2	165	55	222	641
05:15 PM	64	37	6	107	10	156	33	199	44	26	18	88	**5**	186	50	241	635
Total Volume	256	225	19	500	53	572	151	776	203	116	65	384	11	724	202	937	2597
% App. Total	51.2	45	3.8		6.8	73.7	19.5		52.9	30.2	16.9		1.2	77.3	21.6		
PHF	.877	.792	.679	.828	.697	.877	.921	.898	.819	.763	.903	.873	.550	.933	.871	.926	.978

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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.	**73**	**71**	**7**	**151**	**19**	119	37	175	**62**	30	**18**	**110**	3	179	39	221	
+15 mins.	49	53	4	106	13	**163**	40	**216**	52	22	15	89	1	**194**	**58**	**253**	
+30 mins.	70	64	2	136	11	134	**41**	186	45	**38**	14	97	2	165	55	222	
+45 mins.	64	37	6	107	10	156	33	199	44	26	18	88	**5**	186	50	241	
Total Volume	256	225	19	500	53	572	151	776	203	116	65	384	11	724	202	937	
% App. Total	51.2	45	3.8		6.8	73.7	19.5		52.9	30.2	16.9		1.2	77.3	21.6		
PHF	.877	.792	.679	.828	.697	.877	.921	.898	.819	.763	.903	.873	.550	.933	.871	.926	

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County of Riverside
N/S: Harvill Avenue
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Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

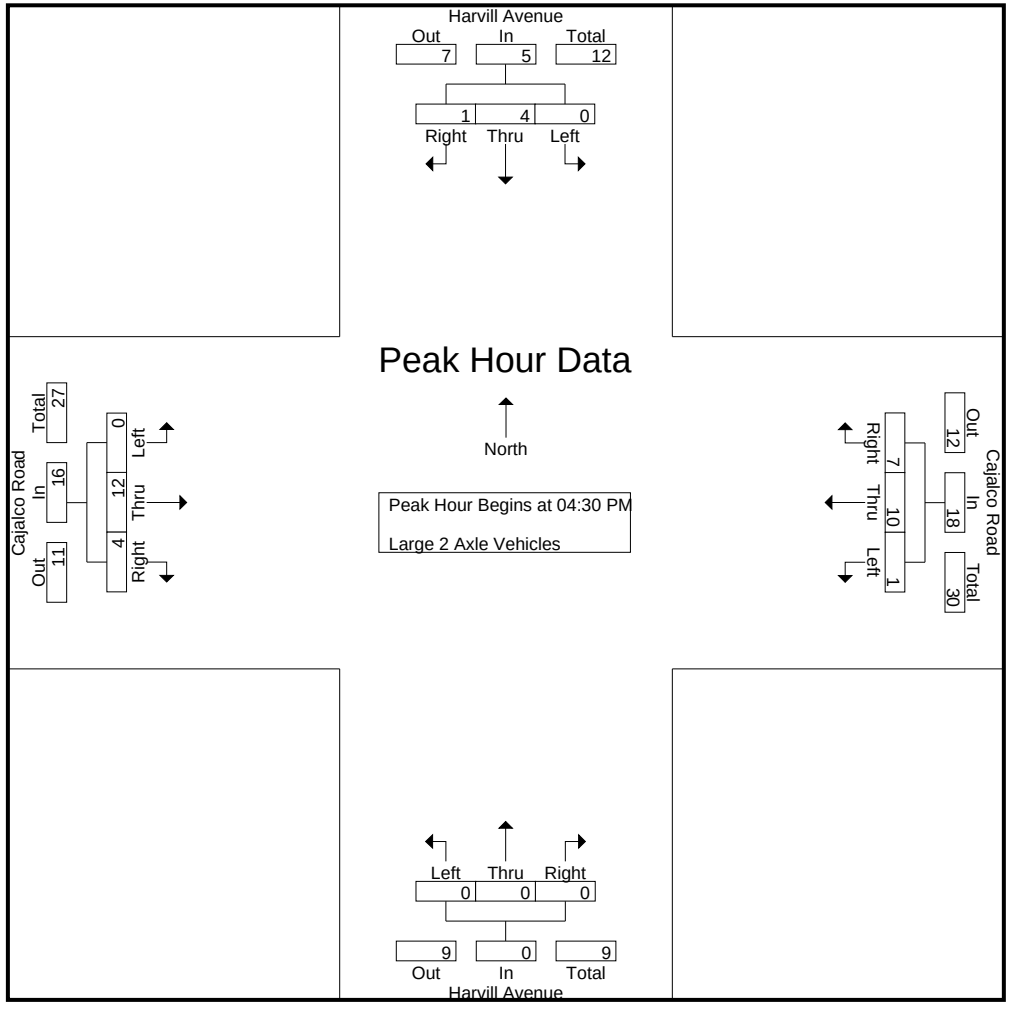
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	1	3	2	0	6	0	0	1	1	1	0	4	1	1	5	3	13	16
04:15 PM	2	1	0	0	3	0	6	1	0	7	1	0	0	0	1	0	5	2	1	7	1	18	19
04:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
04:45 PM	0	1	0	0	1	1	4	1	0	6	0	0	0	0	0	0	3	0	0	3	0	10	10
Total	2	2	1	1	5	2	14	5	0	21	1	0	1	1	2	0	15	3	2	18	4	46	50
05:00 PM	0	2	1	0	3	0	3	2	1	5	0	0	0	0	0	0	3	0	0	3	1	11	12
05:15 PM	0	1	0	0	1	0	2	3	2	5	0	0	0	0	0	0	3	4	2	7	4	13	17
05:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Total	0	3	1	0	4	0	11	5	3	16	0	0	0	0	0	0	13	4	2	17	5	37	42
Grand Total	2	5	2	1	9	2	25	10	3	37	1	0	1	1	2	0	28	7	4	35	9	83	92
Apprch %	22.2	55.6	22.2			5.4	67.6	27			50	0	50			0	80	20					
Total %	2.4	6	2.4		10.8	2.4	30.1	12		44.6	1.2	0	1.2		2.4	0	33.7	8.4		42.2	9.8	90.2	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	0	0	0	0	0	**3**	0	3	5
04:45 PM	0	1	0	1	**1**	**4**	1	**6**	0	0	0	0	0	3	0	3	10
05:00 PM	0	**2**	**1**	**3**	0	3	2	5	0	0	0	0	0	3	0	3	11
05:15 PM	0	1	0	1	0	2	**3**	5	0	0	0	0	0	3	**4**	**7**	**13**
Total Volume	0	4	1	5	1	10	7	18	0	0	0	0	0	12	4	16	39
% App. Total	0	80	20		5.6	55.6	38.9		0	0	0		0	75	25		
PHF	.000	.500	.250	.417	.250	.625	.583	.750	.000	.000	.000	.000	.000	1.00	.250	.571	.750

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
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File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	0	0	0	0	0	**3**	0	3	
+15 mins.	0	1	0	1	**1**	**4**	1	**6**	0	0	0	0	0	3	0	3	
+30 mins.	0	**2**	**1**	**3**	0	3	2	5	0	0	0	0	0	3	0	3	
+45 mins.	0	1	0	1	0	2	**3**	5	0	0	0	0	0	3	**4**	**7**	
Total Volume	0	4	1	5	1	10	7	18	0	0	0	0	0	12	4	16	
% App. Total	0	80	20		5.6	55.6	38.9		0	0	0		0	75	25		
PHF	.000	.500	.250	.417	.250	.625	.583	.750	.000	.000	.000	.000	.000	1.000	.250	.571	

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Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

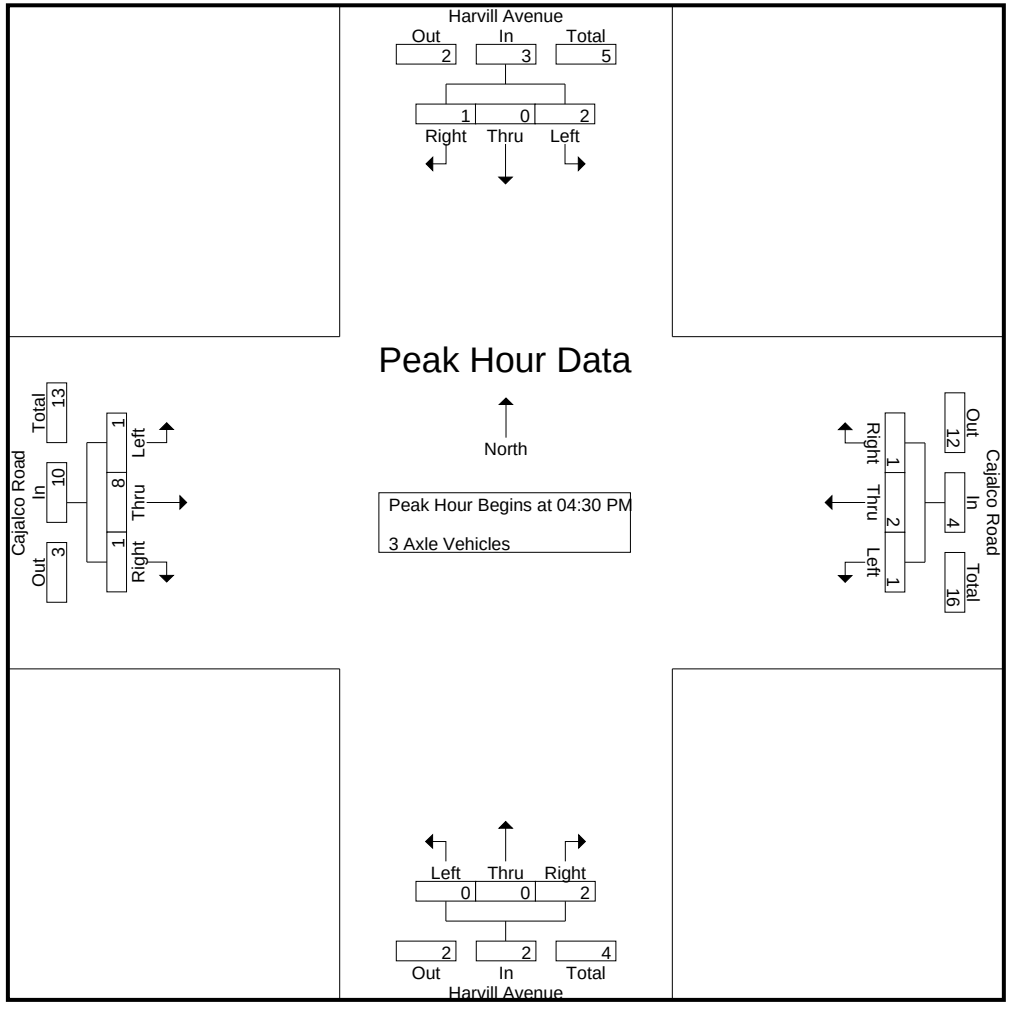
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	4	4
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	3
04:45 PM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1	3	0	0	4	0	7	7
Total	1	0	2	0	3	2	4	0	0	6	0	0	1	0	1	1	5	1	1	7	1	17	18
05:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	0	7	7
05:30 PM	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3
05:45 PM	2	0	0	0	2	2	0	0	0	2	0	0	2	0	2	0	3	0	0	3	0	9	9
Total	3	0	1	1	4	3	2	1	0	6	0	0	4	0	4	0	7	0	0	7	1	21	22
Grand Total	4	0	3	1	7	5	6	1	0	12	0	0	5	0	5	1	12	1	1	14	2	38	40
Apprch %	57.1	0	42.9			41.7	50	8.3			0	0	100			7.1	85.7	7.1					
Total %	10.5	0	7.9		18.4	13.2	15.8	2.6		31.6	0	0	13.2		13.2	2.6	31.6	2.6		36.8	5	95	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	2	2
04:45 PM	**1**	0	**1**	**2**	**1**	0	0	1	0	0	0	0	**1**	**3**	0	**4**	**7**
05:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	3
05:15 PM	1	0	0	1	0	1	0	1	0	0	**2**	**2**	0	3	0	3	7
Total Volume	2	0	1	3	1	2	1	4	0	0	2	2	1	8	1	10	19
% App. Total	66.7	0	33.3		25	50	25		0	0	100		10	80	10		
PHF	.500	.000	.250	.375	.250	.500	.250	.500	.000	.000	.250	.250	.250	.667	.250	.625	.679

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County of Riverside
N/S: Harvill Avenue
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Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**1**	2	
+15 mins.	**1**	0	**1**	**2**	**1**	0	0	1	0	0	0	0	**1**	**3**	0	**4**	
+30 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	
+45 mins.	1	0	0	1	0	1	0	1	0	0	**2**	**2**	0	3	0	3	
Total Volume	2	0	1	3	1	2	1	4	0	0	2	2	1	8	1	10	
% App. Total	66.7	0	33.3		25	50	25		0	0	100		10	80	10		
PHF	.500	.000	.250	.375	.250	.500	.250	.500	.000	.000	.250	.250	.250	.667	.250	.625	

Counts Unlimited, Inc.
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File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
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Page No : 1

Groups Printed- 4+ Axle Trucks

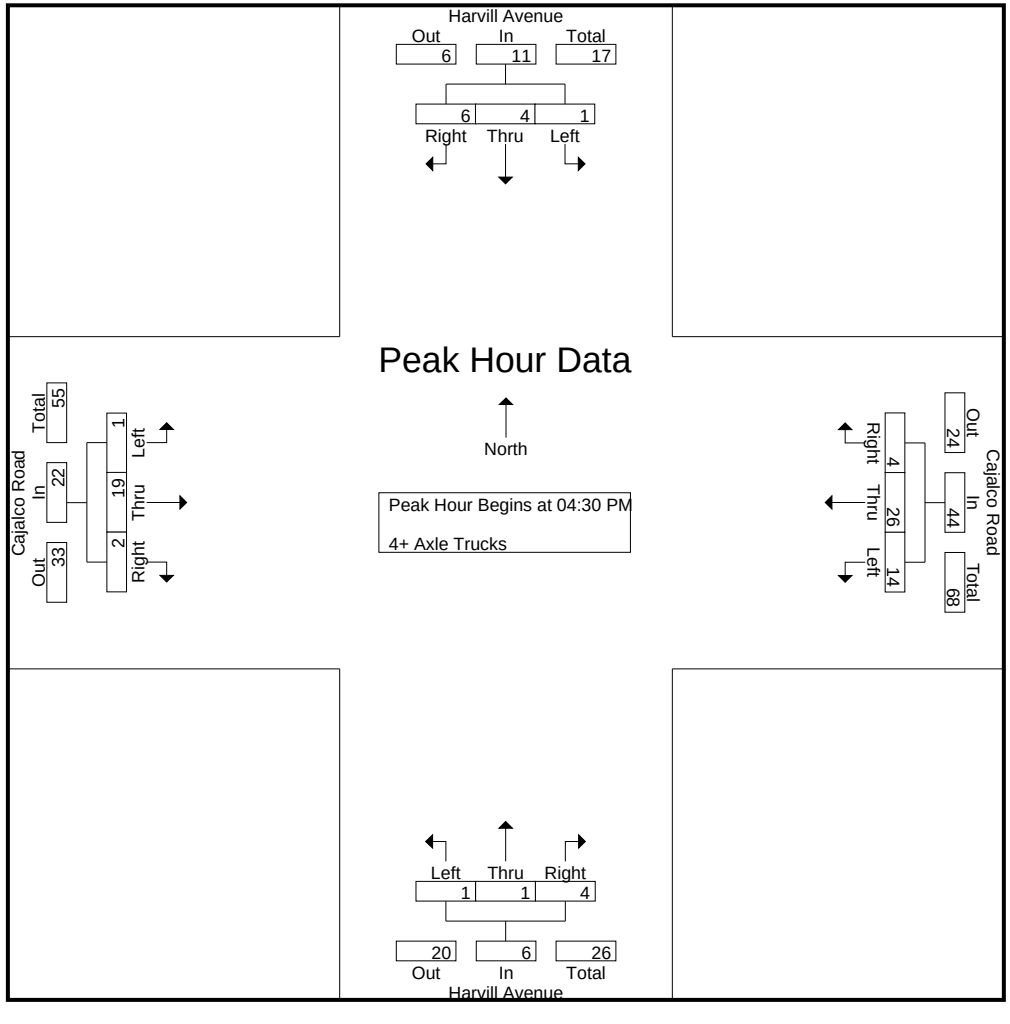
	Harvill Avenue Southbound					Cajalco Road Westbound					Harvill Avenue Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	3	4	1	1	8	0	0	1	0	1	2	4	0	0	6	1	16	17
04:15 PM	0	1	0	0	1	4	4	1	0	9	1	0	0	0	1	0	6	0	0	6	0	17	17
04:30 PM	0	2	0	0	2	5	6	2	1	13	0	0	0	0	0	0	3	1	0	4	1	19	20
04:45 PM	0	0	1	1	1	0	7	1	0	8	1	0	1	1	2	0	6	0	0	6	2	17	19
Total	0	4	1	1	5	12	21	5	2	38	2	0	2	1	4	2	19	1	0	22	4	69	73
05:00 PM	1	2	5	1	8	4	5	1	0	10	0	1	0	0	1	1	4	0	0	5	1	24	25
05:15 PM	0	0	0	0	0	5	8	0	0	13	0	0	3	1	3	0	6	1	1	7	2	23	25
05:30 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7
05:45 PM	1	1	1	0	3	1	4	4	0	9	0	0	1	0	1	0	2	0	0	2	0	15	15
Total	2	3	6	1	11	10	22	6	0	38	0	1	4	1	5	1	13	1	1	15	3	69	72
Grand Total	2	7	7	2	16	22	43	11	2	76	2	1	6	2	9	3	32	2	1	37	7	138	145
Apprch %	12.5	43.8	43.8			28.9	56.6	14.5			22.2	11.1	66.7			8.1	86.5	5.4					
Total %	1.4	5.1	5.1		11.6	15.9	31.2	8		55.1	1.4	0.7	4.3		6.5	2.2	23.2	1.4		26.8	4.8	95.2	

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**2**	0	2	**5**	6	**2**	**13**	0	0	0	0	0	3	**1**	4	19
04:45 PM	0	0	1	1	0	7	1	8	**1**	0	1	2	0	**6**	0	6	17
05:00 PM	**1**	2	**5**	**8**	4	5	1	10	0	**1**	0	1	**1**	4	0	5	**24**
05:15 PM	0	0	0	0	5	**8**	0	13	0	0	**3**	**3**	0	6	1	**7**	23
Total Volume	1	4	6	11	14	26	4	44	1	1	4	6	1	19	2	22	83
% App. Total	9.1	36.4	54.5		31.8	59.1	9.1		16.7	16.7	66.7		4.5	86.4	9.1		
PHF	.250	.500	.300	.344	.700	.813	.500	.846	.250	.250	.333	.500	.250	.792	.500	.786	.865

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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road
Weather: Clear

File Name : 12_CRV_Harvill_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	Harvill Avenue Southbound				Cajalco Road Westbound				Harvill Avenue Northbound				Cajalco 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	**2**	0	2	**5**	6	**2**	**13**	0	0	0	0	0	3	**1**	4	
+15 mins.	0	0	1	1	0	7	1	8	**1**	0	1	2	0	**6**	0	6	
+30 mins.	**1**	2	**5**	**8**	4	5	1	10	0	**1**	0	1	**1**	4	0	5	
+45 mins.	0	0	0	0	5	**8**	0	13	0	0	**3**	**3**	0	6	1	**7**	
Total Volume	1	4	6	11	14	26	4	44	1	1	4	6	1	19	2	22	
% App. Total	9.1	36.4	54.5		31.8	59.1	9.1		16.7	16.7	66.7		4.5	86.4	9.1		
PHF	.250	.500	.300	.344	.700	.813	.500	.846	.250	.250	.333	.500	.250	.792	.500	.786	

Location: County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg Harvill Avenue	East Leg Cajalco Road	South Leg Harvill Avenue	West Leg Cajalco 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	1	0	1	0	2
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:	1	0	1	0	2

	North Leg Harvill Avenue	East Leg Cajalco Road	South Leg Harvill Avenue	West Leg Cajalco Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	1	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
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:	2	0	0	2	4

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Location: County of Riverside
N/S: Harvill Avenue
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound Harvill Avenue			Westbound Cajalco Road			Northbound Harvill Avenue			Eastbound Cajalco 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	1	1
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	1	1

	Southbound Harvill Avenue			Westbound Cajalco Road			Northbound Harvill Avenue			Eastbound Cajalco 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	1	0	0	0	0	0	1	0	0	0	0	2
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	1	0	0	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	2	0	0	0	0	0	1	0	0	0	0	3

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

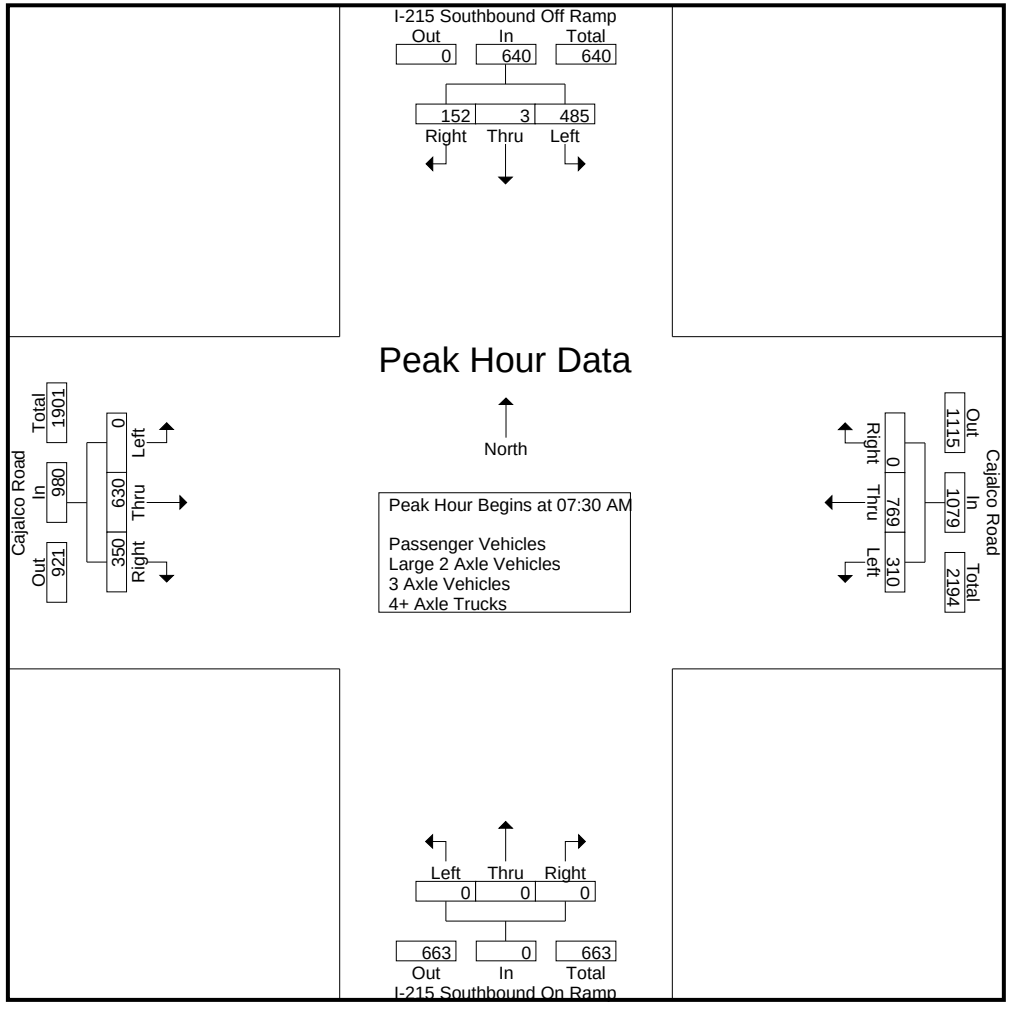
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	101	0	37	13	138	55	179	0	0	234	0	0	0	0	0	0	111	63	18	174	31	546	577
07:15 AM	119	0	35	18	154	85	166	0	0	251	0	0	0	0	0	0	138	86	32	224	50	629	679
07:30 AM	138	0	46	17	184	72	190	0	0	262	0	0	0	0	0	0	165	84	40	249	57	695	752
07:45 AM	130	2	34	12	166	84	177	0	0	261	0	0	0	0	0	0	151	82	30	233	42	660	702
Total	488	2	152	60	642	296	712	0	0	1008	0	0	0	0	0	0	565	315	120	880	180	2530	2710
08:00 AM	112	1	37	20	150	77	180	0	0	257	0	0	0	0	0	0	155	104	49	259	69	666	735
08:15 AM	105	0	35	10	140	77	222	0	0	299	0	0	0	0	0	0	159	80	36	239	46	678	724
08:30 AM	79	0	30	7	109	42	195	0	0	237	0	0	0	0	0	0	114	73	16	187	23	533	556
08:45 AM	91	0	38	19	129	49	201	0	0	250	0	0	0	0	0	0	95	67	14	162	33	541	574
Total	387	1	140	56	528	245	798	0	0	1043	0	0	0	0	0	0	523	324	115	847	171	2418	2589
Grand Total	875	3	292	116	1170	541	1510	0	0	2051	0	0	0	0	0	0	1088	639	235	1727	351	4948	5299
Apprch %	74.8	0.3	25			26.4	73.6	0			0	0	0			0	63	37					
Total %	17.7	0.1	5.9		23.6	10.9	30.5	0		41.5	0	0	0		0	0	22	12.9		34.9	6.6	93.4	
Passenger Vehicles	705	1	227		1034	507	1388	0		1895	0	0	0		0	0	950	581		1753	0	0	4682
% Passenger Vehicles	80.6	33.3	77.7	87.1	80.4	93.7	91.9	0	0	92.4	0	0	0	0	0	0	87.3	90.9	94.5	89.3	0	0	88.4
Large 2 Axle Vehicles	49	0	20		78	21	65	0		86	0	0	0		0	0	63	39		112	0	0	276
% Large 2 Axle Vehicles	5.6	0	6.8	7.8	6.1	3.9	4.3	0	0	4.2	0	0	0	0	0	0	5.8	6.1	4.3	5.7	0	0	5.2
3 Axle Vehicles	18	0	8		26	3	12	0		15	0	0	0		0	0	18	5		23	0	0	64
% 3 Axle Vehicles	2.1	0	2.7	0	2	0.6	0.8	0	0	0.7	0	0	0	0	0	0	1.7	0.8	0	1.2	0	0	1.2
4+ Axle Trucks	103	2	37		148	10	45	0		55	0	0	0		0	0	57	14		74	0	0	277
% 4+ Axle Trucks	11.8	66.7	12.7	5.2	11.5	1.8	3	0	0	2.7	0	0	0	0	0	0	5.2	2.2	1.3	3.8	0	0	5.2

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**138**	0	**46**	**184**	72	190	0	262	0	0	0	0	0	**165**	84	249	**695**
07:45 AM	130	**2**	34	166	**84**	177	0	261	0	0	0	0	0	151	82	233	660
08:00 AM	112	1	37	150	77	180	0	257	0	0	0	0	0	155	**104**	**259**	666
08:15 AM	105	0	35	140	77	**222**	0	**299**	0	0	0	0	0	159	80	239	678
Total Volume	485	3	152	640	310	769	0	1079	0	0	0	0	0	630	350	980	2699
% App. Total	75.8	0.5	23.8		28.7	71.3	0		0	0	0		0	64.3	35.7		
PHF	.879	.375	.826	.870	.923	.866	.000	.902	.000	.000	.000	.000	.000	.955	.841	.946	.971

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
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E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
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Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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:																	
	07:15 AM				07:30 AM				07:00 AM				07:30 AM				
+0 mins.	119	0	35	154	72	190	0	262	0	0	0	0	0	**165**	84	249	
+15 mins.	**138**	0	**46**	**184**	**84**	177	0	261	0	0	0	0	0	151	82	233	
+30 mins.	130	**2**	34	166	77	180	0	257	0	0	0	0	0	155	**104**	**259**	
+45 mins.	112	1	37	150	77	**222**	0	**299**	0	0	0	0	0	159	80	239	
Total Volume	499	3	152	654	310	769	0	1079	0	0	0	0	0	630	350	980	
% App. Total	76.3	0.5	23.2		28.7	71.3	0		0	0	0		0	64.3	35.7		
PHF	.904	.375	.826	.889	.923	.866	.000	.902	.000	.000	.000	.000	.000	.955	.841	.946	

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Groups Printed- Passenger Vehicles

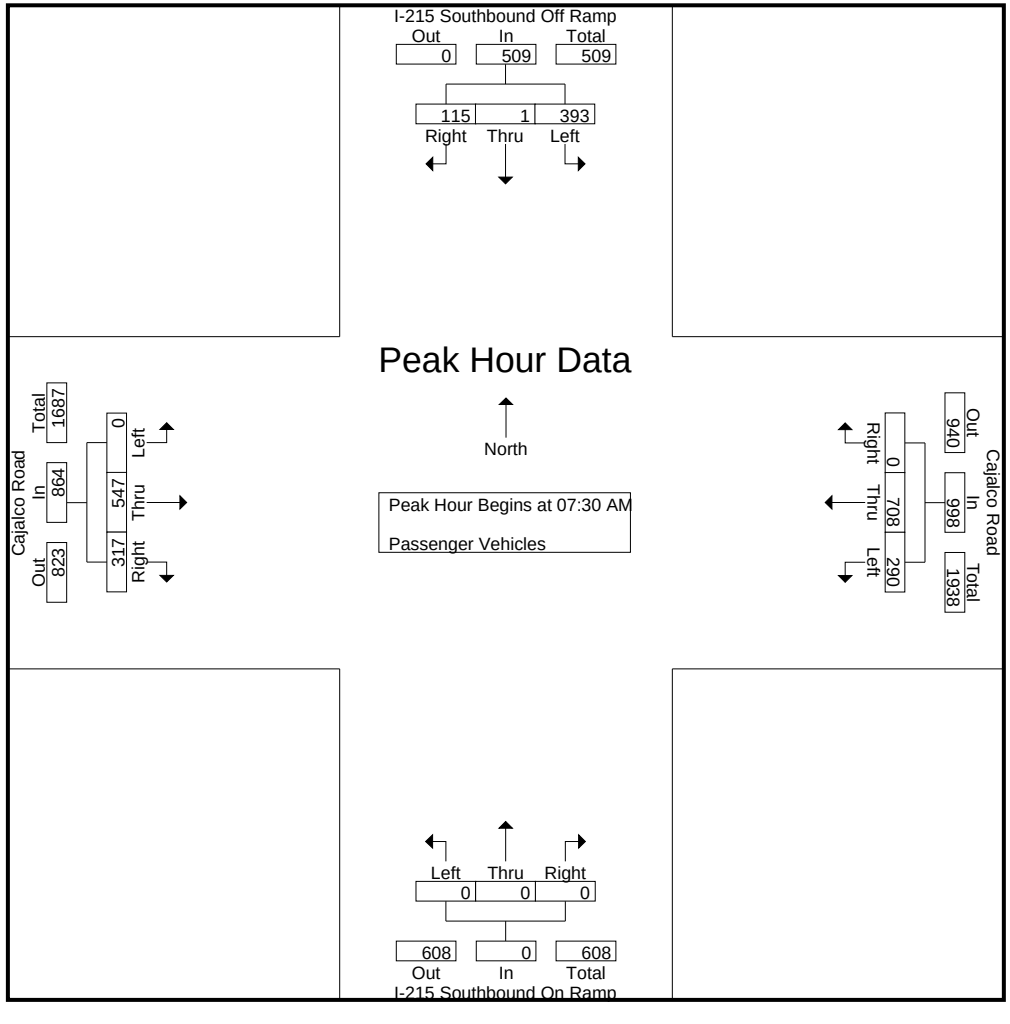
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	87	0	31	12	118	53	162	0	0	215	0	0	0	0	0	0	95	57	14	152	26	485	511
07:15 AM	100	0	30	17	130	76	154	0	0	230	0	0	0	0	0	0	124	79	31	203	48	563	611
07:30 AM	114	0	37	15	151	70	175	0	0	245	0	0	0	0	0	0	153	74	38	227	53	623	676
07:45 AM	105	0	24	10	129	76	165	0	0	241	0	0	0	0	0	0	134	74	28	208	38	578	616
Total	406	0	122	54	528	275	656	0	0	931	0	0	0	0	0	0	506	284	111	790	165	2249	2414
08:00 AM	93	1	28	16	122	75	167	0	0	242	0	0	0	0	0	0	130	96	48	226	64	590	654
08:15 AM	81	0	26	9	107	69	201	0	0	270	0	0	0	0	0	0	130	73	33	203	42	580	622
08:30 AM	56	0	20	7	76	39	178	0	0	217	0	0	0	0	0	0	102	67	16	169	23	462	485
08:45 AM	69	0	31	15	100	49	186	0	0	235	0	0	0	0	0	0	82	61	14	143	29	478	507
Total	299	1	105	47	405	232	732	0	0	964	0	0	0	0	0	0	444	297	111	741	158	2110	2268
Grand Total	705	1	227	101	933	507	1388	0	0	1895	0	0	0	0	0	0	950	581	222	1531	323	4359	4682
Apprch %	75.6	0.1	24.3			26.8	73.2	0			0	0	0			0	62.1	37.9					
Total %	16.2	0	5.2		21.4	11.6	31.8	0		43.5	0	0	0		0	0	21.8	13.3		35.1	6.9	93.1	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**114**	0	**37**	**151**	70	175	0	245	0	0	0	0	0	**153**	74	**227**	**623**
07:45 AM	105	0	24	129	**76**	165	0	241	0	0	0	0	0	134	74	208	578
08:00 AM	93	**1**	28	122	75	167	0	242	0	0	0	0	0	130	**96**	226	590
08:15 AM	81	0	26	107	69	**201**	0	**270**	0	0	0	0	0	130	73	203	580
Total Volume	393	1	115	509	290	708	0	998	0	0	0	0	0	547	317	864	2371
% App. Total	77.2	0.2	22.6		29.1	70.9	0		0	0	0		0	63.3	36.7		
PHF	.862	.250	.777	.843	.954	.881	.000	.924	.000	.000	.000	.000	.000	.894	.826	.952	.951

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

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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(951)268-6268

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	**114**	0	**37**	**151**	70	175	0	245	0	0	0	0	0	**153**	74	**227**	
+15 mins.	105	0	24	129	**76**	165	0	241	0	0	0	0	0	134	74	208	
+30 mins.	93	**1**	28	122	75	167	0	242	0	0	0	0	0	130	**96**	226	
+45 mins.	81	0	26	107	69	**201**	0	**270**	0	0	0	0	0	130	73	203	
Total Volume	393	1	115	509	290	708	0	998	0	0	0	0	0	547	317	864	
% App. Total	77.2	0.2	22.6		29.1	70.9	0		0	0	0		0	63.3	36.7		
PHF	.862	.250	.777	.843	.954	.881	.000	.924	.000	.000	.000	.000	.000	.894	.826	.952	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

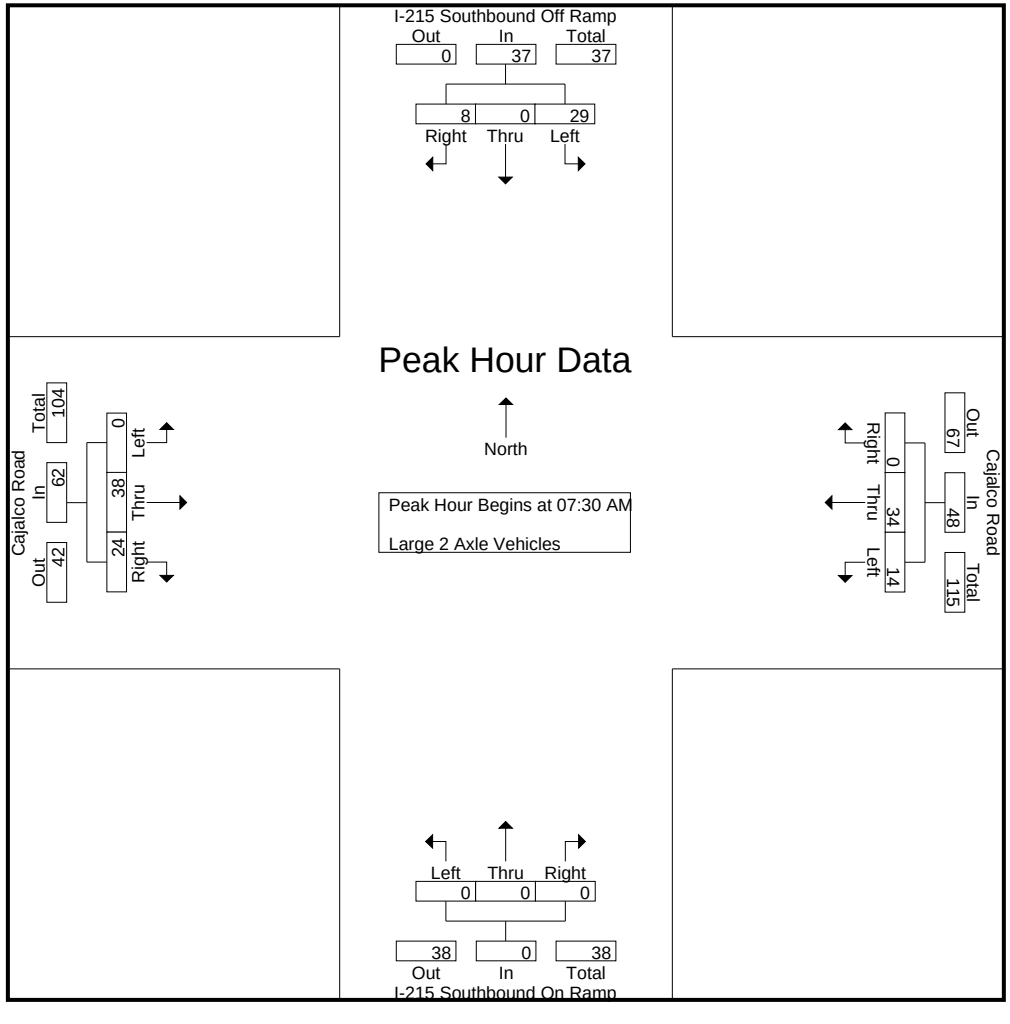
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	8	0	3	1	11	1	12	0	0	13	0	0	0	0	0	0	10	5	3	15	4	39	43
07:15 AM	4	0	2	0	6	5	5	0	0	10	0	0	0	0	0	0	3	3	0	6	0	22	22
07:30 AM	7	0	1	1	8	2	8	0	0	10	0	0	0	0	0	0	6	9	2	15	3	33	36
07:45 AM	9	0	2	1	11	5	7	0	0	12	0	0	0	0	0	0	14	6	2	20	3	43	46
Total	28	0	8	3	36	13	32	0	0	45	0	0	0	0	0	0	33	23	7	56	10	137	147
08:00 AM	6	0	5	3	11	2	6	0	0	8	0	0	0	0	0	0	9	7	1	16	4	35	39
08:15 AM	7	0	0	0	7	5	13	0	0	18	0	0	0	0	0	0	9	2	2	11	2	36	38
08:30 AM	4	0	2	0	6	1	8	0	0	9	0	0	0	0	0	0	5	3	0	8	0	23	23
08:45 AM	4	0	5	3	9	0	6	0	0	6	0	0	0	0	0	0	7	4	0	11	3	26	29
Total	21	0	12	6	33	8	33	0	0	41	0	0	0	0	0	0	30	16	3	46	9	120	129
Grand Total	49	0	20	9	69	21	65	0	0	86	0	0	0	0	0	0	63	39	10	102	19	257	276
Apprch %	71	0	29			24.4	75.6	0			0	0	0			0	61.8	38.2					
Total %	19.1	0	7.8		26.8	8.2	25.3	0		33.5	0	0	0		0	0	24.5	15.2		39.7	6.9	93.1	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	7	0	1	8	2	8	0	10	0	0	0	0	0	6	**9**	15	33
07:45 AM	**9**	0	2	**11**	**5**	7	0	12	0	0	0	0	0	**14**	6	**20**	**43**
08:00 AM	6	0	**5**	11	2	6	0	8	0	0	0	0	0	9	7	16	35
08:15 AM	7	0	0	7	5	**13**	0	**18**	0	0	0	0	0	9	2	11	36
Total Volume	29	0	8	37	14	34	0	48	0	0	0	0	0	38	24	62	147
% App. Total	78.4	0	21.6		29.2	70.8	0		0	0	0		0	61.3	38.7		
PHF	.806	.000	.400	.841	.700	.654	.000	.667	.000	.000	.000	.000	.000	.679	.667	.775	.855

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	7	0	1	8	2	8	0	10	0	0	0	0	0	6	**9**	15	
+15 mins.	**9**	0	2	**11**	**5**	7	0	12	0	0	0	0	0	**14**	6	**20**	
+30 mins.	6	0	**5**	11	2	6	0	8	0	0	0	0	0	9	7	16	
+45 mins.	7	0	0	7	5	**13**	0	**18**	0	0	0	0	0	9	2	11	
Total Volume	29	0	8	37	14	34	0	48	0	0	0	0	0	38	24	62	
% App. Total	78.4	0	21.6		29.2	70.8	0		0	0	0		0	61.3	38.7		
PHF	.806	.000	.400	.841	.700	.654	.000	.667	.000	.000	.000	.000	.000	.679	.667	.775	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

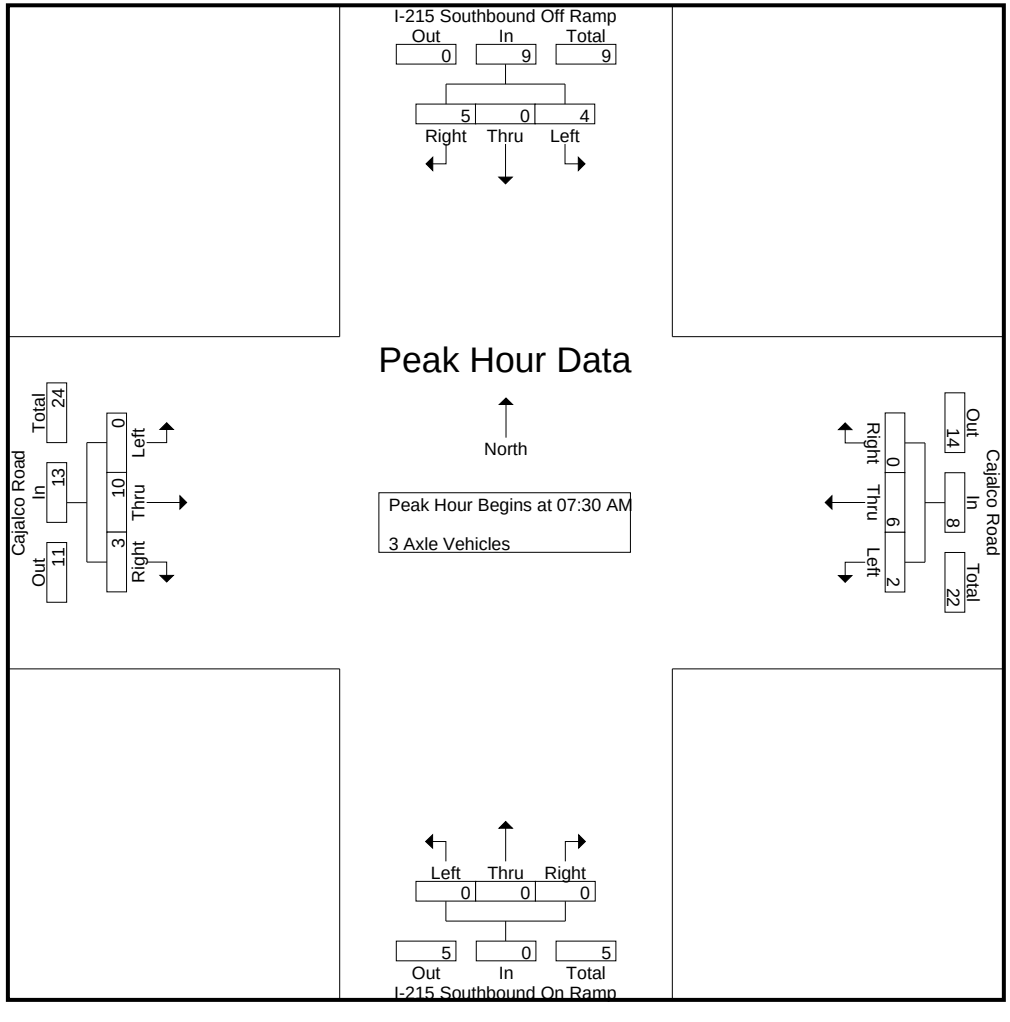
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	6	6
07:15 AM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	8	8
07:30 AM	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	7	7
07:45 AM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	7	7
Total	5	0	6	0	11	2	7	0	0	9	0	0	0	0	0	0	6	2	0	8	0	28	28
08:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	8	8
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	2	0	6	0	8	8
08:30 AM	7	0	1	0	8	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	11	11
08:45 AM	4	0	1	0	5	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	9	9
Total	13	0	2	0	15	1	5	0	0	6	0	0	0	0	0	0	12	3	0	15	0	36	36
Grand Total	18	0	8	0	26	3	12	0	0	15	0	0	0	0	0	0	18	5	0	23	0	64	64
Apprch %	69.2	0	30.8			20	80	0			0	0	0			0	78.3	21.7					
Total %	28.1	0	12.5		40.6	4.7	18.8	0		23.4	0	0	0		0	0	28.1	7.8		35.9	0	100	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**5**	**5**	0	1	0	1	0	0	0	0	0	1	0	1	7
07:45 AM	**2**	0	0	2	**1**	2	0	**3**	0	0	0	0	0	1	1	2	7
08:00 AM	1	0	0	1	0	**3**	0	3	0	0	0	0	0	**4**	0	4	**8**
08:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	4	**2**	**6**	8
Total Volume	4	0	5	9	2	6	0	8	0	0	0	0	0	10	3	13	30
% App. Total	44.4	0	55.6		25	75	0		0	0	0		0	76.9	23.1		
PHF	.500	.000	.250	.450	.500	.500	.000	.667	.000	.000	.000	.000	.000	.625	.375	.542	.938

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

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**5**	**5**	0	1	0	1	0	0	0	0	0	1	0	1	
+15 mins.	**2**	0	0	2	**1**	2	0	**3**	0	0	0	0	0	1	1	2	
+30 mins.	1	0	0	1	0	**3**	0	3	0	0	0	0	0	**4**	0	4	
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	4	**2**	**6**	
Total Volume	4	0	5	9	2	6	0	8	0	0	0	0	0	10	3	13	
% App. Total	44.4	0	55.6		25	75	0		0	0	0		0	76.9	23.1		
PHF	.500	.000	.250	.450	.500	.500	.000	.667	.000	.000	.000	.000	.000	.625	.375	.542	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

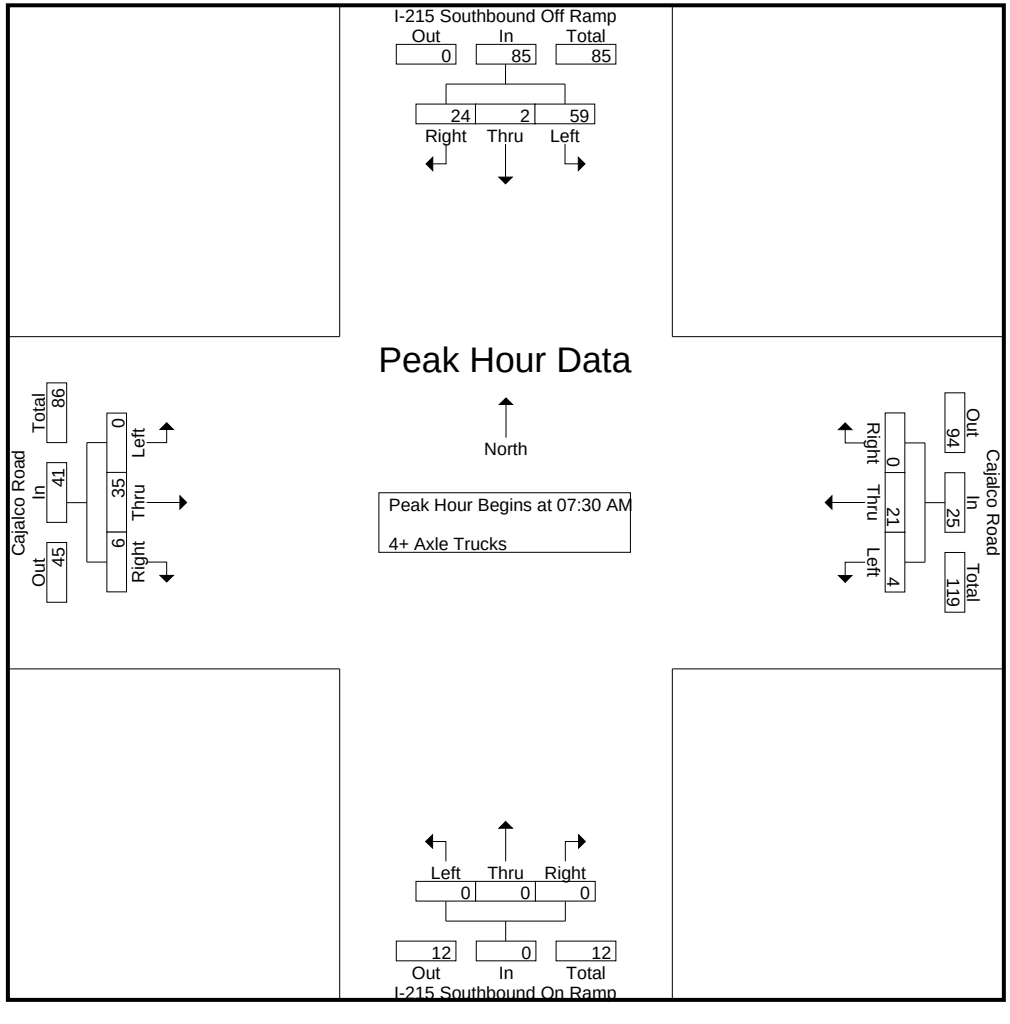
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	0	2	0	7	1	3	0	0	4	0	0	0	0	0	0	4	1	1	5	1	16	17
07:15 AM	13	0	3	1	16	3	5	0	0	8	0	0	0	0	0	0	9	3	1	12	2	36	38
07:30 AM	17	0	3	1	20	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	1	32	33
07:45 AM	14	2	8	1	24	2	3	0	0	5	0	0	0	0	0	0	2	1	0	3	1	32	33
Total	49	2	16	3	67	6	17	0	0	23	0	0	0	0	0	0	20	6	2	26	5	116	121
08:00 AM	12	0	4	1	16	0	4	0	0	4	0	0	0	0	0	0	12	1	0	13	1	33	34
08:15 AM	16	0	9	1	25	2	8	0	0	10	0	0	0	0	0	0	16	3	1	19	2	54	56
08:30 AM	12	0	7	0	19	2	8	0	0	10	0	0	0	0	0	0	5	3	0	8	0	37	37
08:45 AM	14	0	1	1	15	0	8	0	0	8	0	0	0	0	0	0	4	1	0	5	1	28	29
Total	54	0	21	3	75	4	28	0	0	32	0	0	0	0	0	0	37	8	1	45	4	152	156
Grand Total	103	2	37	6	142	10	45	0	0	55	0	0	0	0	0	0	57	14	3	71	9	268	277
Apprch %	72.5	1.4	26.1			18.2	81.8	0			0	0	0			0	80.3	19.7					
Total %	38.4	0.7	13.8		53	3.7	16.8	0		20.5	0	0	0		0	0	21.3	5.2		26.5	3.2	96.8	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**17**	0	3	20	0	6	0	6	0	0	0	0	0	5	1	6	32
07:45 AM	14	**2**	8	24	**2**	3	0	5	0	0	0	0	0	2	1	3	32
08:00 AM	12	0	4	16	0	4	0	4	0	0	0	0	0	12	1	13	33
08:15 AM	16	0	**9**	**25**	2	**8**	0	**10**	0	0	0	0	0	**16**	**3**	**19**	**54**
Total Volume	59	2	24	85	4	21	0	25	0	0	0	0	0	35	6	41	151
% App. Total	69.4	2.4	28.2		16	84	0		0	0	0		0	85.4	14.6		
PHF	.868	.250	.667	.850	.500	.656	.000	.625	.000	.000	.000	.000	.000	.547	.500	.539	.699

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	**17**	0	3	20	0	6	0	6	0	0	0	0	0	5	1	6	
+15 mins.	14	**2**	8	24	**2**	3	0	5	0	0	0	0	0	2	1	3	
+30 mins.	12	0	4	16	0	4	0	4	0	0	0	0	0	12	1	13	
+45 mins.	16	0	**9**	**25**	2	**8**	0	**10**	0	0	0	0	0	**16**	**3**	**19**	
Total Volume	59	2	24	85	4	21	0	25	0	0	0	0	0	35	6	41	
% App. Total	69.4	2.4	28.2		16	84	0		0	0	0		0	85.4	14.6		
PHF	.868	.250	.667	.850	.500	.656	.000	.625	.000	.000	.000	.000	.000	.547	.500	.539	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

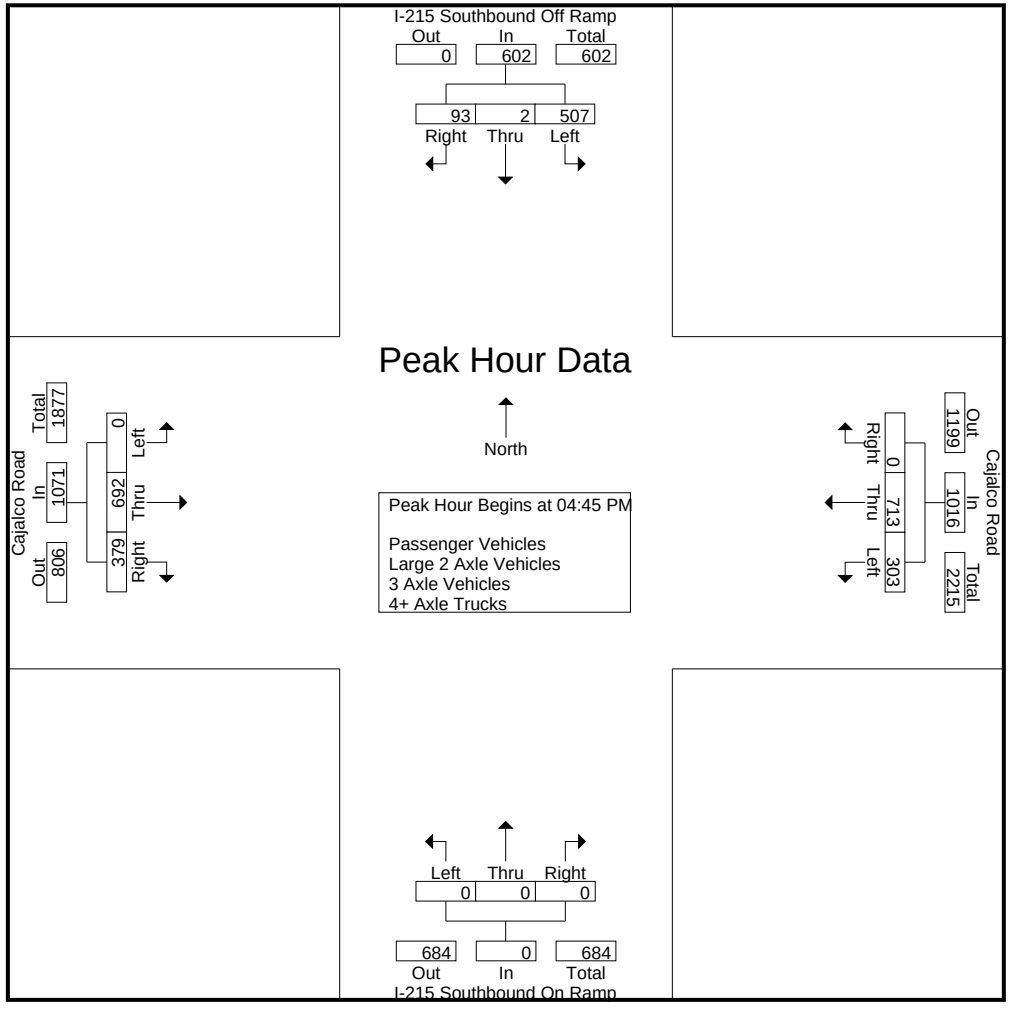
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	115	0	23	8	138	87	212	0	0	299	0	0	0	0	0	0	170	78	20	248	28	685	713
04:15 PM	97	0	17	4	114	78	200	0	0	278	0	0	0	0	0	0	163	92	23	255	27	647	674
04:30 PM	112	1	22	15	135	76	160	0	0	236	0	0	0	0	0	0	176	101	31	277	46	648	694
04:45 PM	112	0	24	12	136	75	192	0	0	267	0	0	0	0	0	0	182	93	25	275	37	678	715
Total	436	1	86	39	523	316	764	0	0	1080	0	0	0	0	0	0	691	364	99	1055	138	2658	2796
05:00 PM	124	1	18	7	143	63	184	0	0	247	0	0	0	0	0	0	162	79	17	241	24	631	655
05:15 PM	149	0	30	16	179	70	182	0	0	252	0	0	0	0	0	0	171	102	35	273	51	704	755
05:30 PM	122	1	21	11	144	95	155	0	0	250	0	0	0	0	0	0	177	105	22	282	33	676	709
05:45 PM	155	0	19	11	174	82	142	0	0	224	0	0	0	0	0	0	158	94	30	252	41	650	691
Total	550	2	88	45	640	310	663	0	0	973	0	0	0	0	0	0	668	380	104	1048	149	2661	2810
Grand Total	986	3	174	84	1163	626	1427	0	0	2053	0	0	0	0	0	0	1359	744	203	2103	287	5319	5606
Apprch %	84.8	0.3	15			30.5	69.5	0			0	0	0			0	64.6	35.4					
Total %	18.5	0.1	3.3		21.9	11.8	26.8	0		38.6	0	0	0		0	0	25.5	14		39.5	5.1	94.9	
Passenger Vehicles	949	3	159		1190	614	1376	0		1990	0	0	0		0	0	1308	719		2228	0	0	5408
% Passenger Vehicles	96.2	100	91.4	94	95.4	98.1	96.4	0	0	96.9	0	0	0	0	0	0	96.2	96.6	99	96.6	0	0	96.5
Large 2 Axle Vehicles	24	0	8		35	11	41	0		52	0	0	0		0	0	40	17		59	0	0	146
% Large 2 Axle Vehicles	2.4	0	4.6	3.6	2.8	1.8	2.9	0	0	2.5	0	0	0	0	0	0	2.9	2.3	1	2.6	0	0	2.6
3 Axle Vehicles	13	0	7		21	1	10	0		11	0	0	0		0	0	11	8		19	0	0	51
% 3 Axle Vehicles	1.3	0	4	1.2	1.7	0.2	0.7	0	0	0.5	0	0	0	0	0	0	0.8	1.1	0	0.8	0	0	0.9
4+ Axle Trucks	0	0	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1
% 4+ Axle Trucks	0	0	0	1.2	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	112	0	24	136	75	**192**	0	**267**	0	0	0	0	0	**182**	93	275	678
05:00 PM	124	**1**	18	143	63	184	0	247	0	0	0	0	0	162	79	241	631
05:15 PM	**149**	0	**30**	**179**	70	182	0	252	0	0	0	0	0	171	102	273	**704**
05:30 PM	122	1	21	144	**95**	155	0	250	0	0	0	0	0	177	**105**	**282**	676
Total Volume	507	2	93	602	303	713	0	1016	0	0	0	0	0	692	379	1071	2689
% App. Total	84.2	0.3	15.4		29.8	70.2	0		0	0	0		0	64.6	35.4		
PHF	.851	.500	.775	.841	.797	.928	.000	.951	.000	.000	.000	.000	.000	.951	.902	.949	.955

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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:																	
	05:00 PM				04:00 PM				04:00 PM				04:45 PM				
+0 mins.	124	**1**	18	143	**87**	**212**	0	**299**	0	0	0	0	0	**182**	93	275	
+15 mins.	149	0	**30**	**179**	78	200	0	278	0	0	0	0	0	162	79	241	
+30 mins.	122	1	21	144	76	160	0	236	0	0	0	0	0	171	102	273	
+45 mins.	**155**	0	19	174	75	192	0	267	0	0	0	0	0	177	**105**	**282**	
Total Volume	550	2	88	640	316	764	0	1080	0	0	0	0	0	692	379	1071	
% App. Total	85.9	0.3	13.8		29.3	70.7	0		0	0	0		0	64.6	35.4		
PHF	.887	.500	.733	.894	.908	.901	.000	.903	.000	.000	.000	.000	.000	.951	.902	.949	

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County of Riverside
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Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

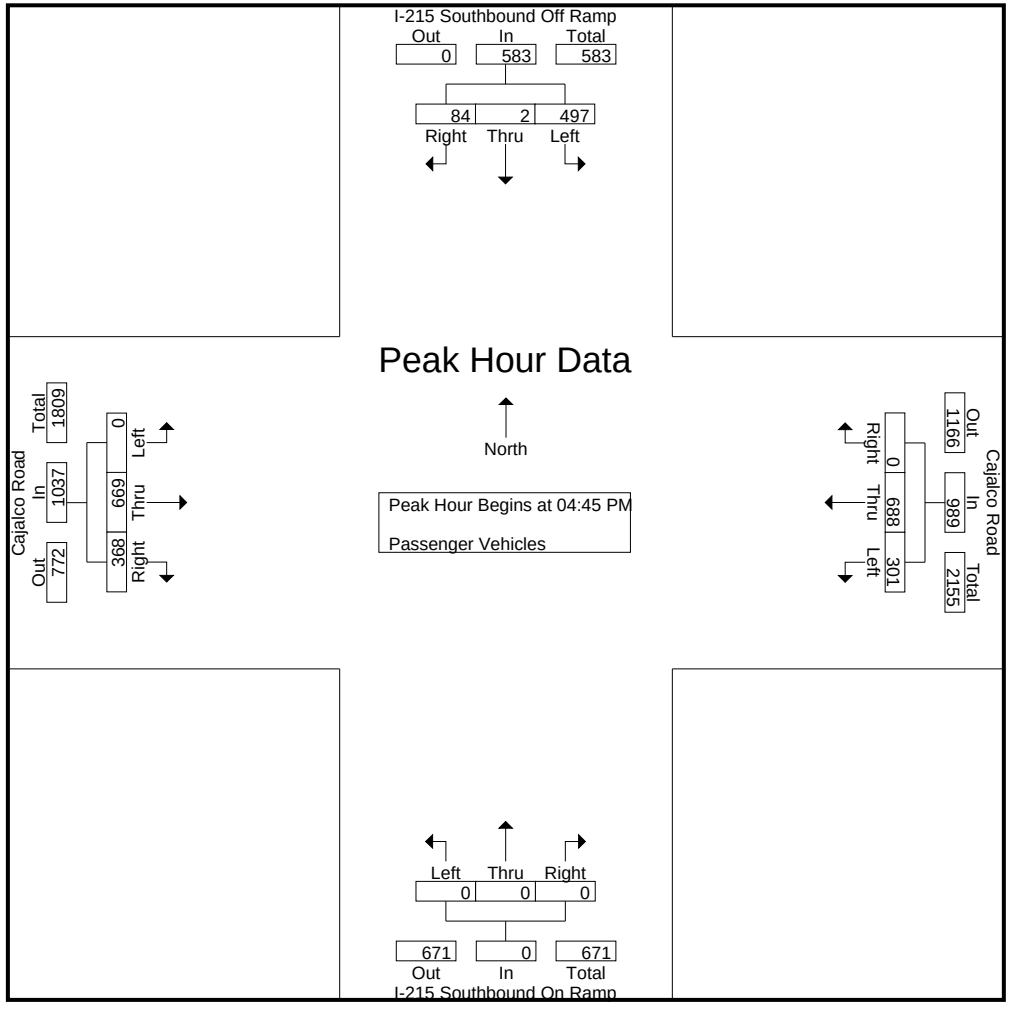
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	107	0	20	8	127	85	204	0	0	289	0	0	0	0	0	0	157	76	20	233	28	649	677
04:15 PM	91	0	15	4	106	75	186	0	0	261	0	0	0	0	0	0	158	89	21	247	25	614	639
04:30 PM	103	1	22	15	126	74	156	0	0	230	0	0	0	0	0	0	175	97	31	272	46	628	674
04:45 PM	111	0	20	9	131	74	188	0	0	262	0	0	0	0	0	0	176	88	25	264	34	657	691
Total	412	1	77	36	490	308	734	0	0	1042	0	0	0	0	0	0	666	350	97	1016	133	2548	2681
05:00 PM	119	1	18	7	138	63	176	0	0	239	0	0	0	0	0	0	157	77	17	234	24	611	635
05:15 PM	145	0	27	15	172	69	177	0	0	246	0	0	0	0	0	0	166	98	35	264	50	682	732
05:30 PM	122	1	19	10	142	95	147	0	0	242	0	0	0	0	0	0	170	105	22	275	32	659	691
05:45 PM	151	0	18	11	169	79	142	0	0	221	0	0	0	0	0	0	149	89	30	238	41	628	669
Total	537	2	82	43	621	306	642	0	0	948	0	0	0	0	0	0	642	369	104	1011	147	2580	2727
Grand Total	949	3	159	79	1111	614	1376	0	0	1990	0	0	0	0	0	0	1308	719	201	2027	280	5128	5408
Apprch %	85.4	0.3	14.3			30.9	69.1	0			0	0	0			0	64.5	35.5					
Total %	18.5	0.1	3.1		21.7	12	26.8	0		38.8	0	0	0		0	0	25.5	14		39.5	5.2	94.8	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	111	0	20	131	74	**188**	0	**262**	0	0	0	0	0	**176**	88	264	657
05:00 PM	119	**1**	18	138	63	176	0	239	0	0	0	0	0	157	77	234	611
05:15 PM	**145**	0	**27**	**172**	69	177	0	246	0	0	0	0	0	166	98	264	**682**
05:30 PM	122	1	19	142	**95**	147	0	242	0	0	0	0	0	170	**105**	**275**	659
Total Volume	497	2	84	583	301	688	0	989	0	0	0	0	0	669	368	1037	2609
% App. Total	85.2	0.3	14.4		30.4	69.6	0		0	0	0		0	64.5	35.5		
PHF	.857	.500	.778	.847	.792	.915	.000	.944	.000	.000	.000	.000	.000	.950	.876	.943	.956

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
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File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	111	0	20	131	74	**188**	0	**262**	0	0	0	0	0	**176**	88	264	
+15 mins.	119	**1**	18	138	63	176	0	239	0	0	0	0	0	157	77	234	
+30 mins.	**145**	0	**27**	**172**	69	177	0	246	0	0	0	0	0	166	98	264	
+45 mins.	122	1	19	142	**95**	147	0	242	0	0	0	0	0	170	**105**	**275**	
Total Volume	497	2	84	583	301	688	0	989	0	0	0	0	0	669	368	1037	
% App. Total	85.2	0.3	14.4		30.4	69.6	0		0	0	0		0	64.5	35.5		
PHF	.857	.500	.778	.847	.792	.915	.000	.944	.000	.000	.000	.000	.000	.950	.876	.943	

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County of Riverside
N/S: I-215 Southbound Ramps
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Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

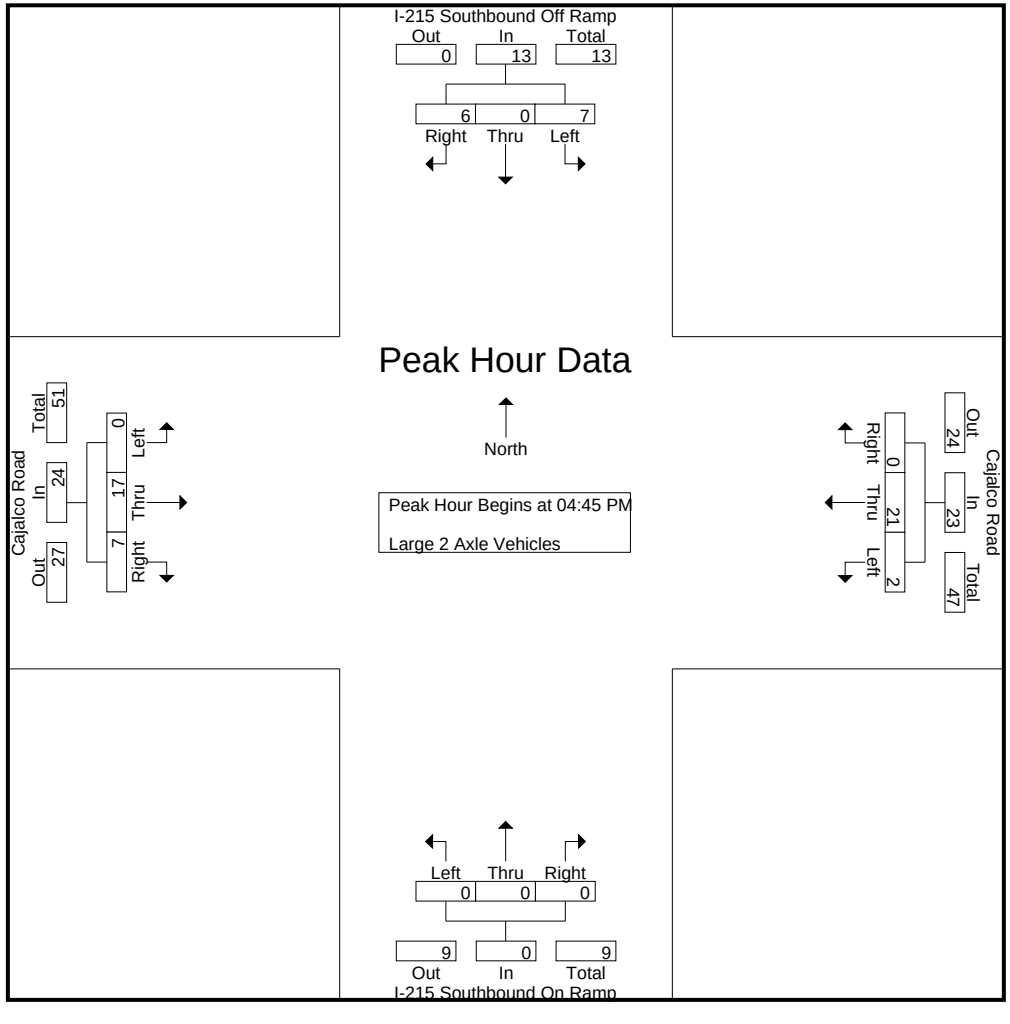
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	6	0	2	0	8	2	5	0	0	7	0	0	0	0	0	0	11	1	0	12	0	27	27
04:15 PM	5	0	0	0	5	3	11	0	0	14	0	0	0	0	0	0	5	3	2	8	2	27	29
04:30 PM	5	0	0	0	5	1	4	0	0	5	0	0	0	0	0	0	1	3	0	4	0	14	14
04:45 PM	1	0	3	2	4	1	3	0	0	4	0	0	0	0	0	0	5	3	0	8	2	16	18
Total	17	0	5	2	22	7	23	0	0	30	0	0	0	0	0	0	22	10	2	32	4	84	88
05:00 PM	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	0	4	2	0	6	0	16	16
05:15 PM	2	0	2	1	4	1	5	0	0	6	0	0	0	0	0	0	1	2	0	3	1	13	14
05:30 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	15	15
05:45 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	6	3	0	9	0	13	13
Total	7	0	3	1	10	4	18	0	0	22	0	0	0	0	0	0	18	7	0	25	1	57	58
Grand Total	24	0	8	3	32	11	41	0	0	52	0	0	0	0	0	0	40	17	2	57	5	141	146
Apprch %	75	0	25			21.2	78.8	0			0	0	0			0	70.2	29.8					
Total %	17	0	5.7		22.7	7.8	29.1	0		36.9	0	0	0		0	0	28.4	12.1		40.4	3.4	96.6	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	1	0	**3**	**4**	**1**	3	0	4	0	0	0	0	0	5	**3**	**8**	**16**
05:00 PM	**4**	0	0	4	0	6	0	6	0	0	0	0	0	4	2	6	16
05:15 PM	2	0	2	4	1	5	0	6	0	0	0	0	0	1	2	3	13
05:30 PM	0	0	1	1	0	**7**	0	**7**	0	0	0	0	0	**7**	0	7	15
Total Volume	7	0	6	13	2	21	0	23	0	0	0	0	0	17	7	24	60
% App. Total	53.8	0	46.2		8.7	91.3	0		0	0	0		0	70.8	29.2		
PHF	.438	.000	.500	.813	.500	.750	.000	.821	.000	.000	.000	.000	.000	.607	.583	.750	.938

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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.	1	0	**3**	**4**	**1**	3	0	4	0	0	0	0	0	5	**3**	**8**	
+15 mins.	**4**	0	0	4	0	6	0	6	0	0	0	0	0	4	2	6	
+30 mins.	2	0	2	4	1	5	0	6	0	0	0	0	0	1	2	3	
+45 mins.	0	0	1	1	0	**7**	0	**7**	0	0	0	0	0	**7**	0	7	
Total Volume	7	0	6	13	2	21	0	23	0	0	0	0	0	17	7	24	
% App. Total	53.8	0	46.2		8.7	91.3	0		0	0	0		0	70.8	29.2		
PHF	.438	.000	.500	.813	.500	.750	.000	.821	.000	.000	.000	.000	.000	.607	.583	.750	

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

Groups Printed- 3 Axle Vehicles

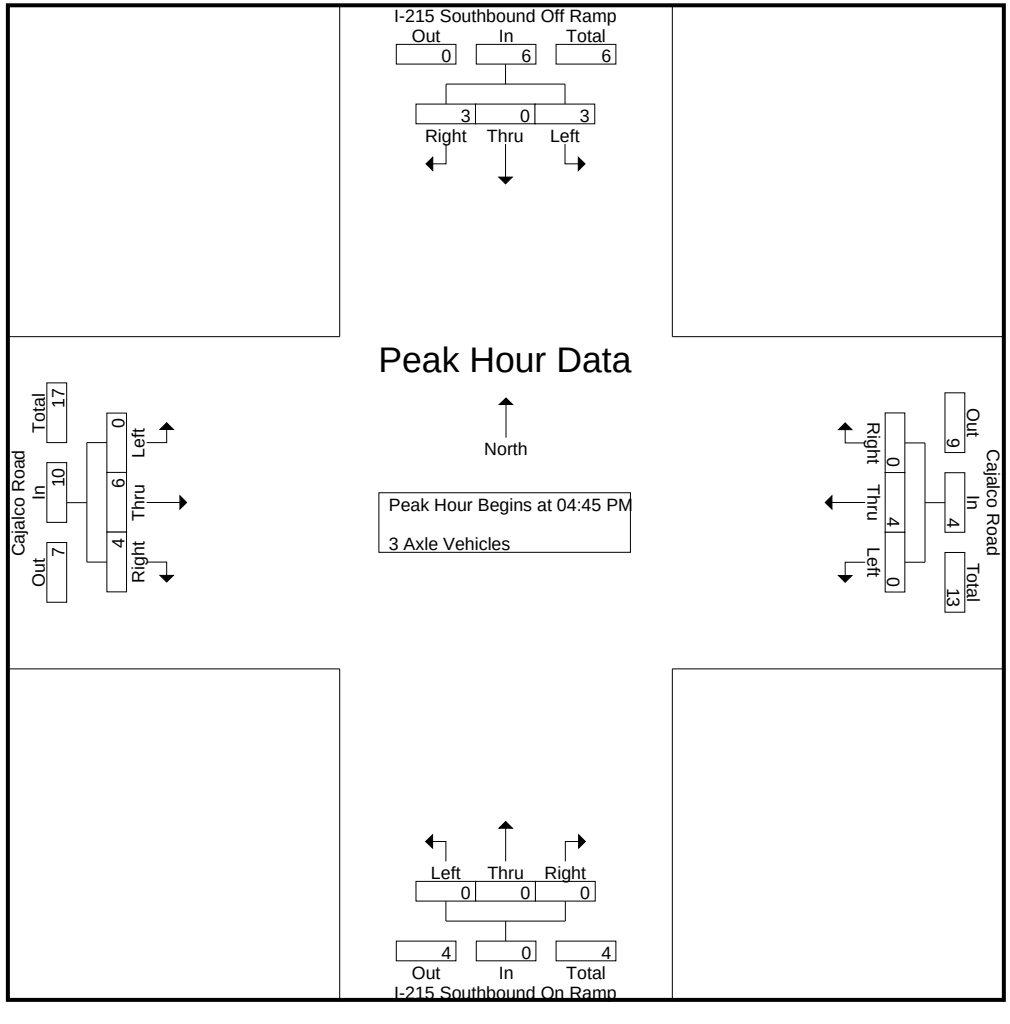
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	9	9
04:15 PM	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	6
04:30 PM	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	6	6
04:45 PM	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	1	5	6
Total	7	0	4	1	11	1	7	0	0	8	0	0	0	0	0	0	3	4	0	7	1	26	27
05:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
05:15 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	0	9	9
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	9	9
Total	6	0	3	0	9	0	3	0	0	3	0	0	0	0	0	0	8	4	0	12	0	24	24
Grand Total	13	0	7	1	20	1	10	0	0	11	0	0	0	0	0	0	11	8	0	19	1	50	51
Apprch %	65	0	35			9.1	90.9	0			0	0	0			0	57.9	42.1					
Total %	26	0	14		40	2	20	0		22	0	0	0		0	0	22	16		38	2	98	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**1**	1	0	1	0	1	0	0	0	0	0	1	**2**	3	5
05:00 PM	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1	4
05:15 PM	**2**	0	1	**3**	0	0	0	0	0	0	0	0	0	**4**	2	**6**	**9**
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	3	0	3	6	0	4	0	4	0	0	0	0	0	6	4	10	20
% App. Total	50	0	50		0	100	0		0	0	0		0	60	40		
PHF	.375	.000	.750	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.500	.417	.556

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(951)268-6268

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	**1**	1	0	1	0	1	0	0	0	0	0	1	**2**	3	
+15 mins.	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1	
+30 mins.	**2**	0	1	**3**	0	0	0	0	0	0	0	0	0	**4**	2	**6**	
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	3	0	3	6	0	4	0	4	0	0	0	0	0	6	4	10	
% App. Total	50	0	50		0	100	0		0	0	0		0	60	40		
PHF	.375	.000	.750	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.500	.417	

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File Name : 13_CRV_215S_Caj PM
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Page No : 1

Groups Printed- 4+ Axle Trucks

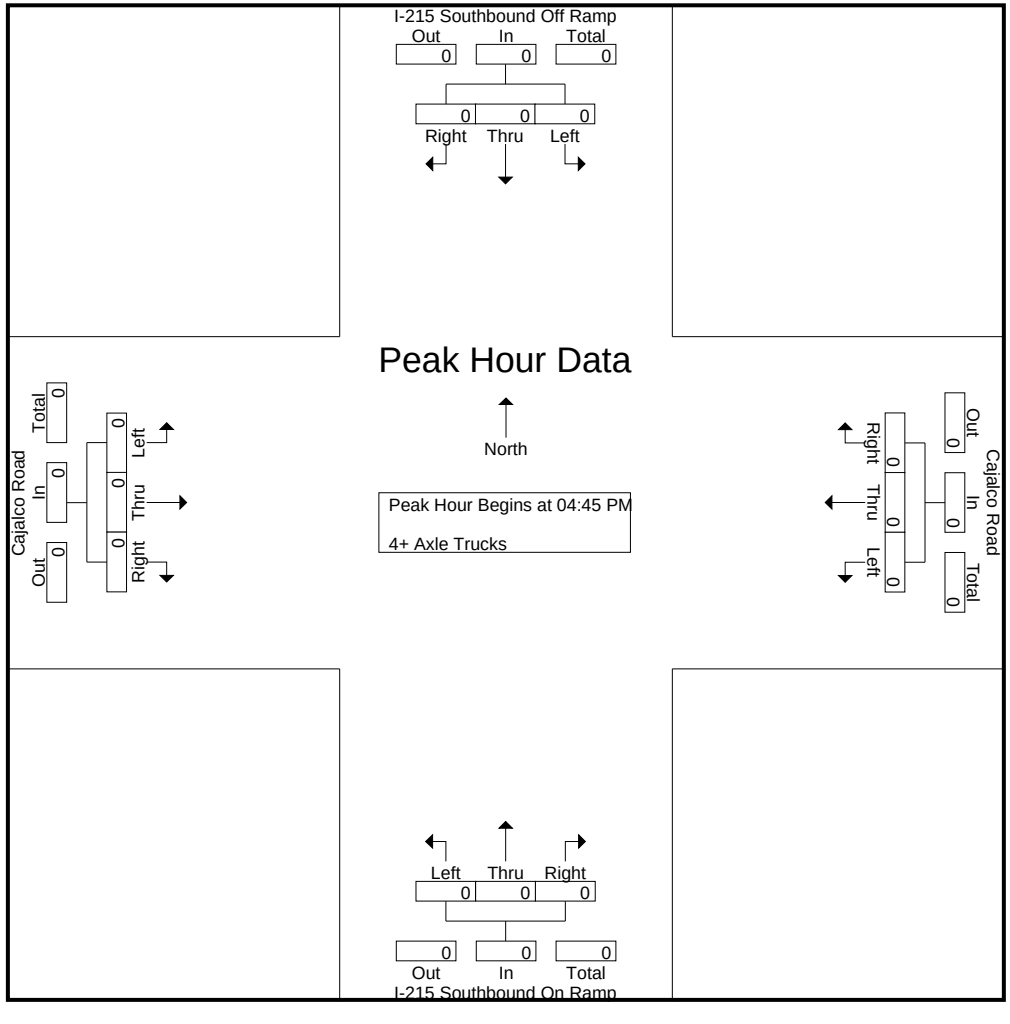
	I-215 Southbound Off Ramp Southbound					Cajalco Road Westbound					I-215 Southbound On Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Apprch %	0	0	0			0	0	0			0	0	0			0	0	0					
Total %																					100	0	

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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E/W: Cajalco Road
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File Name : 13_CRV_215S_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Southbound Off Ramp Southbound				Cajalco Road Westbound				I-215 Southbound On Ramp Northbound				Cajalco 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	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: County of Riverside
N/S: I-215 SB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Cajalco Road	South Leg I-215 SB Ramps	West Leg Cajalco 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-215 SB Ramps	East Leg Cajalco Road	South Leg I-215 SB Ramps	West Leg Cajalco 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

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951-268-6268

Location: County of Riverside
N/S: I-215 SB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Cajalco Road			Northbound I-215 SB Ramps			Eastbound Cajalco 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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

	Southbound I-215 SB Ramps			Westbound Cajalco Road			Northbound I-215 SB Ramps			Eastbound Cajalco 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	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

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County of Riverside
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Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

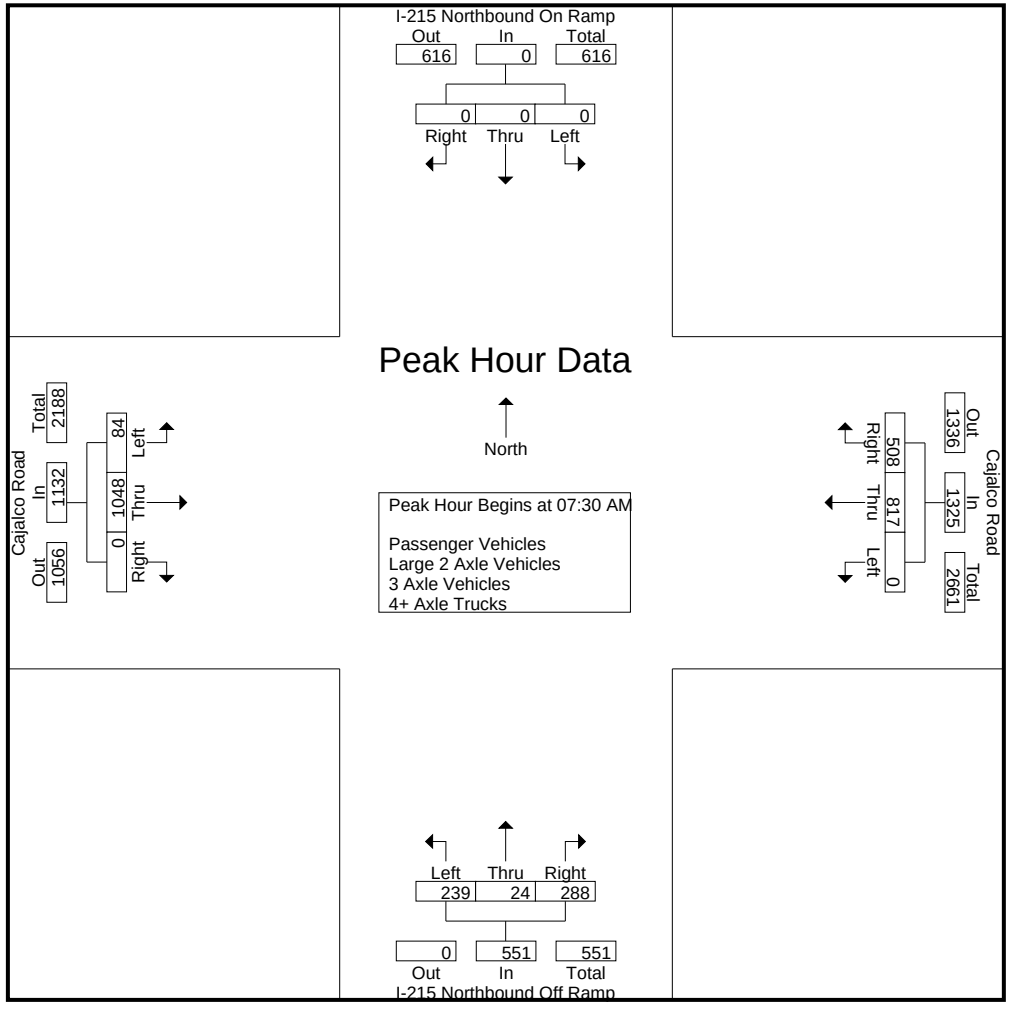
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	216	159	34	375	25	1	37	27	63	19	192	0	0	211	61	649	710
07:15 AM	0	0	0	0	0	0	220	157	42	377	31	4	38	16	73	22	230	0	0	252	58	702	760
07:30 AM	0	0	0	0	0	0	212	142	46	354	41	8	36	22	85	20	287	0	0	307	68	746	814
07:45 AM	0	0	0	0	0	0	211	121	46	332	46	8	72	40	126	19	271	0	0	290	86	748	834
Total	0	0	0	0	0	0	859	579	168	1438	143	21	183	105	347	80	980	0	0	1060	273	2845	3118
08:00 AM	0	0	0	0	0	0	206	122	48	328	59	3	81	41	143	23	240	0	0	263	89	734	823
08:15 AM	0	0	0	0	0	0	188	123	45	311	93	5	99	34	197	22	250	0	0	272	79	780	859
08:30 AM	0	0	0	0	0	0	177	132	50	309	83	1	85	49	169	23	173	0	0	196	99	674	773
08:45 AM	0	0	0	0	0	0	171	125	47	296	82	0	80	32	162	24	158	0	0	182	79	640	719
Total	0	0	0	0	0	0	742	502	190	1244	317	9	345	156	671	92	821	0	0	913	346	2828	3174
Grand Total	0	0	0	0	0	0	1601	1081	358	2682	460	30	528	261	1018	172	1801	0	0	1973	619	5673	6292
Apprch %	0	0	0			0	59.7	40.3			45.2	2.9	51.9			8.7	91.3	0					
Total %	0	0	0		0	0	28.2	19.1		47.3	8.1	0.5	9.3		17.9	3	31.7	0		34.8	9.8	90.2	
Passenger Vehicles	0	0	0		0	0	1487	965		2783	431	28	488		1189	127	1569	0		1696	0	0	5668
% Passenger Vehicles	0	0	0	0	0	0	92.9	89.3	92.5	91.5	93.7	93.3	92.4	92.7	93	73.8	87.1	0	0	86	0	0	90.1
Large 2 Axle Vehicles	0	0	0		0	0	57	40		109	15	1	19		46	10	71	0		81	0	0	236
% Large 2 Axle Vehicles	0	0	0	0	0	0	3.6	3.7	3.4	3.6	3.3	3.3	3.6	4.2	3.6	5.8	3.9	0	0	4.1	0	0	3.8
3 Axle Vehicles	0	0	0		0	0	12	14		31	3	0	7		11	6	28	0		34	0	0	76
% 3 Axle Vehicles	0	0	0	0	0	0	0.7	1.3	1.4	1	0.7	0	1.3	0.4	0.9	3.5	1.6	0	0	1.7	0	0	1.2
4+ Axle Trucks	0	0	0		0	0	45	62		117	11	1	14		33	29	133	0		162	0	0	312
% 4+ Axle Trucks	0	0	0	0	0	0	2.8	5.7	2.8	3.8	2.4	3.3	2.7	2.7	2.6	16.9	7.4	0	0	8.2	0	0	5

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**212**	**142**	**354**	41	**8**	36	85	20	**287**	0	**307**	746
07:45 AM	0	0	0	0	0	211	121	332	46	8	72	126	19	271	0	290	748
08:00 AM	0	0	0	0	0	206	122	328	59	3	81	143	**23**	240	0	263	734
08:15 AM	0	0	0	0	0	188	123	311	**93**	5	**99**	**197**	22	250	0	272	**780**
Total Volume	0	0	0	0	0	817	508	1325	239	24	288	551	84	1048	0	1132	3008
% App. Total	0	0	0		0	61.7	38.3		43.4	4.4	52.3		7.4	92.6	0		
PHF	.000	.000	.000	.000	.000	.963	.894	.936	.642	.750	.727	.699	.913	.913	.000	.922	.964

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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				07:00 AM				08:00 AM				07:30 AM				
+0 mins.	0	0	0	0	0	216	**159**	375	59	3	81	143	20	**287**	0	**307**	
+15 mins.	0	0	0	0	0	**220**	157	**377**	**93**	**5**	**99**	**197**	19	271	0	290	
+30 mins.	0	0	0	0	0	212	142	354	83	1	85	169	**23**	240	0	263	
+45 mins.	0	0	0	0	0	211	121	332	82	0	80	162	22	250	0	272	
Total Volume	0	0	0	0	0	859	579	1438	317	9	345	671	84	1048	0	1132	
% App. Total	0	0	0		0	59.7	40.3		47.2	1.3	51.4		7.4	92.6	0		
PHF	.000	.000	.000	.000	.000	.976	.910	.954	.852	.450	.871	.852	.913	.913	.000	.922	

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Groups Printed- Passenger Vehicles

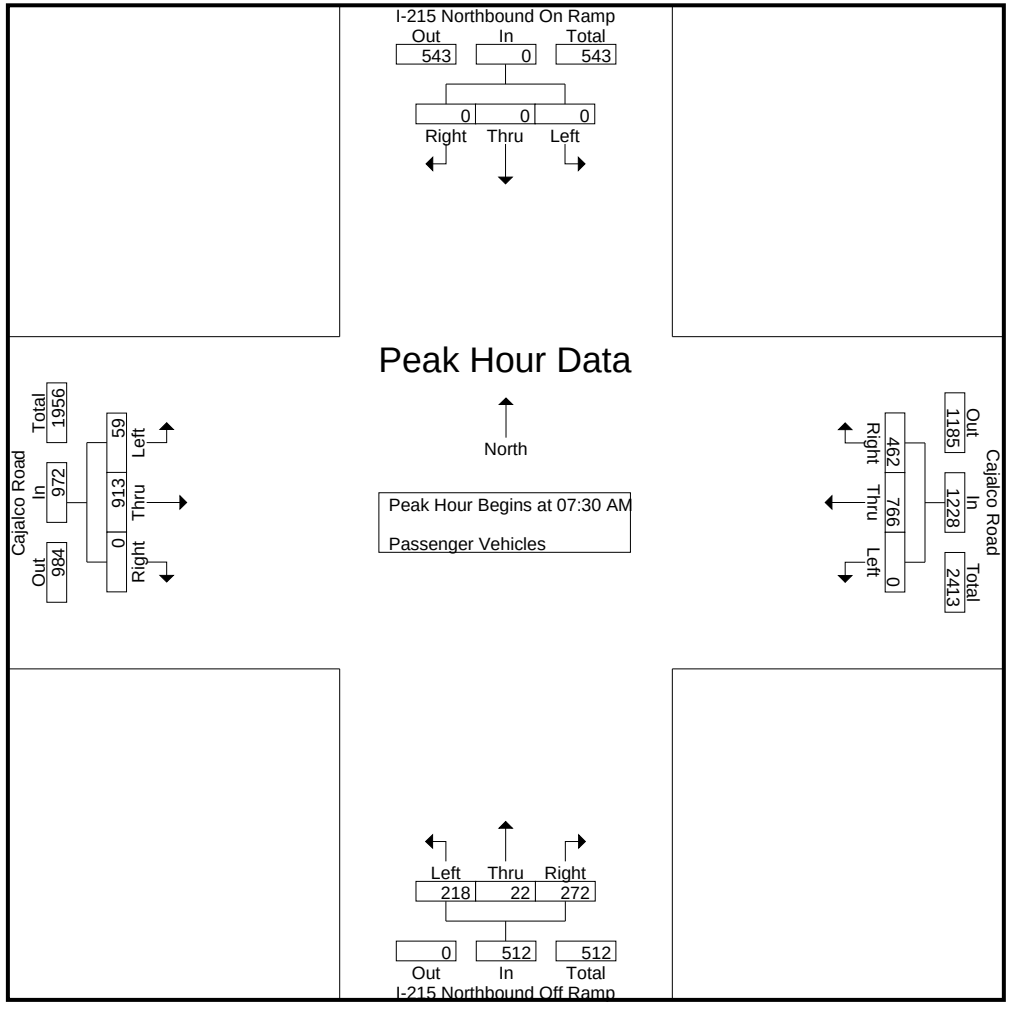
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Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	200	141	29	341	23	1	35	25	59	13	172	0	0	185	54	585	639
07:15 AM	0	0	0	0	0	0	200	146	38	346	29	4	33	14	66	16	208	0	0	224	52	636	688
07:30 AM	0	0	0	0	0	0	202	132	44	334	38	8	33	20	79	16	258	0	0	274	64	687	751
07:45 AM	0	0	0	0	0	0	197	111	44	308	42	7	71	39	120	15	239	0	0	254	83	682	765
Total	0	0	0	0	0	0	799	530	155	1329	132	20	172	98	324	60	877	0	0	937	253	2590	2843
08:00 AM	0	0	0	0	0	0	193	108	45	301	55	3	78	38	136	13	209	0	0	222	83	659	742
08:15 AM	0	0	0	0	0	0	174	111	42	285	83	4	90	32	177	15	207	0	0	222	74	684	758
08:30 AM	0	0	0	0	0	0	163	115	46	278	80	1	77	45	158	20	143	0	0	163	91	599	690
08:45 AM	0	0	0	0	0	0	158	101	43	259	81	0	71	29	152	19	133	0	0	152	72	563	635
Total	0	0	0	0	0	0	688	435	176	1123	299	8	316	144	623	67	692	0	0	759	320	2505	2825
Grand Total	0	0	0	0	0	0	1487	965	331	2452	431	28	488	242	947	127	1569	0	0	1696	573	5095	5668
Apprch %	0	0	0			0	60.6	39.4			45.5	3	51.5			7.5	92.5	0					
Total %	0	0	0		0	0	29.2	18.9		48.1	8.5	0.5	9.6		18.6	2.5	30.8	0		33.3	10.1	89.9	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**202**	**132**	**334**	38	**8**	33	79	**16**	**258**	0	**274**	**687**
07:45 AM	0	0	0	0	0	197	111	308	42	7	71	120	15	239	0	254	682
08:00 AM	0	0	0	0	0	193	108	301	55	3	78	136	13	209	0	222	659
08:15 AM	0	0	0	0	0	174	111	285	**83**	4	**90**	**177**	15	207	0	222	684
Total Volume	0	0	0	0	0	766	462	1228	218	22	272	512	59	913	0	972	2712
% App. Total	0	0	0		0	62.4	37.6		42.6	4.3	53.1		6.1	93.9	0		
PHF	.000	.000	.000	.000	.000	.948	.875	.919	.657	.688	.756	.723	.922	.885	.000	.887	.987

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

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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(951)268-6268

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**202**	**132**	**334**	38	**8**	33	79	**16**	**258**	0	**274**	
+15 mins.	0	0	0	0	0	197	111	308	42	7	71	120	15	239	0	254	
+30 mins.	0	0	0	0	0	193	108	301	55	3	78	136	13	209	0	222	
+45 mins.	0	0	0	0	0	174	111	285	**83**	4	**90**	**177**	15	207	0	222	
Total Volume	0	0	0	0	0	766	462	1228	218	22	272	512	59	913	0	972	
% App. Total	0	0	0		0	62.4	37.6		42.6	4.3	53.1		6.1	93.9	0		
PHF	.000	.000	.000	.000	.000	.948	.875	.919	.657	.688	.756	.723	.922	.885	.000	.887	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

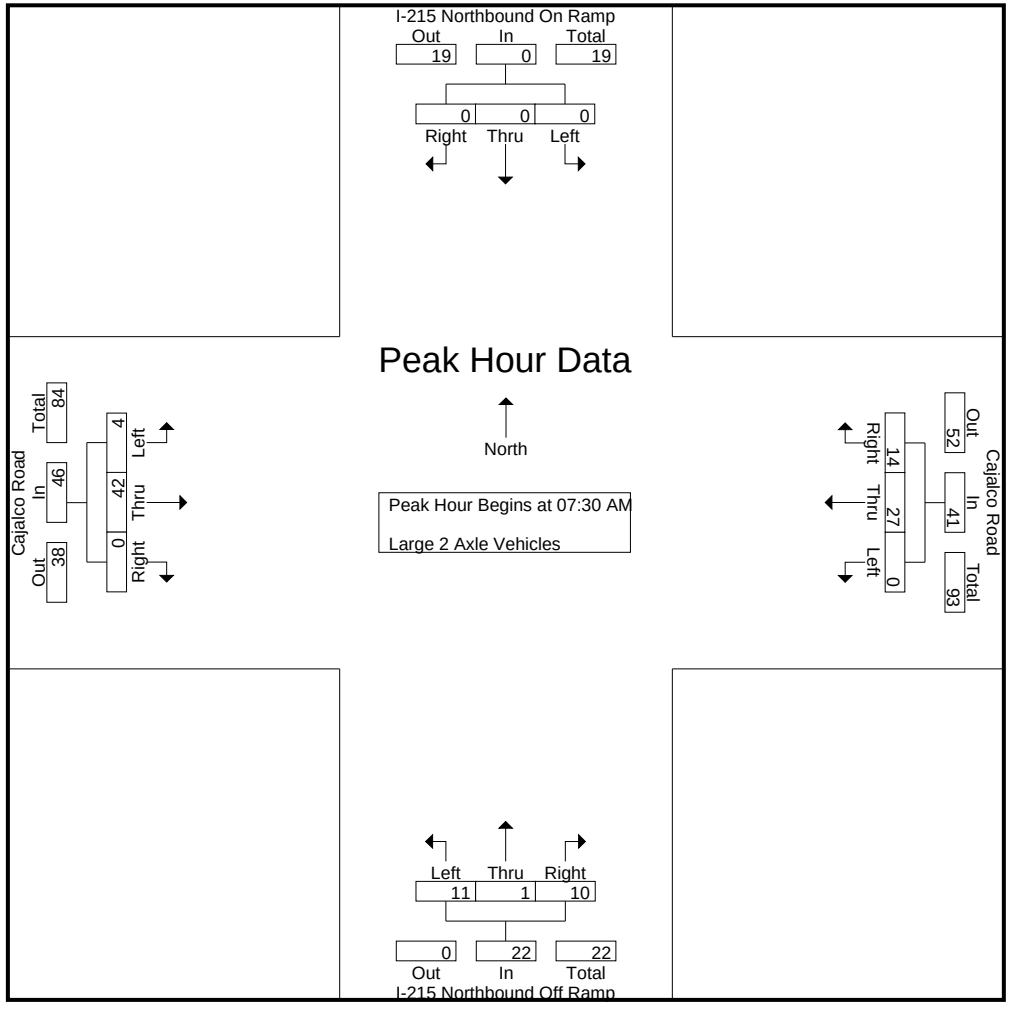
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	9	5	1	14	2	0	2	2	4	2	11	0	0	13	3	31	34
07:15 AM	0	0	0	0	0	0	11	3	1	14	0	0	1	1	1	2	4	0	0	6	2	21	23
07:30 AM	0	0	0	0	0	0	5	5	2	10	1	0	1	1	2	0	8	0	0	8	3	20	23
07:45 AM	0	0	0	0	0	0	7	1	1	8	3	1	0	0	4	1	14	0	0	15	1	27	28
Total	0	0	0	0	0	0	32	14	5	46	6	1	4	4	11	5	37	0	0	42	9	99	108
08:00 AM	0	0	0	0	0	0	7	4	0	11	1	0	2	2	3	3	8	0	0	11	2	25	27
08:15 AM	0	0	0	0	0	0	8	4	3	12	6	0	7	2	13	0	12	0	0	12	5	37	42
08:30 AM	0	0	0	0	0	0	5	6	2	11	2	0	4	3	6	1	8	0	0	9	5	26	31
08:45 AM	0	0	0	0	0	0	5	12	2	17	0	0	2	0	2	1	6	0	0	7	2	26	28
Total	0	0	0	0	0	0	25	26	7	51	9	0	15	7	24	5	34	0	0	39	14	114	128
Grand Total	0	0	0	0	0	0	57	40	12	97	15	1	19	11	35	10	71	0	0	81	23	213	236
Apprch %	0	0	0			0	58.8	41.2			42.9	2.9	54.3			12.3	87.7	0					
Total %	0	0	0		0	0	26.8	18.8		45.5	7	0.5	8.9		16.4	4.7	33.3	0		38	9.7	90.3	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	5	**5**	10	1	0	1	2	0	8	0	8	20
07:45 AM	0	0	0	0	0	7	1	8	3	**1**	0	4	1	**14**	0	**15**	27
08:00 AM	0	0	0	0	0	7	4	11	1	0	2	3	**3**	8	0	11	25
08:15 AM	0	0	0	0	0	**8**	4	**12**	**6**	0	**7**	**13**	0	12	0	12	**37**
Total Volume	0	0	0	0	0	27	14	41	11	1	10	22	4	42	0	46	109
% App. Total	0	0	0		0	65.9	34.1		50	4.5	45.5		8.7	91.3	0		
PHF	.000	.000	.000	.000	.000	.844	.700	.854	.458	.250	.357	.423	.333	.750	.000	.767	.736

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	5	**5**	10	1	0	1	2	0	8	0	8	
+15 mins.	0	0	0	0	0	7	1	8	3	**1**	0	4	1	**14**	0	**15**	
+30 mins.	0	0	0	0	0	7	4	11	1	0	2	3	**3**	8	0	11	
+45 mins.	0	0	0	0	0	**8**	4	**12**	**6**	0	**7**	**13**	0	12	0	12	
Total Volume	0	0	0	0	0	27	14	41	11	1	10	22	4	42	0	46	
% App. Total	0	0	0		0	65.9	34.1		50	4.5	45.5		8.7	91.3	0		
PHF	.000	.000	.000	.000	.000	.844	.700	.854	.458	.250	.357	.423	.333	.750	.000	.767	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

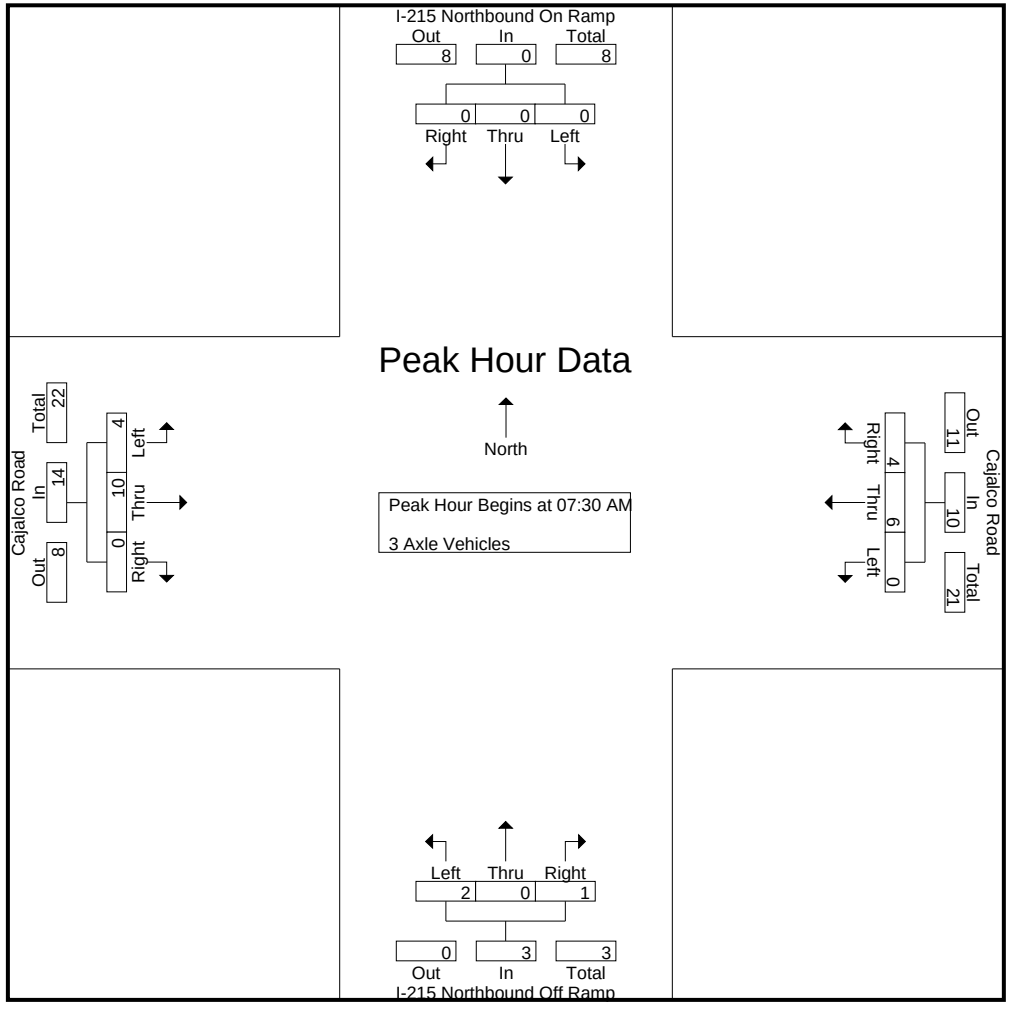
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	3	1	5	0	0	0	0	0	1	2	0	0	3	1	8	9
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	3	1	3	0	4	0	0	4	1	10	11
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	2
07:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6
Total	0	0	0	0	0	0	8	4	1	12	1	0	3	1	4	1	9	0	0	10	2	26	28
08:00 AM	0	0	0	0	0	0	2	2	1	4	1	0	0	0	1	1	4	0	0	5	1	10	11
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	3	3	0	0	6	0	9	9
08:30 AM	0	0	0	0	0	0	0	3	2	3	1	0	2	0	3	1	7	0	0	8	2	14	16
08:45 AM	0	0	0	0	0	0	1	4	1	5	0	0	1	0	1	0	5	0	0	5	1	11	12
Total	0	0	0	0	0	0	4	10	4	14	2	0	4	0	6	5	19	0	0	24	4	44	48
Grand Total	0	0	0	0	0	0	12	14	5	26	3	0	7	1	10	6	28	0	0	34	6	70	76
Apprch %	0	0	0			0	46.2	53.8			30	0	70			17.6	82.4	0					
Total %	0	0	0		0	0	17.1	20		37.1	4.3	0	10		14.3	8.6	40	0		48.6	7.9	92.1	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	0	0	**1**	0	0	**1**	0	1	0	1	2
07:45 AM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	0	0	0	2	**2**	4	1	0	0	1	1	**4**	0	5	**10**
08:15 AM	0	0	0	0	0	1	1	2	0	0	**1**	1	**3**	3	0	**6**	9
Total Volume	0	0	0	0	0	6	4	10	2	0	1	3	4	10	0	14	27
% App. Total	0	0	0		0	60	40		66.7	0	33.3		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.625	.500	.000	.250	.750	.333	.625	.000	.583	.675

Counts Unlimited, Inc.
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(951)268-6268

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	0	0	**1**	0	0	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	2	**2**	4	1	0	0	1	1	**4**	0	5	
+45 mins.	0	0	0	0	0	1	1	2	0	0	**1**	1	**3**	3	0	**6**	
Total Volume	0	0	0	0	0	6	4	10	2	0	1	3	4	10	0	14	
% App. Total	0	0	0		0	60	40		66.7	0	33.3		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.625	.500	.000	.250	.750	.333	.625	.000	.583	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

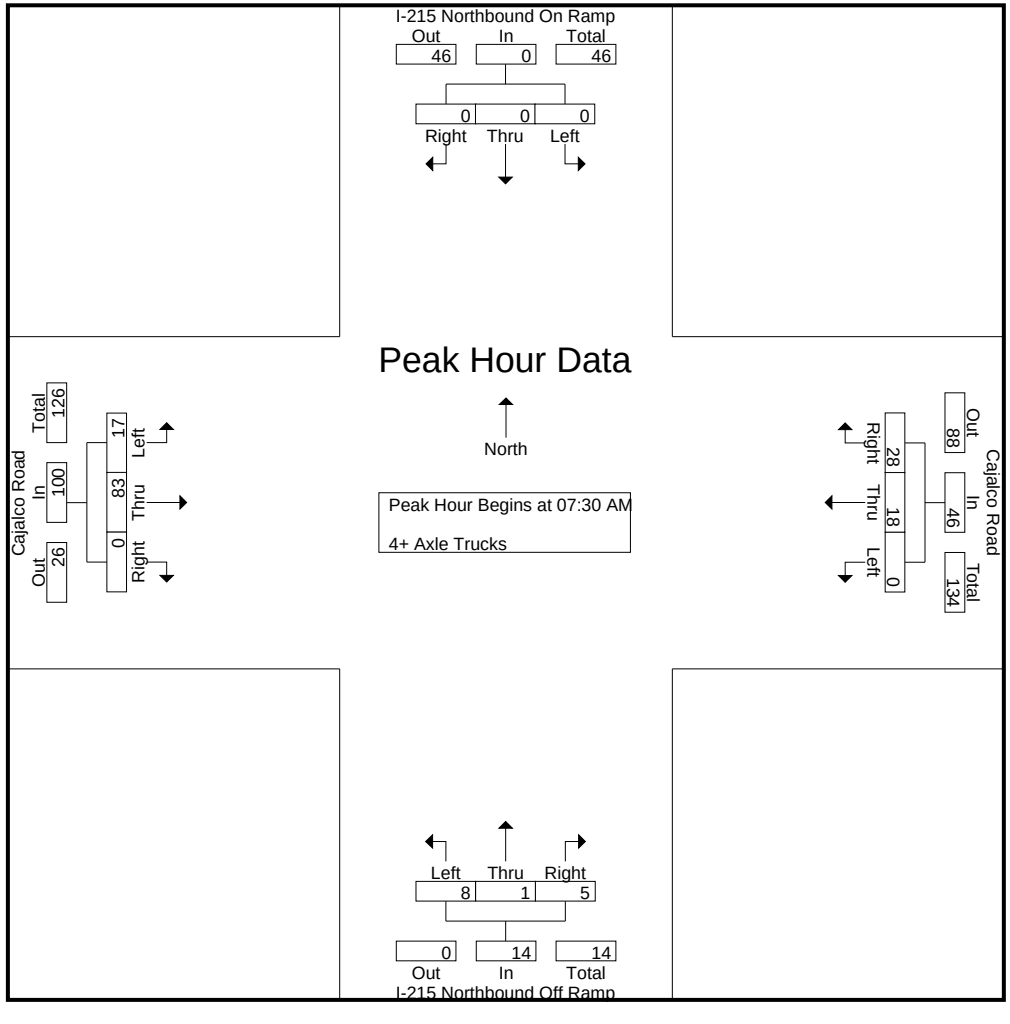
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	10	3	15	0	0	0	0	0	3	7	0	0	10	3	25	28
07:15 AM	0	0	0	0	0	0	6	8	3	14	2	0	1	0	3	4	14	0	0	18	3	35	38
07:30 AM	0	0	0	0	0	0	5	5	0	10	1	0	2	1	3	4	20	0	0	24	1	37	38
07:45 AM	0	0	0	0	0	0	4	8	1	12	1	0	1	1	2	3	16	0	0	19	2	33	35
Total	0	0	0	0	0	0	20	31	7	51	4	0	4	2	8	14	57	0	0	71	9	130	139
08:00 AM	0	0	0	0	0	0	4	8	2	12	2	0	1	1	3	6	19	0	0	25	3	40	43
08:15 AM	0	0	0	0	0	0	5	7	0	12	4	1	1	0	6	4	28	0	0	32	0	50	50
08:30 AM	0	0	0	0	0	0	9	8	0	17	0	0	2	1	2	1	15	0	0	16	1	35	36
08:45 AM	0	0	0	0	0	0	7	8	1	15	1	0	6	3	7	4	14	0	0	18	4	40	44
Total	0	0	0	0	0	0	25	31	3	56	7	1	10	5	18	15	76	0	0	91	8	165	173
Grand Total	0	0	0	0	0	0	45	62	10	107	11	1	14	7	26	29	133	0	0	162	17	295	312
Apprch %	0	0	0			0	42.1	57.9			42.3	3.8	53.8			17.9	82.1	0					
Total %	0	0	0		0	0	15.3	21		36.3	3.7	0.3	4.7		8.8	9.8	45.1	0		54.9	5.4	94.6	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**5**	5	10	1	0	**2**	3	4	20	0	24	37
07:45 AM	0	0	0	0	0	4	**8**	**12**	1	0	1	2	3	16	0	19	33
08:00 AM	0	0	0	0	0	4	8	12	2	0	1	3	**6**	19	0	25	40
08:15 AM	0	0	0	0	0	5	7	12	**4**	**1**	1	**6**	4	**28**	0	**32**	**50**
Total Volume	0	0	0	0	0	18	28	46	8	1	5	14	17	83	0	100	160
% App. Total	0	0	0		0	39.1	60.9		57.1	7.1	35.7		17	83	0		
PHF	.000	.000	.000	.000	.000	.900	.875	.958	.500	.250	.625	.583	.708	.741	.000	.781	.800

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj AM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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	**5**	5	10	1	0	**2**	3	4	20	0	24	
+15 mins.	0	0	0	0	0	4	**8**	**12**	1	0	1	2	3	16	0	19	
+30 mins.	0	0	0	0	0	4	8	12	2	0	1	3	**6**	19	0	25	
+45 mins.	0	0	0	0	0	5	7	12	**4**	**1**	1	**6**	4	**28**	0	**32**	
Total Volume	0	0	0	0	0	18	28	46	8	1	5	14	17	83	0	100	
% App. Total	0	0	0		0	39.1	60.9		57.1	7.1	35.7		17	83	0		
PHF	.000	.000	.000	.000	.000	.900	.875	.958	.500	.250	.625	.583	.708	.741	.000	.781	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

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

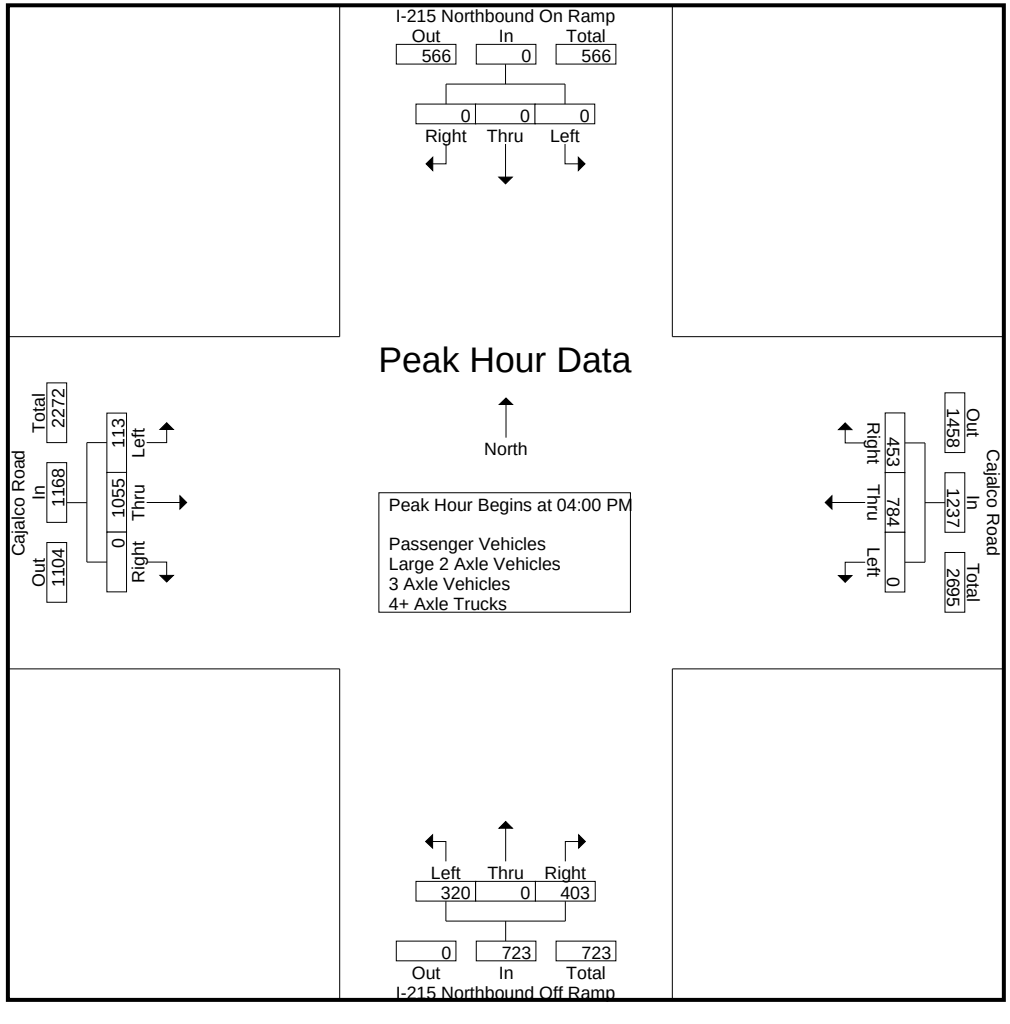
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	196	130	35	326	96	0	96	32	192	33	265	0	0	298	67	816	883
04:15 PM	0	0	0	0	0	0	214	138	43	352	65	0	93	44	158	25	241	0	0	266	87	776	863
04:30 PM	0	0	0	0	0	0	176	99	64	275	83	0	112	35	195	27	276	0	0	303	99	773	872
04:45 PM	0	0	0	0	0	0	198	86	42	284	76	0	102	33	178	28	273	0	0	301	75	763	838
Total	0	0	0	0	0	0	784	453	184	1237	320	0	403	144	723	113	1055	0	0	1168	328	3128	3456
05:00 PM	0	0	0	0	0	0	172	129	68	301	80	0	97	32	177	25	261	0	0	286	100	764	864
05:15 PM	0	0	0	0	0	0	183	114	46	297	83	0	71	24	154	32	289	0	0	321	70	772	842
05:30 PM	0	0	0	0	0	0	174	129	52	303	74	0	99	40	173	23	285	0	0	308	92	784	876
05:45 PM	0	0	0	0	0	0	157	95	33	252	68	0	103	24	171	30	284	0	0	314	57	737	794
Total	0	0	0	0	0	0	686	467	199	1153	305	0	370	120	675	110	1119	0	0	1229	319	3057	3376
Grand Total	0	0	0	0	0	0	1470	920	383	2390	625	0	773	264	1398	223	2174	0	0	2397	647	6185	6832
Apprch %	0	0	0			0	61.5	38.5			44.7	0	55.3			9.3	90.7	0					
Total %	0	0	0		0	0	23.8	14.9		38.6	10.1	0	12.5		22.6	3.6	35.1	0		38.8	9.5	90.5	
Passenger Vehicles	0	0	0		0	0	1403	835		2591	600	0	742		1597	193	2066	0		2259	0	0	6447
% Passenger Vehicles	0	0	0	0	0	0	95.4	90.8	92.2	93.4	96	0	96	96.6	96.1	86.5	95	0	0	94.2	0	0	94.4
Large 2 Axle Vehicles	0	0	0		0	0	25	20		53	9	0	19		35	6	30	0		36	0	0	124
% Large 2 Axle Vehicles	0	0	0	0	0	0	1.7	2.2	2.1	1.9	1.4	0	2.5	2.7	2.1	2.7	1.4	0	0	1.5	0	0	1.8
3 Axle Vehicles	0	0	0		0	0	4	10		20	3	0	4		7	7	15	0		22	0	0	49
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	1.1	1.6	0.7	0.5	0	0.5	0	0.4	3.1	0.7	0	0	0.9	0	0	0.7
4+ Axle Trucks	0	0	0		0	0	38	55		109	13	0	8		23	17	63	0		80	0	0	212
% 4+ Axle Trucks	0	0	0	0	0	0	2.6	6	4.2	3.9	2.1	0	1	0.8	1.4	7.6	2.9	0	0	3.3	0	0	3.1

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:00 PM																	
04:00 PM	0	0	0	0	0	196	130	326	**96**	0	96	192	**33**	265	0	298	**816**
04:15 PM	0	0	0	0	0	**214**	**138**	**352**	65	0	93	158	25	241	0	266	776
04:30 PM	0	0	0	0	0	176	99	275	83	0	**112**	**195**	27	**276**	0	**303**	773
04:45 PM	0	0	0	0	0	198	86	284	76	0	102	178	28	273	0	301	763
Total Volume	0	0	0	0	0	784	453	1237	320	0	403	723	113	1055	0	1168	3128
% App. Total	0	0	0		0	63.4	36.6		44.3	0	55.7		9.7	90.3	0		
PHF	.000	.000	.000	.000	.000	.916	.821	.879	.833	.000	.900	.927	.856	.956	.000	.964	.958

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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(951)268-6268

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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				04:00 PM				04:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	196	130	326	**96**	0	96	192	25	261	0	286	
+15 mins.	0	0	0	0	0	**214**	**138**	**352**	65	0	93	158	**32**	**289**	0	**321**	
+30 mins.	0	0	0	0	0	176	99	275	83	0	**112**	**195**	23	285	0	308	
+45 mins.	0	0	0	0	0	198	86	284	76	0	102	178	30	284	0	314	
Total Volume	0	0	0	0	0	784	453	1237	320	0	403	723	110	1119	0	1229	
% App. Total	0	0	0		0	63.4	36.6		44.3	0	55.7		9	91	0		
PHF	.000	.000	.000	.000	.000	.916	.821	.879	.833	.000	.900	.927	.859	.968	.000	.957	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Passenger Vehicles

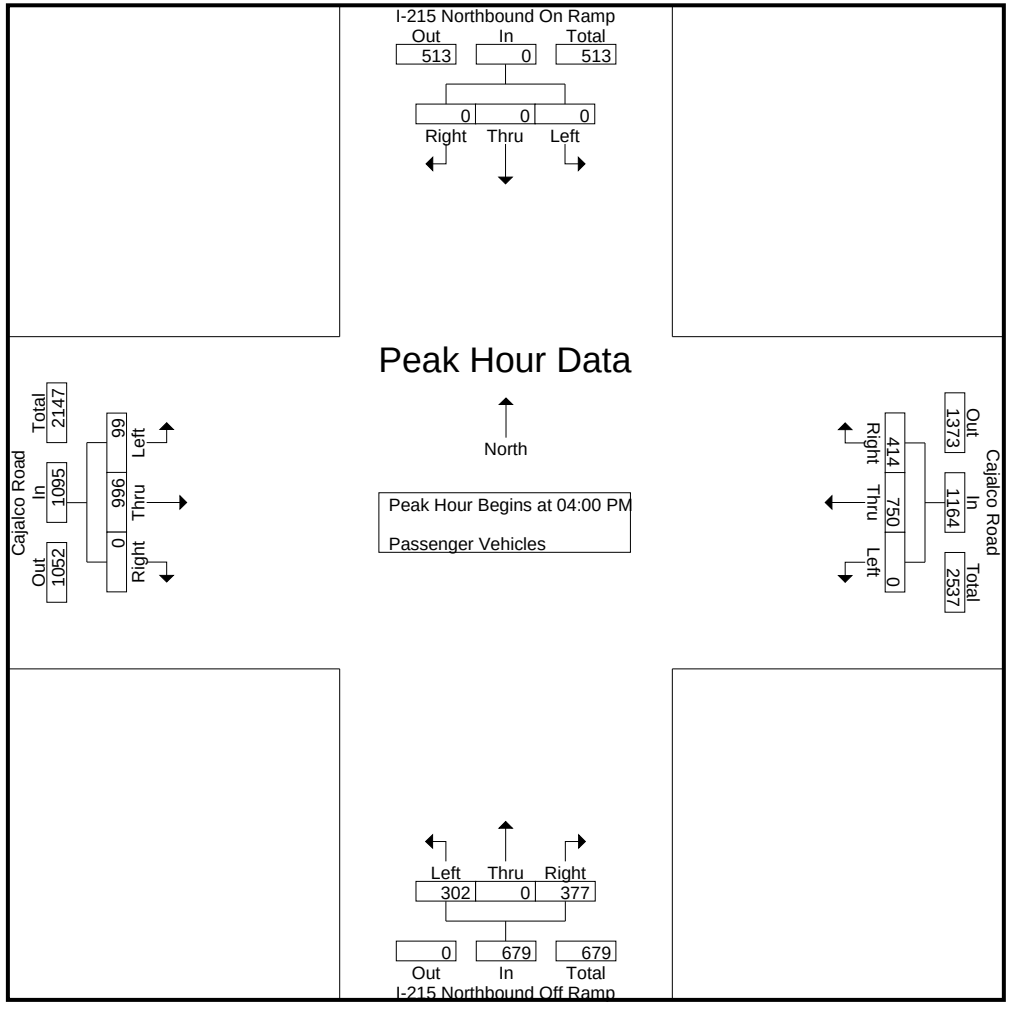
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	190	121	33	311	89	0	89	29	178	27	251	0	0	278	62	767	829
04:15 PM	0	0	0	0	0	0	203	123	38	326	59	0	89	42	148	22	232	0	0	254	80	728	808
04:30 PM	0	0	0	0	0	0	166	90	58	256	80	0	104	32	184	27	256	0	0	283	90	723	813
04:45 PM	0	0	0	0	0	0	191	80	40	271	74	0	95	32	169	23	257	0	0	280	72	720	792
Total	0	0	0	0	0	0	750	414	169	1164	302	0	377	135	679	99	996	0	0	1095	304	2938	3242
05:00 PM	0	0	0	0	0	0	160	116	63	276	77	0	95	32	172	21	254	0	0	275	95	723	818
05:15 PM	0	0	0	0	0	0	176	102	41	278	80	0	70	24	150	25	272	0	0	297	65	725	790
05:30 PM	0	0	0	0	0	0	167	114	48	281	73	0	99	40	172	21	275	0	0	296	88	749	837
05:45 PM	0	0	0	0	0	0	150	89	32	239	68	0	101	24	169	27	269	0	0	296	56	704	760
Total	0	0	0	0	0	0	653	421	184	1074	298	0	365	120	663	94	1070	0	0	1164	304	2901	3205
Grand Total	0	0	0	0	0	0	1403	835	353	2238	600	0	742	255	1342	193	2066	0	0	2259	608	5839	6447
Apprch %	0	0	0			0	62.7	37.3			44.7	0	55.3			8.5	91.5	0					
Total %	0	0	0		0	0	24	14.3		38.3	10.3	0	12.7		23	3.3	35.4	0		38.7	9.4	90.6	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	190	121	311	**89**	0	89	178	**27**	251	0	278	**767**
04:15 PM	0	0	0	0	0	**203**	**123**	**326**	59	0	89	148	22	232	0	254	728
04:30 PM	0	0	0	0	0	166	90	256	80	0	**104**	**184**	27	256	0	**283**	723
04:45 PM	0	0	0	0	0	191	80	271	74	0	95	169	23	**257**	0	280	720
Total Volume	0	0	0	0	0	750	414	1164	302	0	377	679	99	996	0	1095	2938
% App. Total	0	0	0		0	64.4	35.6		44.5	0	55.5		9	91	0		
PHF	.000	.000	.000	.000	.000	.924	.841	.893	.848	.000	.906	.923	.917	.969	.000	.967	.958

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
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Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	190	121	311	**89**	0	89	178	**27**	251	0	278	
+15 mins.	0	0	0	0	0	**203**	**123**	**326**	59	0	89	148	22	232	0	254	
+30 mins.	0	0	0	0	0	166	90	256	80	0	**104**	**184**	27	256	0	**283**	
+45 mins.	0	0	0	0	0	191	80	271	74	0	95	169	23	**257**	0	280	
Total Volume	0	0	0	0	0	750	414	1164	302	0	377	679	99	996	0	1095	
% App. Total	0	0	0		0	64.4	35.6		44.5	0	55.5		9	91	0		
PHF	.000	.000	.000	.000	.000	.924	.841	.893	.848	.000	.906	.923	.917	.969	.000	.967	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

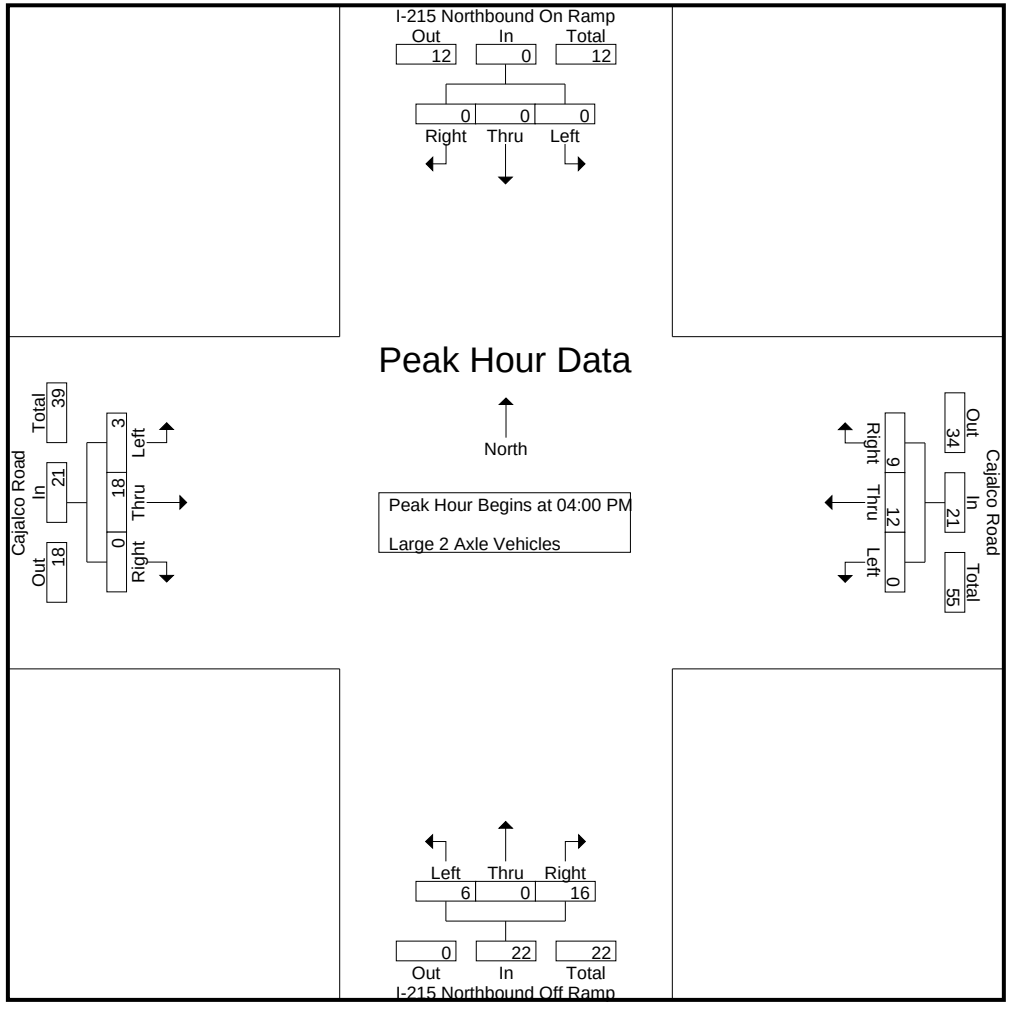
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	3	1	5	1	0	5	2	6	1	4	0	0	5	3	16	19
04:15 PM	0	0	0	0	0	0	7	3	2	10	5	0	3	2	8	1	4	0	0	5	4	23	27
04:30 PM	0	0	0	0	0	0	2	3	3	5	0	0	6	3	6	0	5	0	0	5	6	16	22
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	1	5	0	0	6	0	9	9
Total	0	0	0	0	0	0	12	9	6	21	6	0	16	7	22	3	18	0	0	21	13	64	77
05:00 PM	0	0	0	0	0	0	3	2	0	5	1	0	1	0	2	1	3	0	0	4	0	11	11
05:15 PM	0	0	0	0	0	0	2	3	1	5	1	0	1	0	2	1	1	0	0	2	1	9	10
05:30 PM	0	0	0	0	0	0	5	3	1	8	1	0	0	0	1	1	2	0	0	3	1	12	13
05:45 PM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	0	6	0	0	6	0	13	13
Total	0	0	0	0	0	0	13	11	2	24	3	0	3	0	6	3	12	0	0	15	2	45	47
Grand Total	0	0	0	0	0	0	25	20	8	45	9	0	19	7	28	6	30	0	0	36	15	109	124
Apprch %	0	0	0			0	55.6	44.4			32.1	0	67.9			16.7	83.3	0					
Total %	0	0	0		0	0	22.9	18.3		41.3	8.3	0	17.4		25.7	5.5	27.5	0		33	12.1	87.9	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	2	**3**	5	1	0	5	6	**1**	4	0	5	16
04:15 PM	0	0	0	0	0	**7**	3	**10**	**5**	0	3	**8**	1	4	0	5	**23**
04:30 PM	0	0	0	0	0	2	3	5	0	0	**6**	6	0	**5**	0	5	16
04:45 PM	0	0	0	0	0	1	0	1	0	0	2	2	1	5	0	**6**	9
Total Volume	0	0	0	0	0	12	9	21	6	0	16	22	3	18	0	21	64
% App. Total	0	0	0		0	57.1	42.9		27.3	0	72.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.429	.750	.525	.300	.000	.667	.688	.750	.900	.000	.875	.696

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
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File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	2	**3**	5	1	0	5	6	**1**	4	0	5	
+15 mins.	0	0	0	0	0	**7**	3	**10**	**5**	0	3	**8**	1	4	0	5	
+30 mins.	0	0	0	0	0	2	3	5	0	0	**6**	6	0	**5**	0	5	
+45 mins.	0	0	0	0	0	1	0	1	0	0	2	2	1	5	0	**6**	
Total Volume	0	0	0	0	0	12	9	21	6	0	16	22	3	18	0	21	
% App. Total	0	0	0		0	57.1	42.9		27.3	0	72.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.429	.750	.525	.300	.000	.667	.688	.750	.900	.000	.875	

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

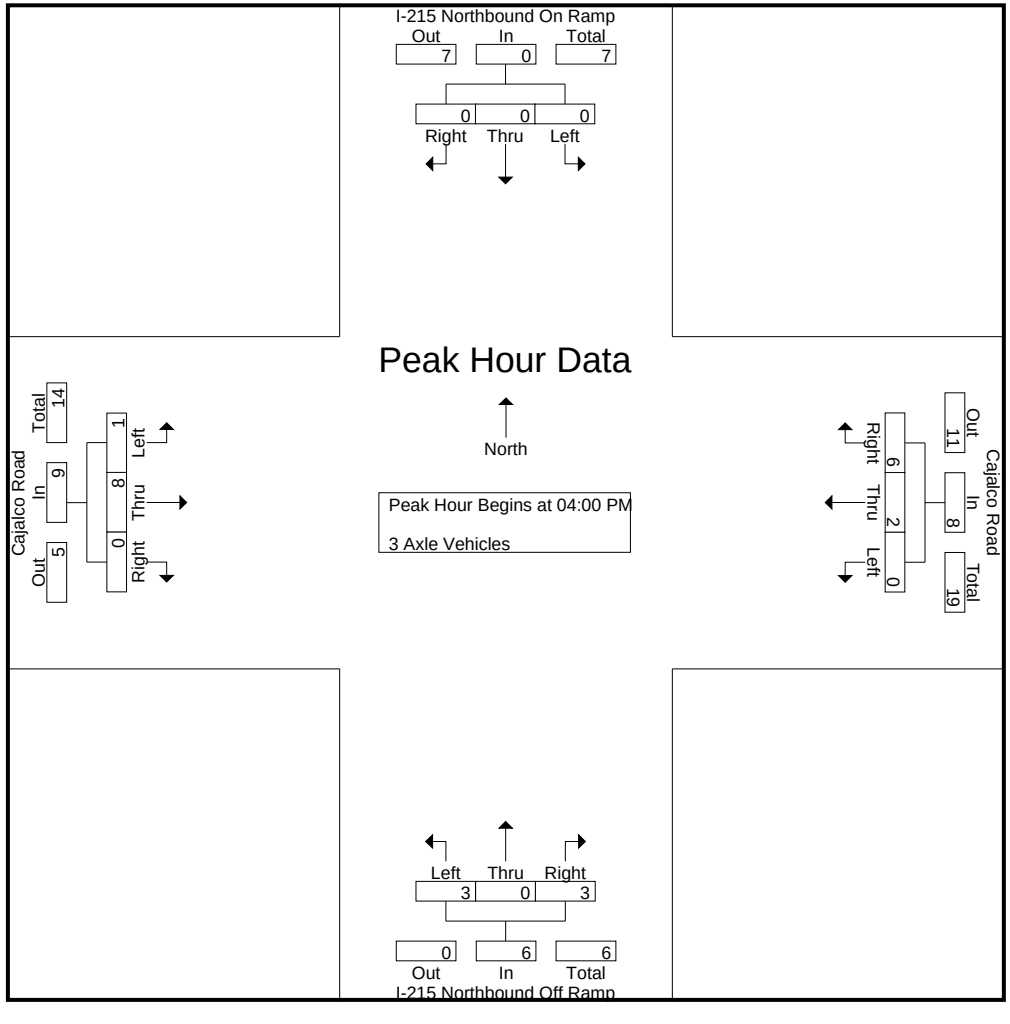
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	1	2	0	0	3	0	6	6
04:15 PM	0	0	0	0	0	0	1	2	1	3	1	0	1	0	2	0	1	0	0	1	1	6	7
04:30 PM	0	0	0	0	0	0	1	3	2	4	0	0	0	0	0	0	3	0	0	3	2	7	9
04:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	2	0	0	2	1	4	5
Total	0	0	0	0	0	0	2	6	4	8	3	0	3	0	6	1	8	0	0	9	4	23	27
05:00 PM	0	0	0	0	0	0	1	1	1	2	0	0	1	0	1	1	0	0	0	1	1	4	5
05:15 PM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	3	3	0	0	6	1	8	9
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	6	6
Total	0	0	0	0	0	0	2	4	2	6	0	0	1	0	1	6	7	0	0	13	2	20	22
Grand Total	0	0	0	0	0	0	4	10	6	14	3	0	4	0	7	7	15	0	0	22	6	43	49
Apprch %	0	0	0			0	28.6	71.4			42.9	0	57.1			31.8	68.2	0					
Total %	0	0	0		0	0	9.3	23.3		32.6	7	0	9.3		16.3	16.3	34.9	0		51.2	12.2	87.8	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	**2**	0	**1**	**3**	**1**	2	0	**3**	6
04:15 PM	0	0	0	0	0	**1**	2	3	1	0	1	2	0	1	0	1	6
04:30 PM	0	0	0	0	0	1	**3**	**4**	0	0	0	0	0	**3**	0	3	**7**
04:45 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
Total Volume	0	0	0	0	0	2	6	8	3	0	3	6	1	8	0	9	23
% App. Total	0	0	0		0	25	75		50	0	50		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.375	.000	.750	.500	.250	.667	.000	.750	.821

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

County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	**2**	0	**1**	**3**	**1**	2	0	**3**	
+15 mins.	0	0	0	0	0	**1**	2	3	1	0	1	2	0	1	0	1	
+30 mins.	0	0	0	0	0	1	**3**	**4**	0	0	0	0	0	**3**	0	3	
+45 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	
Total Volume	0	0	0	0	0	2	6	8	3	0	3	6	1	8	0	9	
% App. Total	0	0	0		0	25	75		50	0	50		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.375	.000	.750	.500	.250	.667	.000	.750	

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County of Riverside
N/S: I-215 Northbound Ramps
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File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

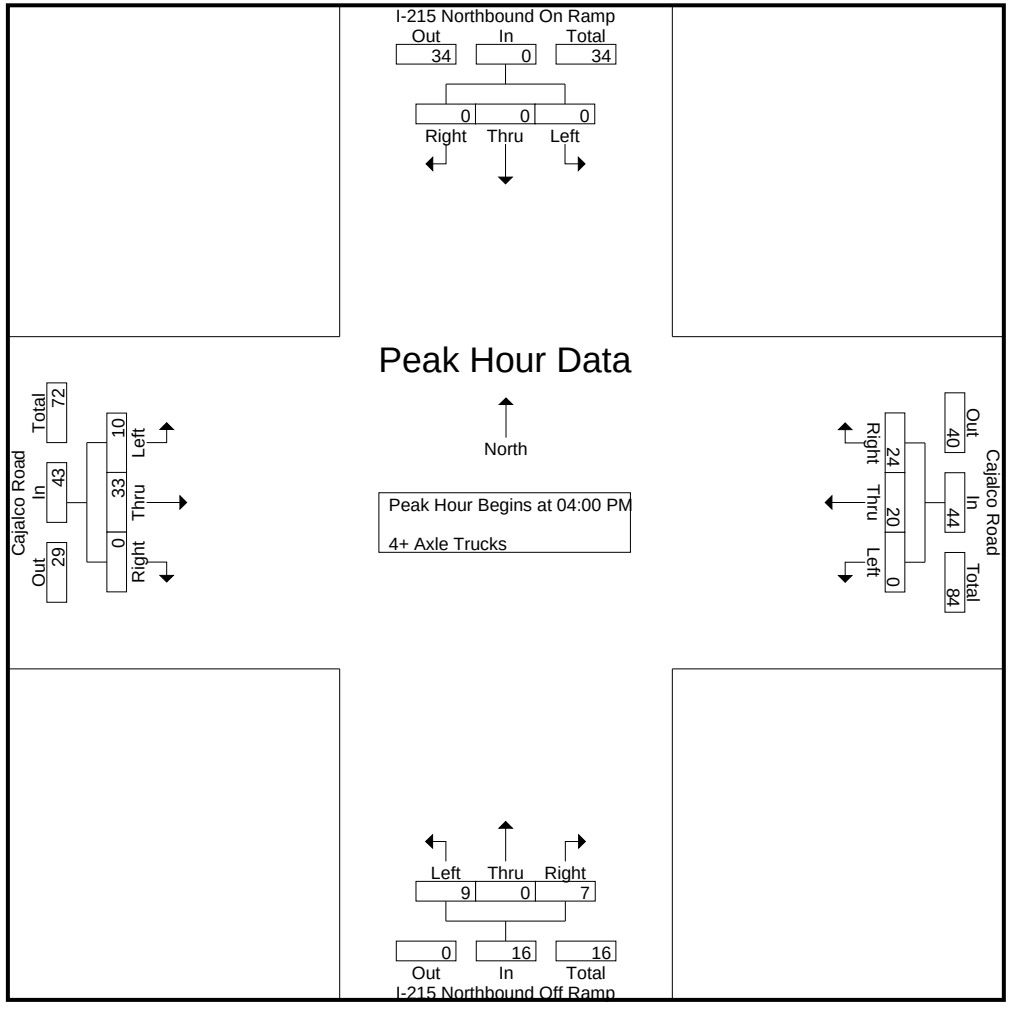
	I-215 Northbound On Ramp Southbound					Cajalco Road Westbound					I-215 Northbound Off Ramp Northbound					Cajalco Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	4	6	1	10	4	0	1	1	5	4	8	0	0	12	2	27	29
04:15 PM	0	0	0	0	0	0	3	10	2	13	0	0	0	0	0	2	4	0	0	6	2	19	21
04:30 PM	0	0	0	0	0	0	7	3	1	10	3	0	2	0	5	0	12	0	0	12	1	27	28
04:45 PM	0	0	0	0	0	0	6	5	1	11	2	0	4	1	6	4	9	0	0	13	2	30	32
Total	0	0	0	0	0	0	20	24	5	44	9	0	7	2	16	10	33	0	0	43	7	103	110
05:00 PM	0	0	0	0	0	0	8	10	4	18	2	0	0	0	2	2	4	0	0	6	4	26	30
05:15 PM	0	0	0	0	0	0	5	7	3	12	2	0	0	0	2	3	13	0	0	16	3	30	33
05:30 PM	0	0	0	0	0	0	1	11	3	12	0	0	0	0	0	1	8	0	0	9	3	21	24
05:45 PM	0	0	0	0	0	0	4	3	1	7	0	0	1	0	1	1	5	0	0	6	1	14	15
Total	0	0	0	0	0	0	18	31	11	49	4	0	1	0	5	7	30	0	0	37	11	91	102
Grand Total	0	0	0	0	0	0	38	55	16	93	13	0	8	2	21	17	63	0	0	80	18	194	212
Apprch %	0	0	0			0	40.9	59.1			61.9	0	38.1			21.2	78.8	0					
Total %	0	0	0		0	0	19.6	28.4		47.9	6.7	0	4.1		10.8	8.8	32.5	0		41.2	8.5	91.5	

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 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	4	6	10	**4**	0	1	5	**4**	8	0	12	27
04:15 PM	0	0	0	0	0	3	**10**	**13**	0	0	0	0	2	4	0	6	19
04:30 PM	0	0	0	0	0	**7**	3	10	3	0	2	5	0	**12**	0	12	27
04:45 PM	0	0	0	0	0	6	5	11	2	0	**4**	**6**	4	9	0	**13**	**30**
Total Volume	0	0	0	0	0	20	24	44	9	0	7	16	10	33	0	43	103
% App. Total	0	0	0		0	45.5	54.5		56.2	0	43.8		23.3	76.7	0		
PHF	.000	.000	.000	.000	.000	.714	.600	.846	.563	.000	.438	.667	.625	.688	.000	.827	.858

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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023
Page No : 2



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County of Riverside
N/S: I-215 Northbound Ramps
E/W: Cajalco Road
Weather: Clear

File Name : 14_CRV_215N_Caj PM
Site Code : 05123148
Start Date : 2/15/2023

	I-215 Northbound On Ramp Southbound				Cajalco Road Westbound				I-215 Northbound Off Ramp Northbound				Cajalco 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	4	6	10	**4**	0	1	5	**4**	8	0	12	
+15 mins.	0	0	0	0	0	3	**10**	**13**	0	0	0	0	2	4	0	6	
+30 mins.	0	0	0	0	0	**7**	3	10	3	0	2	5	0	**12**	0	12	
+45 mins.	0	0	0	0	0	6	5	11	2	0	**4**	**6**	4	9	0	**13**	
Total Volume	0	0	0	0	0	20	24	44	9	0	7	16	10	33	0	43	
% App. Total	0	0	0		0	45.5	54.5		56.2	0	43.8		23.3	76.7	0		
PHF	.000	.000	.000	.000	.000	.714	.600	.846	.563	.000	.438	.667	.625	.688	.000	.827	

Location: County of Riverside
N/S: I-215 NB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Cajalco Road	South Leg I-215 NB Ramps	West Leg Cajalco 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-215 NB Ramps	East Leg Cajalco Road	South Leg I-215 NB Ramps	West Leg Cajalco 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

Location: County of Riverside
N/S: I-215 NB Ramps
E/W: Cajalco Road

Date: 2/15/2023
Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Cajalco Road			Northbound I-215 NB Ramps			Eastbound Cajalco 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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1

	Southbound I-215 NB Ramps			Westbound Cajalco Road			Northbound I-215 NB Ramps			Eastbound Cajalco 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	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.

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County of Riverside
Cajalco Road
E/ Decker Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-23148

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
02/15/23	0	90	3	0	1	0	0	0	1	0	0	0	0	95
01:00	0	57	1	0	2	0	0	3	2	0	0	0	0	65
02:00	0	88	1	0	2	0	0	2	2	0	0	0	0	95
03:00	0	140	5	0	2	0	0	0	8	0	0	0	0	155
04:00	0	339	24	0	6	1	0	0	16	0	1	0	0	387
05:00	0	495	28	0	17	3	0	0	13	0	1	0	0	557
06:00	**3**	424	176	**3**	**31**	**7**	3	**5**	16	**1**	5	**1**	0	675
07:00	0	**615**	**217**	2	26	5	0	2	11	1	2	0	0	**881**
08:00	1	524	189	3	19	4	**5**	2	18	0	2	1	0	768
09:00	0	374	144	0	29	5	0	1	**24**	0	1	0	0	578
10:00	0	409	124	3	21	3	3	4	22	0	**8**	0	0	597
11:00	0	403	158	3	17	2	3	3	21	0	5	0	0	615
12 PM	**2**	552	176	3	27	7	**3**	0	**26**	1	**3**	0	0	800
13:00	0	534	206	**9**	21	**8**	1	3	25	1	1	**1**	0	810
14:00	0	560	174	0	25	7	2	**7**	19	**2**	3	0	0	799
15:00	2	642	**282**	4	**29**	6	3	6	14	0	0	0	**1**	989
16:00	1	756	237	2	15	4	1	2	12	1	0	1	0	1032
17:00	1	774	261	2	17	5	2	3	9	0	0	0	0	**1074**
18:00	1	**859**	118	1	21	1	0	0	17	0	0	0	0	1018
19:00	0	557	65	0	11	3	0	3	13	0	0	0	0	652
20:00	0	348	27	0	7	3	0	0	10	0	0	0	0	395
21:00	0	275	32	0	1	0	0	0	10	0	0	0	0	318
22:00	0	205	13	0	2	0	0	0	12	0	0	0	0	232
23:00	0	121	9	0	0	0	0	0	7	0	0	0	0	137
Total	11	10141	2670	35	349	74	26	46	328	7	32	4	1	13724
Percent	0.1%	73.9%	19.5%	0.3%	2.5%	0.5%	0.2%	0.3%	2.4%	0.1%	0.2%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	06:00	06:00	06:00	08:00	06:00	09:00	06:00	10:00	06:00		07:00
Vol.	3	615	217	3	31	7	5	5	24	1	8	1		881
PM Peak	12:00	18:00	15:00	13:00	15:00	13:00	12:00	14:00	12:00	14:00	12:00	13:00	15:00	17:00
Vol.	2	859	282	9	29	8	3	7	26	2	3	1	1	1074
Grand Total	11	10141	2670	35	349	74	26	46	328	7	32	4	1	13724
Percent	0.1%	73.9%	19.5%	0.3%	2.5%	0.5%	0.2%	0.3%	2.4%	0.1%	0.2%	0.0%	0.0%	

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County of Riverside
Cajalco Road
E/ Decker Road
24 Hour Directional Classification Count

CRV003
Site Code: 051-23148

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
02/15/23	0	98	19	0	0	0	0	0	2	0	0	0	0	119
01:00	1	82	14	0	1	0	0	0	2	0	1	0	0	101
02:00	0	91	17	0	6	0	0	0	3	1	0	0	0	118
03:00	1	130	20	0	3	0	0	0	6	0	0	0	0	160
04:00	1	314	62	0	6	1	0	0	5	0	0	0	0	389
05:00	0	415	165	2	14	5	1	0	13	0	0	0	0	615
06:00	0	523	**238**	2	26	1	2	**6**	16	0	3	0	0	817
07:00	0	616	235	0	24	7	**4**	2	23	0	2	0	0	913
08:00	**4**	**655**	202	1	27	6	1	2	18	1	4	0	0	**921**
09:00	0	500	174	**4**	**28**	6	1	2	30	**2**	0	0	0	747
10:00	1	428	150	2	14	**8**	1	3	**37**	0	**5**	**1**	0	650
11:00	0	446	166	4	20	6	2	5	24	1	2	0	0	676
12 PM	1	546	186	**5**	24	7	3	1	33	**3**	**3**	0	0	812
13:00	1	603	241	5	23	**15**	4	4	**36**	1	0	0	0	**933**
14:00	**2**	**640**	221	2	19	12	3	1	27	0	1	0	**1**	929
15:00	2	614	**242**	2	**26**	8	**6**	**8**	19	0	0	0	0	927
16:00	2	613	223	3	15	5	3	4	21	0	2	0	0	891
17:00	1	566	186	1	14	3	1	2	27	1	0	0	0	802
18:00	0	550	59	0	8	3	0	0	11	0	0	0	0	631
19:00	0	466	21	0	4	0	0	1	7	0	0	0	0	499
20:00	0	396	31	0	1	1	0	3	6	0	0	0	0	438
21:00	0	340	26	0	3	0	0	0	8	0	0	0	0	377
22:00	0	220	18	0	3	0	0	1	6	0	0	0	0	248
23:00	0	146	20	0	1	0	0	2	5	0	0	0	0	174
Total	17	9998	2936	33	310	94	32	47	385	10	23	1	1	13887
Percent	0.1%	72.0%	21.1%	0.2%	2.2%	0.7%	0.2%	0.3%	2.8%	0.1%	0.2%	0.0%	0.0%	
AM Peak	08:00	08:00	06:00	09:00	09:00	10:00	07:00	06:00	10:00	09:00	10:00	10:00		08:00
Vol.	4	655	238	4	28	8	4	6	37	2	5	1		921
PM Peak	14:00	14:00	15:00	12:00	15:00	13:00	15:00	15:00	13:00	12:00	12:00		14:00	13:00
Vol.	2	640	242	5	26	15	6	8	36	3	3		1	933
Grand Total	17	9998	2936	33	310	94	32	47	385	10	23	1	1	13887
Percent	0.1%	72.0%	21.1%	0.2%	2.2%	0.7%	0.2%	0.3%	2.8%	0.1%	0.2%	0.0%	0.0%	

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24 Hour Directional Classification Count

CRV003
Site Code: 051-23148

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
02/15/23	0	188	22	0	1	0	0	0	3	0	0	0	0	214
01:00	1	139	15	0	3	0	0	3	4	0	1	0	0	166
02:00	0	179	18	0	8	0	0	2	5	1	0	0	0	213
03:00	1	270	25	0	5	0	0	0	14	0	0	0	0	315
04:00	1	653	86	0	12	2	0	0	21	0	1	0	0	776
05:00	0	910	193	2	31	8	1	0	26	0	1	0	0	1172
06:00	3	947	414	5	**57**	8	5	**11**	32	1	8	**1**	0	1492
07:00	0	**1231**	**452**	2	50	**12**	4	4	34	1	4	0	0	**1794**
08:00	**5**	1179	391	4	46	10	**6**	4	36	1	6	1	0	1689
09:00	0	874	318	4	57	11	1	3	54	**2**	1	0	0	1325
10:00	1	837	274	5	35	11	4	7	**59**	0	**13**	1	0	1247
11:00	0	849	324	**7**	37	8	5	8	45	1	7	0	0	1291
12 PM	3	1098	362	8	51	14	6	1	59	**4**	**6**	0	0	1612
13:00	1	1137	447	**14**	44	**23**	5	7	**61**	2	1	**1**	0	1743
14:00	2	1200	395	2	44	19	5	8	46	2	4	0	**1**	1728
15:00	**4**	1256	**524**	6	**55**	14	**9**	**14**	33	0	0	0	1	1916
16:00	3	1369	460	5	30	9	4	6	33	1	2	1	0	**1923**
17:00	2	1340	447	3	31	8	3	5	36	1	0	0	0	1876
18:00	1	**1409**	177	1	29	4	0	0	28	0	0	0	0	1649
19:00	0	1023	86	0	15	3	0	4	20	0	0	0	0	1151
20:00	0	744	58	0	8	4	0	3	16	0	0	0	0	833
21:00	0	615	58	0	4	0	0	0	18	0	0	0	0	695
22:00	0	425	31	0	5	0	0	1	18	0	0	0	0	480
23:00	0	267	29	0	1	0	0	2	12	0	0	0	0	311
Total	28	20139	5606	68	659	168	58	93	713	17	55	5	2	27611
Percent	0.1%	72.9%	20.3%	0.2%	2.4%	0.6%	0.2%	0.3%	2.6%	0.1%	0.2%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	06:00	07:00	08:00	06:00	10:00	09:00	10:00	06:00		07:00
Vol.	5	1231	452	7	57	12	6	11	59	2	13	1		1794
PM Peak	15:00	18:00	15:00	13:00	15:00	13:00	15:00	15:00	13:00	12:00	12:00	13:00	14:00	16:00
Vol.	4	1409	524	14	55	23	9	14	61	4	6	1	1	1923
Grand Total	28	20139	5606	68	659	168	58	93	713	17	55	5	2	27611
Percent	0.1%	72.9%	20.3%	0.2%	2.4%	0.6%	0.2%	0.3%	2.6%	0.1%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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County of Riverside
Clark Street
N/ Cajalco Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-23148

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
02/15/23	0	13	3	0	1	0	0	0	0	0	0	0	0	17
01:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	13	5	0	3	0	0	0	0	0	0	0	0	21
05:00	0	25	9	1	2	1	0	0	0	0	0	0	0	38
06:00	2	62	15	2	5	**2**	0	**2**	0	0	0	0	0	90
07:00	1	**317**	**65**	**4**	**13**	2	0	2	0	0	0	0	0	**404**
08:00	2	136	32	1	10	0	0	1	**1**	0	0	0	0	183
09:00	2	89	18	1	8	1	0	1	0	0	0	0	0	120
10:00	1	83	30	2	1	2	0	0	0	0	0	0	0	119
11:00	**5**	89	36	1	3	0	0	2	0	0	0	0	0	136
12 PM	3	**205**	**50**	**2**	6	0	**1**	**2**	**1**	0	0	0	0	**270**
13:00	0	96	31	2	6	**2**	0	1	0	0	0	0	0	138
14:00	0	92	19	1	6	1	0	0	1	0	0	0	0	120
15:00	2	102	38	1	8	0	0	0	1	0	0	0	0	152
16:00	1	136	41	2	4	0	1	1	0	0	0	0	0	186
17:00	2	116	47	1	**10**	0	0	1	0	0	0	0	0	177
18:00	**5**	103	24	1	3	0	0	0	1	0	0	0	0	137
19:00	1	76	20	2	5	0	0	1	0	0	0	0	0	105
20:00	2	55	16	2	8	1	0	2	0	0	0	0	0	86
21:00	0	45	9	0	4	0	0	0	0	0	0	0	0	58
22:00	0	30	11	0	0	1	0	0	0	0	0	0	0	42
23:00	1	27	3	0	0	0	0	0	1	0	0	0	0	32
Total	30	1941	529	26	107	13	2	16	6	0	0	0	0	2670
Percent	1.1%	72.7%	19.8%	1.0%	4.0%	0.5%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	06:00		06:00	08:00					07:00
Vol.	5	317	65	4	13	2		2	1					404
PM Peak	18:00	12:00	12:00	12:00	17:00	13:00	12:00	12:00	12:00					12:00
Vol.	5	205	50	2	10	2	1	2	1					270
Grand Total	30	1941	529	26	107	13	2	16	6	0	0	0	0	2670
Percent	1.1%	72.7%	19.8%	1.0%	4.0%	0.5%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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County of Riverside
Clark Street
N/ Cajalco Road
24 Hour Directional Classification Count

CRV001
Site Code: 051-23148

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
02/15/23	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	11	2	**1**	0	0	0	0	0	0	0	0	0	14
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
04:00	0	27	16	0	6	0	0	1	0	0	0	0	0	50
05:00	1	45	20	0	6	1	0	1	0	0	0	0	0	74
06:00	1	58	21	1	6	**2**	0	**2**	0	0	0	0	0	91
07:00	2	132	39	0	12	0	0	0	0	0	0	0	0	185
08:00	0	**137**	**42**	1	**13**	0	0	0	0	0	0	0	0	**193**
09:00	0	84	20	1	4	0	0	2	0	0	0	0	0	111
10:00	2	85	26	0	6	1	0	0	0	0	0	0	0	120
11:00	**6**	81	20	0	4	2	0	0	0	0	0	0	0	113
12 PM	**3**	**217**	**67**	0	7	1	0	1	**2**	0	0	0	0	**298**
13:00	3	121	31	0	6	1	0	0	1	0	0	0	0	163
14:00	0	116	31	**2**	4	**2**	0	2	0	0	0	0	0	157
15:00	0	150	34	0	4	1	0	1	0	0	0	0	0	190
16:00	2	186	60	0	**14**	1	0	1	0	0	0	0	0	264
17:00	2	147	56	0	7	1	0	**3**	0	0	0	0	0	216
18:00	2	111	37	0	5	1	0	1	0	0	0	0	0	157
19:00	0	92	22	1	3	0	0	3	1	0	0	0	0	122
20:00	0	53	12	1	6	0	0	1	0	0	0	0	0	73
21:00	0	38	13	0	3	0	0	0	0	0	0	0	0	54
22:00	0	24	11	0	0	0	0	0	0	0	0	0	0	35
23:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
Total	24	1955	593	8	117	14	0	19	4	0	0	0	0	2734
Percent	0.9%	71.5%	21.7%	0.3%	4.3%	0.5%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	01:00	08:00	06:00		06:00						08:00
Vol.	6	137	42	1	13	2		2						193
PM Peak	12:00	12:00	12:00	14:00	16:00	14:00		17:00	12:00					12:00
Vol.	3	217	67	2	14	2		3	2					298
Grand Total	24	1955	593	8	117	14	0	19	4	0	0	0	0	2734
Percent	0.9%	71.5%	21.7%	0.3%	4.3%	0.5%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

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County of Riverside
Clark Street
N/ Cajalco Road
24 Hour Directional Classification Count
Northbound, Southbound

CRV001
Site Code: 051-23148

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
02/15/23	0	18	4	0	1	0	0	0	0	0	0	0	0	23
01:00	0	23	5	1	0	0	0	0	0	0	0	0	0	29
02:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
03:00	0	25	9	0	1	0	0	0	0	0	0	0	0	35
04:00	0	40	21	0	9	0	0	1	0	0	0	0	0	71
05:00	1	70	29	1	8	2	0	1	0	0	0	0	0	112
06:00	3	120	36	3	11	**4**	0	**4**	0	0	0	0	0	181
07:00	3	**449**	**104**	**4**	**25**	2	0	2	0	0	0	0	0	**589**
08:00	2	273	74	2	23	0	0	1	**1**	0	0	0	0	376
09:00	2	173	38	2	12	1	0	3	0	0	0	0	0	231
10:00	3	168	56	2	7	3	0	0	0	0	0	0	0	239
11:00	**11**	170	56	1	7	2	0	2	0	0	0	0	0	249
12 PM	6	**422**	**117**	2	13	1	**1**	3	**3**	0	0	0	0	**568**
13:00	3	217	62	2	12	**3**	0	1	1	0	0	0	0	301
14:00	0	208	50	**3**	10	3	0	2	1	0	0	0	0	277
15:00	2	252	72	1	12	1	0	1	1	0	0	0	0	342
16:00	3	322	101	2	**18**	1	1	2	0	0	0	0	0	450
17:00	4	263	103	1	17	1	0	**4**	0	0	0	0	0	393
18:00	**7**	214	61	1	8	1	0	1	1	0	0	0	0	294
19:00	1	168	42	3	8	0	0	4	1	0	0	0	0	227
20:00	2	108	28	3	14	1	0	3	0	0	0	0	0	159
21:00	0	83	22	0	7	0	0	0	0	0	0	0	0	112
22:00	0	54	22	0	0	1	0	0	0	0	0	0	0	77
23:00	1	44	8	0	0	0	0	0	1	0	0	0	0	54
Total	54	3896	1122	34	224	27	2	35	10	0	0	0	0	5404
Percent	1.0%	72.1%	20.8%	0.6%	4.1%	0.5%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	06:00		06:00	08:00					07:00
Vol.	11	449	104	4	25	4		4	1					589
PM Peak	18:00	12:00	12:00	14:00	16:00	13:00	12:00	17:00	12:00					12:00
Vol.	7	422	117	3	18	3	1	4	3					568
Grand Total	54	3896	1122	34	224	27	2	35	10	0	0	0	0	5404
Percent	1.0%	72.1%	20.8%	0.6%	4.1%	0.5%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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County of Riverside
Harvill Avenue
N/ Cajalco Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-23148

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
02/15/23	0	34	3	0	3	0	0	1	1	0	0	0	0	42
01:00	0	16	2	0	0	0	0	0	1	0	0	0	0	19
02:00	0	23	3	0	0	0	0	0	4	0	0	0	0	30
03:00	0	32	5	1	0	1	0	0	1	0	0	0	0	40
04:00	0	54	12	0	5	1	0	0	3	0	0	0	0	75
05:00	0	113	34	0	12	2	0	1	2	0	1	0	0	165
06:00	3	183	53	1	22	2	0	5	4	**2**	0	**1**	0	276
07:00	**7**	**443**	**102**	**5**	**32**	**8**	**2**	**13**	4	0	**2**	1	**1**	**620**
08:00	5	265	80	3	27	3	0	11	9	2	0	1	0	406
09:00	1	123	42	4	14	5	0	5	10	0	0	0	0	204
10:00	1	153	59	5	23	2	0	4	**11**	1	0	0	0	259
11:00	0	140	41	4	22	3	1	4	7	0	1	0	0	223
12 PM	0	160	68	**6**	23	**5**	0	9	10	0	0	0	0	281
13:00	0	**243**	**80**	4	23	4	0	4	**12**	**2**	0	**2**	0	**374**
14:00	**2**	192	70	1	**31**	3	0	7	8	0	0	2	0	316
15:00	1	192	75	5	24	2	**1**	**11**	11	1	0	1	0	324
16:00	1	185	71	3	25	1	1	7	6	1	0	0	0	301
17:00	2	209	64	0	22	0	0	5	8	1	0	0	0	311
18:00	0	131	43	0	20	0	0	4	2	0	0	0	0	200
19:00	1	112	40	0	7	3	0	1	3	0	0	0	0	167
20:00	0	97	18	0	10	0	1	0	1	0	0	0	**1**	128
21:00	0	88	24	0	6	0	0	0	3	0	0	0	0	121
22:00	0	74	13	0	3	1	0	2	4	0	0	0	0	97
23:00	0	30	7	1	2	2	0	0	5	0	0	0	0	47
Total	24	3292	1009	43	356	48	6	94	130	10	4	8	2	5026
Percent	0.5%	65.5%	20.1%	0.9%	7.1%	1.0%	0.1%	1.9%	2.6%	0.2%	0.1%	0.2%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00	06:00	07:00	06:00	07:00	07:00
Vol.	7	443	102	5	32	8	2	13	11	2	2	1	1	620
PM Peak	14:00	13:00	13:00	12:00	14:00	12:00	15:00	15:00	13:00	13:00		13:00	20:00	13:00
Vol.	2	243	80	6	31	5	1	11	12	2		2	1	374
Grand Total	24	3292	1009	43	356	48	6	94	130	10	4	8	2	5026
Percent	0.5%	65.5%	20.1%	0.9%	7.1%	1.0%	0.1%	1.9%	2.6%	0.2%	0.1%	0.2%	0.0%	

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County of Riverside
Harvill Avenue
N/ Cajalco Road
24 Hour Directional Classification Count

CRV002
Site Code: 051-23148

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
02/15/23	0	25	5	0	2	0	0	0	4	0	0	0	0	36
01:00	0	16	2	0	0	0	0	0	3	0	0	0	0	21
02:00	0	20	4	0	0	1	0	2	3	0	0	0	0	30
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	0	79	13	0	3	0	0	0	4	0	0	0	0	99
05:00	0	87	17	2	7	2	0	1	9	0	0	0	0	125
06:00	**1**	106	26	3	12	**8**	0	3	8	0	0	0	0	167
07:00	1	149	**61**	1	17	6	**2**	**12**	9	1	0	0	**1**	260
08:00	1	170	61	**4**	13	3	0	4	9	**3**	0	0	1	269
09:00	1	110	39	2	**23**	3	0	5	**14**	1	0	0	0	198
10:00	1	**187**	48	2	17	6	0	7	9	0	0	0	1	**278**
11:00	1	165	47	2	18	5	2	4	10	1	0	0	1	256
12 PM	0	176	57	**4**	17	2	0	3	11	0	0	0	0	270
13:00	2	186	42	3	25	2	**2**	4	**13**	**1**	0	0	0	280
14:00	2	219	62	0	25	4	0	5	4	1	0	0	0	322
15:00	2	207	80	3	20	1	0	2	6	0	0	0	**2**	323
16:00	3	**351**	**92**	0	**31**	2	1	**8**	5	1	0	0	0	**494**
17:00	**6**	347	74	0	15	5	0	1	6	1	0	0	1	456
18:00	5	210	62	0	9	**9**	0	3	8	0	0	0	0	306
19:00	0	171	34	0	4	3	1	3	2	0	0	0	0	218
20:00	1	75	18	0	2	3	0	1	0	0	0	0	0	100
21:00	0	59	12	0	3	3	0	0	2	0	0	0	1	80
22:00	1	62	10	0	3	3	0	0	2	0	0	0	0	81
23:00	0	35	5	0	2	6	0	0	5	0	0	0	0	53
Total	28	3226	874	26	268	77	8	68	146	10	0	0	8	4739
Percent	0.6%	68.1%	18.4%	0.5%	5.7%	1.6%	0.2%	1.4%	3.1%	0.2%	0.0%	0.0%	0.2%	
AM Peak	06:00	10:00	07:00	08:00	09:00	06:00	07:00	07:00	09:00	08:00			07:00	10:00
Vol.	1	187	61	4	23	8	2	12	14	3			1	278
PM Peak	17:00	16:00	16:00	12:00	16:00	18:00	13:00	16:00	13:00	13:00			15:00	16:00
Vol.	6	351	92	4	31	9	2	8	13	1			2	494
Grand Total	28	3226	874	26	268	77	8	68	146	10	0	0	8	4739
Percent	0.6%	68.1%	18.4%	0.5%	5.7%	1.6%	0.2%	1.4%	3.1%	0.2%	0.0%	0.0%	0.2%	

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County of Riverside
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24 Hour Directional Classification Count
Northbound, Southbound

CRV002
Site Code: 051-23148

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
02/15/23	0	59	8	0	5	0	0	1	5	0	0	0	0	78
01:00	0	32	4	0	0	0	0	0	4	0	0	0	0	40
02:00	0	43	7	0	0	1	0	2	7	0	0	0	0	60
03:00	0	46	8	1	0	1	0	0	1	0	0	0	0	57
04:00	0	133	25	0	8	1	0	0	7	0	0	0	0	174
05:00	0	200	51	2	19	4	0	2	11	0	1	0	0	290
06:00	4	289	79	4	34	10	0	8	12	2	0	**1**	0	443
07:00	**8**	**592**	**163**	6	**49**	**14**	**4**	**25**	13	1	**2**	1	**2**	**880**
08:00	6	435	141	**7**	40	6	0	15	18	**5**	0	1	1	675
09:00	2	233	81	6	37	8	0	10	**24**	1	0	0	0	402
10:00	2	340	107	7	40	8	0	11	20	1	0	0	1	537
11:00	1	305	88	6	40	8	3	8	17	1	1	0	1	479
12 PM	0	336	125	**10**	40	7	0	12	21	0	0	0	0	551
13:00	2	429	122	7	48	6	**2**	8	**25**	**3**	0	**2**	0	654
14:00	4	411	132	1	**56**	7	0	12	12	1	0	2	0	638
15:00	3	399	155	8	44	3	1	13	17	1	0	1	**2**	647
16:00	4	536	**163**	3	56	3	2	**15**	11	2	0	0	0	**795**
17:00	**8**	**556**	138	0	37	5	0	6	14	2	0	0	1	767
18:00	5	341	105	0	29	**9**	0	7	10	0	0	0	0	506
19:00	1	283	74	0	11	6	1	4	5	0	0	0	0	385
20:00	1	172	36	0	12	3	1	1	1	0	0	0	1	228
21:00	0	147	36	0	9	3	0	0	5	0	0	0	1	201
22:00	1	136	23	0	6	4	0	2	6	0	0	0	0	178
23:00	0	65	12	1	4	8	0	0	10	0	0	0	0	100
Total	52	6518	1883	69	624	125	14	162	276	20	4	8	10	9765
Percent	0.5%	66.7%	19.3%	0.7%	6.4%	1.3%	0.1%	1.7%	2.8%	0.2%	0.0%	0.1%	0.1%	
AM Peak	07:00	07:00	07:00	08:00	07:00	07:00	07:00	07:00	09:00	08:00	07:00	06:00	07:00	07:00
Vol.	8	592	163	7	49	14	4	25	24	5	2	1	2	880
PM Peak	17:00	17:00	16:00	12:00	14:00	18:00	13:00	16:00	13:00	13:00		13:00	15:00	16:00
Vol.	8	556	163	10	56	9	2	15	25	3		2	2	795
Grand Total	52	6518	1883	69	624	125	14	162	276	20	4	8	10	9765
Percent	0.5%	66.7%	19.3%	0.7%	6.4%	1.3%	0.1%	1.7%	2.8%	0.2%	0.0%	0.1%	0.1%	

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APPENDIX 3.2: EXISTING (2023) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 3.2 Summary-AM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	24.9	24.1	21.6	19.9	28.5	24.9	18.8	32.3	20.0	18.1	32.2	21.4	17.1	31.3	18.6	15.3
		LOS:	C	C	C	B	C	C	B	C	C	B	C	C	B	C	B	B
2 Day St. & Cajalco Rd.	TS	Delay:	35.4	31.4	20.6	27.7	34.7	0.0	35.5	31.4	0.0	31.3	43.5	0.0	19.9	48.1	0.0	27.6
		LOS:	D	C	C	C	C	A	D	C	A	C	D	A	B	D	A	C
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	77.2	17.5	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	D														
4 Decker Rd. & Driveway 1		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Decker Rd. & Driveway 2		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
6 Decker Rd. & Park Driveway		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	44.0	20.0	0.2	0.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	E	C														
8 Seaton Av. & Driveway 3		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
9 Seaton Av. & Driveway 4		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
10 Seaton Av. & Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Harvill Av. & Cajalco Expressway	TS	Delay:	27.8	27.5	20.9	18.2	29.3	26.8	27.0	30.5	24.0	23.1	34.3	20.8	16.2	30.7	16.8	11.4
		LOS:	C	C	C	B	C	C	C	C	C	C	C	C	B	C	B	B
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	46.1	31.3	25.9	--	--	--	47.4	0.0	40.6	0.0	31.2	31.3	67.5	9.6	0.0
		LOS:		D	C	C				D	A	D	A	C	C	E	A	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	52.9	--	5.2	10.8	50.3	0.0	57.3	--	--	--	54.6	0.3	0.0	0.0	10.6	11.2
		LOS:	D		A	B	D	A	E				D	A	A	A	B	B

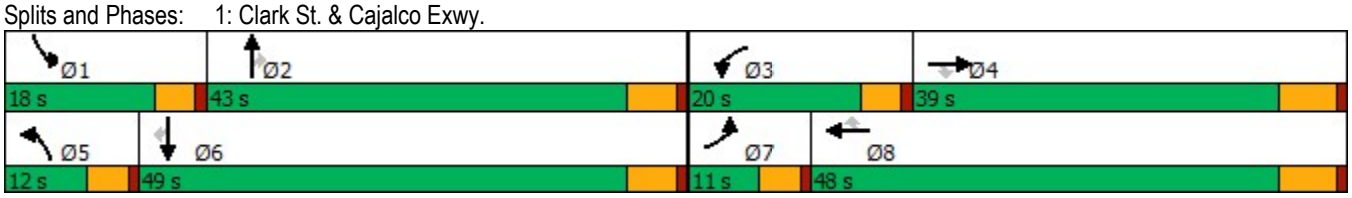
Table Appendix 3.2 Summary-PM

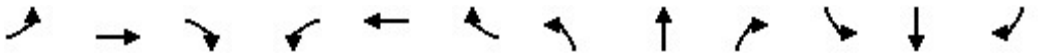
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	23.1	25.7	18.3	16.2	26.4	21.3	20.3	29.6	24.9	20.4	31.1	18.2	14.1	29.3	14.2	11.6
		LOS:	C	C	B	B	C	C	C	C	C	C	C	B	B	C	B	B
2 Day St. & Cajalco Rd.	TS	Delay:	34.4	30.2	25.2	23.1	32.4	0.0	34.5	30.1	0.0	30.4	42.1	0.0	24.7	41.9	0.0	22.4
		LOS:	C	C	C	C	C	A	C	C	A	C	D	A	C	D	A	C
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	0.0	17.3	0.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	C														
4 Decker Rd. & Driveway 1		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Decker Rd. & Driveway 2		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
6 Decker Rd. & Park Driveway		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	32.2	23.8	0.1	0.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	D	C														
8 Seaton Av. & Driveway 3		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
9 Seaton Av. & Driveway 4		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
10 Seaton Av. & Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Harvill Av. & Cajalco Expressway	TS	Delay:	26.8	25.7	19.2	16.3	28.8	24.1	24.3	28.1	23.5	22.0	34.2	19.5	15.7	29.0	15.7	9.3
		LOS:	C	C	B	B	C	C	C	C	C	C	C	B	B	C	B	A
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	47.7	32.2	24.5	--	--	--	48.6	0.0	38.7	0.0	32.1	32.3	65.5	8.3	0.0
		LOS:		D	C	C				D	A	D	A	C	C	E	A	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	46.5	--	6.2	16.0	41.8	0.0	52.2	--	--	--	55.0	0.3	0.0	0.0	16.0	16.0
		LOS:	D		A	B	D	A	D				D	A	A	A	B	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	648	65	105	673	121	104	334	124	89	154	31
Future Volume (vph)	30	648	65	105	673	121	104	334	124	89	154	31
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	11.0	39.0	39.0	20.0	48.0	48.0	12.0	43.0	43.0	18.0	49.0	49.0
Total Split (%)	9.2%	32.5%	32.5%	16.7%	40.0%	40.0%	10.0%	35.8%	35.8%	15.0%	40.8%	40.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	24.1	24.1	10.5	30.2	30.2	7.2	26.1	26.1	9.6	24.7	24.7
Actuated g/C Ratio	0.07	0.28	0.28	0.12	0.35	0.35	0.08	0.30	0.30	0.11	0.29	0.29
v/c Ratio	0.24	0.69	0.12	0.51	0.57	0.20	0.38	0.62	0.21	0.48	0.30	0.06
Control Delay	52.1	34.2	0.4	50.5	26.4	4.1	49.2	35.6	1.6	51.1	27.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	34.2	0.4	50.5	26.4	4.1	49.2	35.6	1.6	51.1	27.1	0.2
LOS	D	C	A	D	C	A	D	D	A	D	C	A
Approach Delay		32.0			26.2			30.7			31.9	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	648	65	105	673	121	104	334	124	89	154	31
Future Volume (veh/h)	30	648	65	105	673	121	104	334	124	89	154	31
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	32	697	45	113	724	74	112	359	63	96	166	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	987	440	147	1157	516	241	463	392	125	464	393
Arrive On Green	0.03	0.27	0.27	0.08	0.32	0.32	0.07	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	32	697	45	113	724	74	112	359	63	96	166	19
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	1.1	10.9	1.3	3.8	10.7	2.0	1.9	11.0	1.9	3.3	4.5	0.6
Cycle Q Clear(g_c), s	1.1	10.9	1.3	3.8	10.7	2.0	1.9	11.0	1.9	3.3	4.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	987	440	147	1157	516	241	463	392	125	464	393
V/C Ratio(X)	0.52	0.71	0.10	0.77	0.63	0.14	0.47	0.78	0.16	0.77	0.36	0.05
Avail Cap(c_a), veh/h	185	1894	845	446	2414	1076	415	1143	968	388	1325	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	20.4	17.0	28.2	18.1	15.1	28.0	22.1	18.6	28.6	19.6	18.1
Incr Delay (d2), s/veh	2.5	0.9	0.1	3.2	0.6	0.1	0.5	2.8	0.2	3.7	0.5	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	0.5	3.9	0.4	1.6	3.7	0.6	0.8	4.7	0.6	1.4	1.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	21.4	17.1	31.3	18.6	15.3	28.5	24.9	18.8	32.3	20.0	18.1
LnGrp LOS	C	C	B	C	B	B	C	C	B	C	C	B
Approach Vol, veh/h		774			911			534			281	
Approach Delay, s/veh		21.6			19.9			24.9			24.1	
Approach LOS		C			B			C			C	

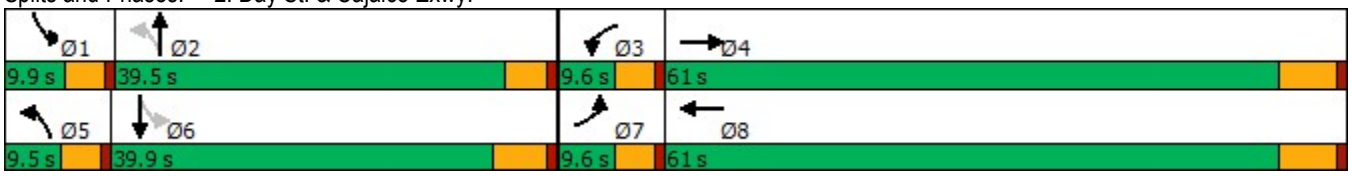
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	20.6	9.7	23.3	8.9	20.7	6.7	26.2
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	37.6	15.4	32.8	7.4	43.6	6.4	41.8
Max Q Clear Time (g_c+I1), s	5.3	13.0	5.8	12.9	3.9	6.5	3.1	12.7
Green Ext Time (p_c), s	0.1	2.2	0.1	4.2	0.0	0.9	0.0	5.0

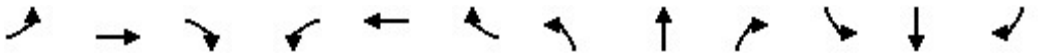
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	898	7	869	1	9	121	12
Future Volume (vph)	30	898	7	869	1	9	121	12
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	61.0	9.6	61.0	9.5	39.5	9.9	39.9
Total Split (%)	8.0%	50.8%	8.0%	50.8%	7.9%	32.9%	8.3%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	59.3	5.1	55.7	12.2	11.7	17.1	14.8
Actuated g/C Ratio	0.06	0.66	0.06	0.62	0.14	0.13	0.19	0.17
v/c Ratio	0.31	0.75	0.07	0.84	0.00	0.17	0.51	0.17
Control Delay	53.3	17.9	46.9	25.0	28.0	18.5	39.4	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	17.9	46.9	25.0	28.0	18.5	39.4	16.6
LOS	D	B	D	C	C	B	D	B
Approach Delay		19.1		25.2		18.7		32.7
Approach LOS		B		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	898	1	7	869	65	1	9	30	121	12	38
Future Volume (veh/h)	30	898	1	7	869	65	1	9	30	121	12	38
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	32	945	1	7	915	62	1	9	9	127	13	31
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	57	1110	1	16	990	67	215	80	80	318	77	183
Arrive On Green	0.03	0.59	0.59	0.01	0.56	0.56	0.00	0.09	0.09	0.06	0.15	0.15
Sat Flow, veh/h	1810	1898	2	1810	1759	119	1810	872	872	1810	498	1188
Grp Volume(v), veh/h	32	0	946	7	0	977	1	0	18	127	0	44
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	0	1879	1810	0	1743	1810	0	1686
Q Serve(g_s), s	1.5	0.0	34.7	0.3	0.0	39.9	0.0	0.0	0.8	5.2	0.0	1.9
Cycle Q Clear(g_c), s	1.5	0.0	34.7	0.3	0.0	39.9	0.0	0.0	0.8	5.2	0.0	1.9
Prop In Lane	1.00		0.00	1.00		0.06	1.00		0.50	1.00		0.70
Lane Grp Cap(c), veh/h	57	0	1112	16	0	1057	215	0	159	318	0	260
V/C Ratio(X)	0.57	0.00	0.85	0.43	0.00	0.92	0.00	0.00	0.11	0.40	0.00	0.17
Avail Cap(c_a), veh/h	107	0	1235	107	0	1221	319	0	720	318	0	682
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	14.4	41.6	0.0	16.8	34.7	0.0	35.2	30.6	0.0	31.0
Incr Delay (d2), s/veh	3.3	0.0	5.4	6.6	0.0	10.8	0.0	0.0	0.3	0.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	12.8	0.2	0.0	16.3	0.0	0.0	0.3	2.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	19.9	48.1	0.0	27.6	34.7	0.0	35.5	31.4	0.0	31.3
LnGrp LOS	D	A	B	D	A	C	C	A	D	C	A	C
Approach Vol, veh/h		978			984			19			171	
Approach Delay, s/veh		20.6			27.7			35.4			31.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	13.5	5.4	55.5	4.6	18.8	7.2	53.7
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.4	* 35	5.0	54.8	5.0	34.1	5.0	54.8
Max Q Clear Time (g_c+I1), s	7.2	2.8	2.3	36.7	2.0	3.9	3.5	41.9
Green Ext Time (p_c), s	0.0	0.1	0.0	6.3	0.0	0.2	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	1054	4	0	945	3	4	0	3	0	0	14
Future Vol, veh/h	3	1054	4	0	945	3	4	0	3	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1098	4	0	984	3	4	0	3	0	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	987	0	0	1102	0	0	2099	2093	1100	2094	2094	986
Stage 1	-	-	-	-	-	-	1106	1106	-	986	986	-
Stage 2	-	-	-	-	-	-	993	987	-	1108	1108	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	708	-	-	641	-	-	38	53	260	39	53	303
Stage 1	-	-	-	-	-	-	258	289	-	301	328	-
Stage 2	-	-	-	-	-	-	298	328	-	257	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	708	-	-	641	-	-	36	52	260	38	52	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	52	-	38	52	-
Stage 1	-	-	-	-	-	-	255	286	-	298	328	-
Stage 2	-	-	-	-	-	-	284	328	-	251	285	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	77.2	17.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	708	-	-	641	-	-	303
HCM Lane V/C Ratio	0.128	0.004	-	-	-	-	-	0.048
HCM Control Delay (s)	77.2	10.1	0	-	0	-	-	17.5
HCM Lane LOS	F	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	962	58	10	882	10	53	7	6	5	0	18
Future Vol, veh/h	21	962	58	10	882	10	53	7	6	5	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1013	61	11	928	11	56	7	6	5	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	939	0	0	1074	0	0	2053	2049	1044	2044	2068	928
Stage 1	-	-	-	-	-	-	1088	1088	-	950	950	-
Stage 2	-	-	-	-	-	-	965	961	-	1094	1118	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	738	-	-	657	-	-	~ 41	56	281	42	55	328
Stage 1	-	-	-	-	-	-	264	294	-	315	341	-
Stage 2	-	-	-	-	-	-	309	337	-	262	285	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	738	-	-	657	-	-	~ 37	53	281	38	52	328
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	159	-	137	158	-
Stage 1	-	-	-	-	-	-	256	285	-	306	335	-
Stage 2	-	-	-	-	-	-	286	331	-	242	276	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	44	20
HCM LOS			E	C

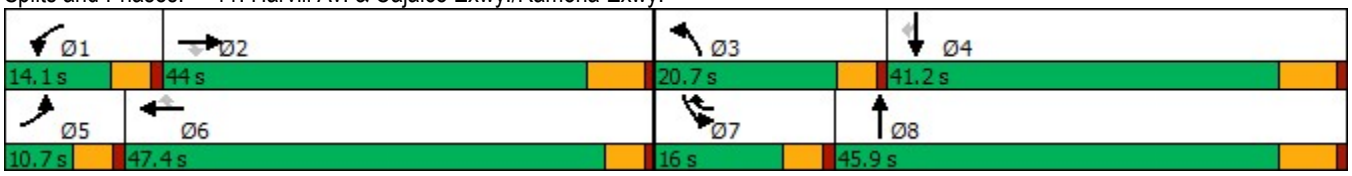
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	136	199	738	-	-	657	-	-	137	328
HCM Lane V/C Ratio	0.41	0.069	0.03	-	-	0.016	-	-	0.038	0.058
HCM Control Delay (s)	48.8	24.4	10	-	-	10.6	-	-	32.3	16.6
HCM Lane LOS	E	C	B	-	-	B	-	-	D	C
HCM 95th %tile Q(veh)	1.8	0.2	0.1	-	-	0	-	-	0.1	0.2

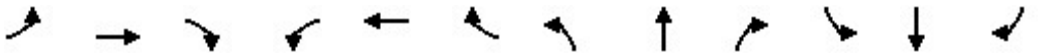
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	28	810	129	136	613	189	275	420	177	135	18
Future Volume (vph)	28	810	129	136	613	189	275	420	177	135	18
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	10.7	44.0	44.0	14.1	47.4	16.0	20.7	45.9	16.0	41.2	41.2
Total Split (%)	8.9%	36.7%	36.7%	11.8%	39.5%	13.3%	17.3%	38.3%	13.3%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.8	27.6	27.6	8.0	36.5	50.4	11.9	20.9	9.2	18.2	18.2
Actuated g/C Ratio	0.07	0.31	0.31	0.09	0.41	0.57	0.13	0.24	0.10	0.21	0.21
v/c Ratio	0.25	0.75	0.22	0.45	0.43	0.20	0.61	0.62	0.51	0.19	0.04
Control Delay	52.3	33.1	4.1	47.3	22.1	2.7	44.8	32.7	46.5	30.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	33.1	4.1	47.3	22.1	2.7	44.8	32.7	46.5	30.9	0.2
LOS	D	C	A	D	C	A	D	C	D	C	A
Approach Delay		29.8			21.8			37.0		37.6	
Approach LOS		C			C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	810	129	136	613	189	275	420	85	177	135	18
Future Volume (veh/h)	28	810	129	136	613	189	275	420	85	177	135	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	844	76	142	639	133	286	438	71	184	141	13
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	56	1160	517	245	1299	709	398	631	102	282	613	274
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.11	0.20	0.20	0.08	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	3113	501	3510	3610	1610
Grp Volume(v), veh/h	29	844	76	142	639	133	286	253	256	184	141	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1810	1755	1805	1610
Q Serve(g_s), s	1.0	13.7	2.2	2.6	9.1	3.3	5.2	8.6	8.7	3.4	2.2	0.4
Cycle Q Clear(g_c), s	1.0	13.7	2.2	2.6	9.1	3.3	5.2	8.6	8.7	3.4	2.2	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	56	1160	517	245	1299	709	398	366	367	282	613	274
V/C Ratio(X)	0.51	0.73	0.15	0.58	0.49	0.19	0.72	0.69	0.70	0.65	0.23	0.05
Avail Cap(c_a), veh/h	166	2058	918	503	2335	1171	852	1081	1083	603	1905	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	19.9	16.0	29.9	16.5	11.3	28.4	24.5	24.6	29.6	23.8	23.0
Incr Delay (d2), s/veh	2.7	0.9	0.1	0.8	0.3	0.1	0.9	2.3	2.4	1.0	0.2	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	0.5	4.9	0.7	1.0	3.2	1.0	2.0	3.4	3.5	1.3	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	20.8	16.2	30.7	16.8	11.4	29.3	26.8	27.0	30.5	24.0	23.1
LnGrp LOS	C	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		949			914			795			338	
Approach Delay, s/veh		20.9			18.2			27.8			27.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	27.5	12.1	17.5	6.7	30.1	9.9	19.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	9.5	37.8	16.1	35.0	6.1	* 43	11.4	39.7
Max Q Clear Time (g_c+I1), s	4.6	15.7	7.2	4.2	3.0	11.1	5.4	10.7
Green Ext Time (p_c), s	0.1	5.6	0.3	0.8	0.0	4.6	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

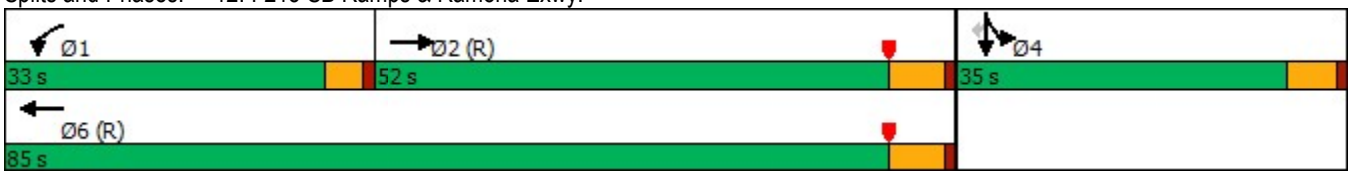
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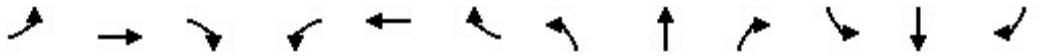
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	743	327	836	637	7	209
Future Volume (vph)	743	327	836	637	7	209
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	52.0	33.0	85.0	35.0	35.0	35.0
Total Split (%)	43.3%	27.5%	70.8%	29.2%	29.2%	29.2%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	48.6	25.9	79.0	29.5	29.5	29.5
Actuated g/C Ratio	0.40	0.22	0.66	0.25	0.25	0.25
v/c Ratio	0.80	0.87	0.36	0.80	0.78	0.40
Control Delay	34.7	84.6	10.7	57.6	56.3	9.0
Queue Delay	0.1	1.3	0.2	1.5	1.2	0.0
Total Delay	34.8	85.9	10.9	59.1	57.6	9.0
LOS	C	F	B	E	E	A
Approach Delay	34.8		32.0		46.3	
Approach LOS	C		C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	743	377	327	836	0	0	0	0	637	7	209
Future Volume (veh/h)	0	743	377	327	836	0	0	0	0	637	7	209
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	766	229	337	862	0				662	0	154
Peak Hour Factor	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
Cap, veh/h	0	1145	342	367	2377	0				890	0	396
Arrive On Green	0.00	0.42	0.42	0.20	0.66	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2834	819	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	505	490	337	862	0				662	0	154
Grp Sat Flow(s),veh/h/ln	0	1805	1753	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	27.1	27.1	21.9	12.9	0.0				20.3	0.0	9.6
Cycle Q Clear(g_c), s	0.0	27.1	27.1	21.9	12.9	0.0				20.3	0.0	9.6
Prop In Lane	0.00		0.47	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	755	733	367	2377	0				890	0	396
V/C Ratio(X)	0.00	0.67	0.67	0.92	0.36	0.00				0.74	0.00	0.39
Avail Cap(c_a), veh/h	0	755	733	430	2377	0				890	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	0.64	0.64	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	28.2	46.9	9.2	0.0				41.8	0.0	37.7
Incr Delay (d2), s/veh	0.0	3.0	3.1	20.6	0.4	0.0				5.6	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.6	11.3	11.5	4.4	0.0				9.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.2	31.3	67.5	9.6	0.0				47.4	0.0	40.6
LnGrp LOS	A	C	C	E	A	A				D	A	D
Approach Vol, veh/h		995			1199						816	
Approach Delay, s/veh		31.3			25.9						46.1	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.8	56.2		35.0		85.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	28.5	46.0		29.5		79.0						
Max Q Clear Time (g_c+I1), s	23.9	29.1		22.3		14.9						
Green Ext Time (p_c), s	0.4	3.4		1.9		3.7						

Intersection Summary			
HCM 6th Ctrl Delay		33.1	
HCM 6th LOS		C	

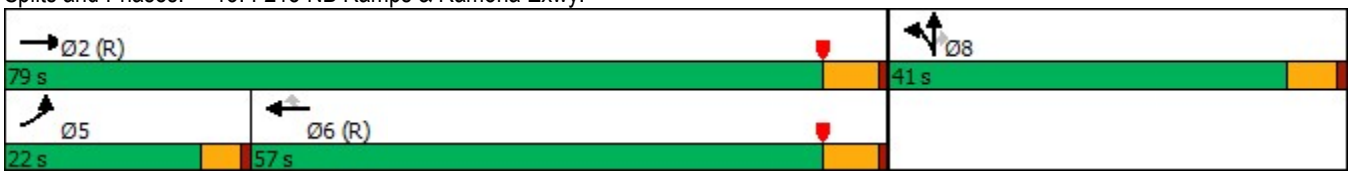
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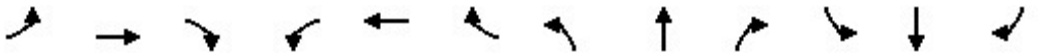
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	125	1255	894	575	269	27	304
Future Volume (vph)	125	1255	894	575	269	27	304
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	79.0	57.0	57.0	41.0	41.0	41.0
Total Split (%)	18.3%	65.8%	47.5%	47.5%	34.2%	34.2%	34.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	13.6	83.3	65.2	65.2	25.2	25.2	25.2
Actuated g/C Ratio	0.11	0.69	0.54	0.54	0.21	0.21	0.21
v/c Ratio	0.64	0.52	0.47	0.53	0.43	0.42	0.81
Control Delay	73.4	15.5	19.8	4.1	43.1	42.9	50.2
Queue Delay	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	17.3	19.8	4.1	43.1	42.9	50.2
LOS	E	B	B	A	D	D	D
Approach Delay		22.4	13.7			46.7	
Approach LOS		C	B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1255	0	0	894	575	269	27	304	0	0	0
Future Volume (veh/h)	125	1255	0	0	894	575	269	27	304	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	130	1307	0	0	931	406	300	0	174			
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	156	2780	0	0	2333	1039	486	0	216			
Arrive On Green	0.17	1.00	0.00	0.00	0.65	0.65	0.13	0.00	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1608	3619	0	1610			
Grp Volume(v), veh/h	130	1307	0	0	931	406	300	0	174			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1608	1810	0	1610			
Q Serve(g_s), s	8.3	0.0	0.0	0.0	14.8	14.3	9.4	0.0	12.6			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.0	14.8	14.3	9.4	0.0	12.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	156	2780	0	0	2333	1039	486	0	216			
V/C Ratio(X)	0.83	0.47	0.00	0.00	0.40	0.39	0.62	0.00	0.81			
Avail Cap(c_a), veh/h	264	2780	0	0	2333	1039	1071	0	476			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.50	0.50	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.8	0.0	0.0	0.0	10.1	10.0	49.0	0.0	50.4			
Incr Delay (d2), s/veh	5.8	0.3	0.0	0.0	0.5	1.1	1.3	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	0.1	0.0	0.0	5.2	4.7	4.2	0.0	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.3	0.0	0.0	10.6	11.2	50.3	0.0	57.3			
LnGrp LOS	D	A	A	A	B	B	D	A	E			
Approach Vol, veh/h		1437			1337			474				
Approach Delay, s/veh		5.2			10.8			52.9				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		98.4			14.8	83.5		21.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		73.0			17.5	51.0		35.5				
Max Q Clear Time (g_c+I1), s		2.0			10.3	16.8		14.6				
Green Ext Time (p_c), s		6.7			0.2	4.8		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

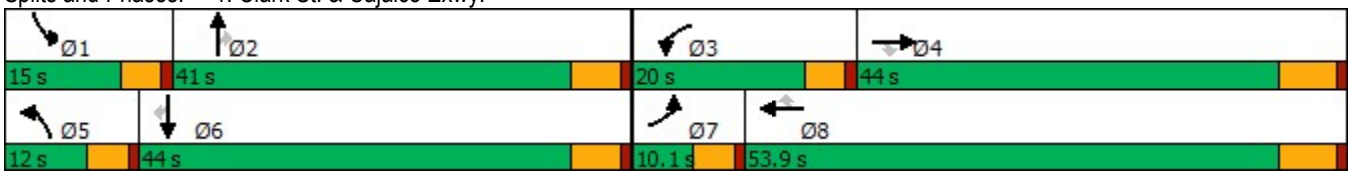
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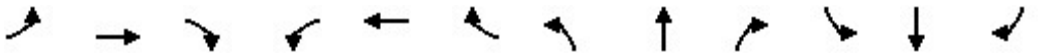
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	746	81	109	643	65	106	117	82	64	202	23
Future Volume (vph)	18	746	81	109	643	65	106	117	82	64	202	23
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	10.1	44.0	44.0	20.0	53.9	53.9	12.0	41.0	41.0	15.0	44.0	44.0
Total Split (%)	8.4%	36.7%	36.7%	16.7%	44.9%	44.9%	10.0%	34.2%	34.2%	12.5%	36.7%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	26.1	26.1	10.4	34.4	34.4	7.3	17.1	17.1	8.0	17.9	17.9
Actuated g/C Ratio	0.08	0.34	0.34	0.13	0.45	0.45	0.09	0.22	0.22	0.10	0.23	0.23
v/c Ratio	0.14	0.65	0.13	0.48	0.43	0.09	0.34	0.30	0.18	0.36	0.49	0.05
Control Delay	47.3	27.8	0.8	45.1	17.8	1.7	44.2	32.1	0.8	46.4	33.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	27.8	0.8	45.1	17.8	1.7	44.2	32.1	0.8	46.4	33.6	0.2
LOS	D	C	A	D	B	A	D	C	A	D	C	A
Approach Delay		25.6			20.2			27.9			33.8	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	746	81	109	643	65	106	117	82	64	202	23
Future Volume (veh/h)	18	746	81	109	643	65	106	117	82	64	202	23
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	19	794	47	116	684	39	113	124	56	68	215	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	1143	510	151	1363	608	253	354	300	104	326	276
Arrive On Green	0.02	0.32	0.32	0.08	0.38	0.38	0.07	0.19	0.19	0.06	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	19	794	47	116	684	39	113	124	56	68	215	14
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.6	11.2	1.2	3.7	8.5	0.9	1.8	3.3	1.7	2.1	6.2	0.4
Cycle Q Clear(g_c), s	0.6	11.2	1.2	3.7	8.5	0.9	1.8	3.3	1.7	2.1	6.2	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	1143	510	151	1363	608	253	354	300	104	326	276
V/C Ratio(X)	0.46	0.69	0.09	0.77	0.50	0.06	0.45	0.35	0.19	0.66	0.66	0.05
Avail Cap(c_a), veh/h	171	2339	1043	478	2952	1317	445	1159	983	323	1257	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	17.5	14.0	26.2	13.9	11.6	26.0	20.7	20.0	26.9	22.6	20.2
Incr Delay (d2), s/veh	3.0	0.8	0.1	3.1	0.3	0.0	0.5	0.6	0.3	2.6	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	0.4	1.5	2.7	0.3	0.7	1.4	0.6	0.9	2.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	18.2	14.1	29.3	14.2	11.6	26.4	21.3	20.3	29.6	24.9	20.3
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		860			839			293			297	
Approach Delay, s/veh		18.3			16.2			23.1			25.7	
Approach LOS		B			B			C			C	

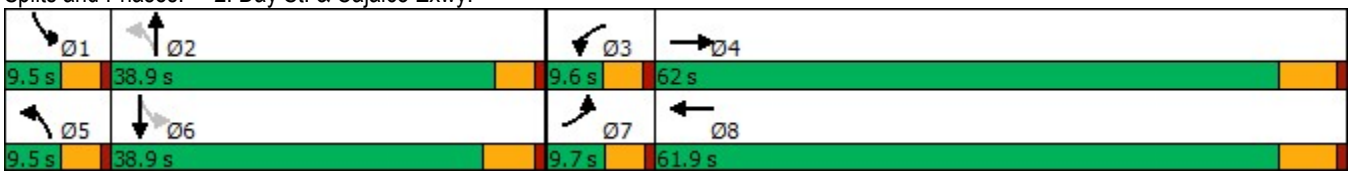
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	16.3	9.5	24.7	8.8	15.4	5.9	28.2
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	10.4	35.6	15.4	37.8	7.4	38.6	5.5	47.7
Max Q Clear Time (g_c+I1), s	4.1	5.3	5.7	13.2	3.8	8.2	2.6	10.5
Green Ext Time (p_c), s	0.0	0.8	0.1	5.2	0.0	1.2	0.0	4.7

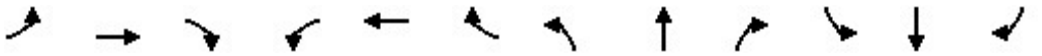
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	931	34	863	4	10	60	13
Future Volume (vph)	28	931	34	863	4	10	60	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.7	62.0	9.6	61.9	9.5	38.9	9.5	38.9
Total Split (%)	8.1%	51.7%	8.0%	51.6%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	59.5	5.2	59.4	14.3	11.9	16.9	16.5
Actuated g/C Ratio	0.06	0.67	0.06	0.67	0.16	0.13	0.19	0.19
v/c Ratio	0.27	0.76	0.33	0.75	0.02	0.36	0.27	0.11
Control Delay	52.2	21.3	54.5	20.8	29.2	13.6	33.1	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	21.3	54.5	20.8	29.2	13.6	33.1	19.7
LOS	D	C	D	C	C	B	C	B
Approach Delay		22.2		22.0		14.2		28.2
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	931	3	34	863	48	4	10	95	60	13	22
Future Volume (veh/h)	28	931	3	34	863	48	4	10	95	60	13	22
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	29	960	3	35	890	47	4	10	39	62	13	16
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	53	1054	3	61	1003	53	244	35	137	278	112	138
Arrive On Green	0.03	0.56	0.56	0.03	0.56	0.56	0.01	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	1810	1893	6	1810	1789	94	1810	339	1323	1810	775	954
Grp Volume(v), veh/h	29	0	963	35	0	937	4	0	49	62	0	29
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	0	1883	1810	0	1662	1810	0	1728
Q Serve(g_s), s	1.3	0.0	37.1	1.5	0.0	35.4	0.2	0.0	2.2	2.4	0.0	1.2
Cycle Q Clear(g_c), s	1.3	0.0	37.1	1.5	0.0	35.4	0.2	0.0	2.2	2.4	0.0	1.2
Prop In Lane	1.00		0.00	1.00		0.05	1.00		0.80	1.00		0.55
Lane Grp Cap(c), veh/h	53	0	1057	61	0	1056	244	0	172	278	0	250
V/C Ratio(X)	0.54	0.00	0.91	0.58	0.00	0.89	0.02	0.00	0.28	0.22	0.00	0.12
Avail Cap(c_a), veh/h	114	0	1303	111	0	1290	345	0	699	305	0	704
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	16.2	38.7	0.0	15.6	32.3	0.0	33.6	29.7	0.0	30.2
Incr Delay (d2), s/veh	3.2	0.0	8.5	3.2	0.0	6.8	0.0	0.0	0.9	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.7	0.7	0.0	13.4	0.1	0.0	0.9	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	24.7	41.9	0.0	22.4	32.4	0.0	34.5	30.1	0.0	30.4
LnGrp LOS	D	A	C	D	A	C	C	A	C	C	A	C
Approach Vol, veh/h		992			972			53			91	
Approach Delay, s/veh		25.2			23.1			34.4			30.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	14.2	7.3	51.5	4.9	17.6	7.0	51.8
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.1	55.7
Max Q Clear Time (g_c+I1), s	4.4	4.2	3.5	39.1	2.2	3.2	3.3	37.4
Green Ext Time (p_c), s	0.0	0.2	0.0	6.2	0.0	0.1	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	24.7
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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1110	1	0	964	5	0	0	0	0	0	6
Future Vol, veh/h	4	1110	1	0	964	5	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1144	1	0	994	5	0	0	0	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	999	0	0	1145	0	0	2153	2152	1145	2150	2150	997
Stage 1	-	-	-	-	-	-	1153	1153	-	997	997	-
Stage 2	-	-	-	-	-	-	1000	999	-	1153	1153	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	701	-	-	618	-	-	35	49	245	35	49	299
Stage 1	-	-	-	-	-	-	242	274	-	297	325	-
Stage 2	-	-	-	-	-	-	295	324	-	242	274	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	701	-	-	618	-	-	34	48	245	35	48	299
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	48	-	35	48	-
Stage 1	-	-	-	-	-	-	238	270	-	292	325	-
Stage 2	-	-	-	-	-	-	289	324	-	238	270	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	17.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	701	-	-	618	-	-	299
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-	0.021
HCM Control Delay (s)	0	10.2	0	-	0	-	-	17.3
HCM Lane LOS	A	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1010	69	11	940	18	21	4	11	5	2	11
Future Vol, veh/h	13	1010	69	11	940	18	21	4	11	5	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	1063	73	12	989	19	22	4	12	5	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1008	0	0	1136	0	0	2158	2160	1100	2149	2177	989
Stage 1	-	-	-	-	-	-	1128	1128	-	1013	1013	-
Stage 2	-	-	-	-	-	-	1030	1032	-	1136	1164	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	695	-	-	622	-	-	35	48	260	35	47	302
Stage 1	-	-	-	-	-	-	250	282	-	291	319	-
Stage 2	-	-	-	-	-	-	284	313	-	248	271	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	695	-	-	622	-	-	32	46	260	32	45	302
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	151	-	127	148	-
Stage 1	-	-	-	-	-	-	245	276	-	285	313	-
Stage 2	-	-	-	-	-	-	266	307	-	229	266	-

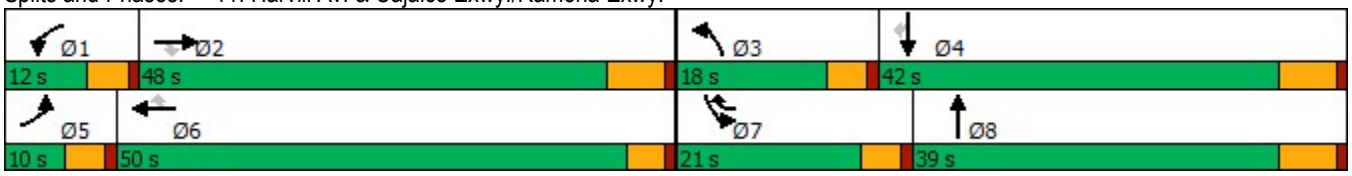
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	32.2	23.8
HCM LOS			D	C

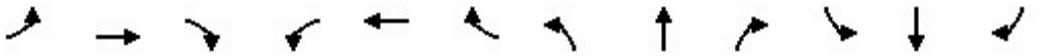
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	128	218	695	-	-	622	-	-	127	260
HCM Lane V/C Ratio	0.173	0.072	0.02	-	-	0.019	-	-	0.041	0.053
HCM Control Delay (s)	38.9	22.8	10.3	-	-	10.9	-	-	34.6	19.6
HCM Lane LOS	E	C	B	-	-	B	-	-	D	C
HCM 95th %tile Q(veh)	0.6	0.2	0.1	-	-	0.1	-	-	0.1	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	815	216	99	669	176	206	119	263	243	41
Future Volume (vph)	16	815	216	99	669	176	206	119	263	243	41
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	10.0	48.0	48.0	12.0	50.0	21.0	18.0	39.0	21.0	42.0	42.0
Total Split (%)	8.3%	40.0%	40.0%	10.0%	41.7%	17.5%	15.0%	32.5%	17.5%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.6	26.5	26.5	6.8	35.8	51.8	9.7	13.9	11.2	15.4	15.4
Actuated g/C Ratio	0.07	0.34	0.34	0.09	0.45	0.66	0.12	0.18	0.14	0.20	0.20
v/c Ratio	0.13	0.68	0.32	0.33	0.42	0.16	0.49	0.31	0.54	0.35	0.10
Control Delay	46.8	27.1	4.8	43.6	16.8	1.9	40.5	20.1	39.3	30.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	27.1	4.8	43.6	16.8	1.9	40.5	20.1	39.3	30.7	0.5
LOS	D	C	A	D	B	A	D	C	D	C	A
Approach Delay		22.8			16.9			30.5		32.6	
Approach LOS		C			B			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	815	216	99	669	176	206	119	81	263	243	41
Future Volume (veh/h)	16	815	216	99	669	176	206	119	81	263	243	41
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	16	832	119	101	683	117	210	121	45	268	248	27
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	1180	526	230	1347	777	317	411	147	384	638	284
Arrive On Green	0.02	0.33	0.33	0.07	0.37	0.37	0.09	0.16	0.16	0.11	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2608	929	3510	3610	1610
Grp Volume(v), veh/h	16	832	119	101	683	117	210	82	84	268	248	27
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1733	1755	1805	1610
Q Serve(g_s), s	0.6	12.8	3.4	1.8	9.3	2.6	3.7	2.5	2.7	4.7	3.9	0.9
Cycle Q Clear(g_c), s	0.6	12.8	3.4	1.8	9.3	2.6	3.7	2.5	2.7	4.7	3.9	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	35	1180	526	230	1347	777	317	285	273	384	638	284
V/C Ratio(X)	0.46	0.71	0.23	0.44	0.51	0.15	0.66	0.29	0.31	0.70	0.39	0.09
Avail Cap(c_a), veh/h	154	2379	1061	410	2590	1331	742	934	896	908	2038	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	18.7	15.5	28.5	15.4	9.2	27.9	23.6	23.6	27.2	23.1	21.9
Incr Delay (d2), s/veh	3.4	0.8	0.2	0.5	0.3	0.1	0.9	0.6	0.6	0.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.5	1.1	0.7	3.1	0.7	1.4	1.0	1.0	1.8	1.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	19.5	15.7	29.0	15.7	9.3	28.8	24.1	24.3	28.1	23.5	22.0
LnGrp LOS	C	B	B	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		967			901			376			543	
Approach Delay, s/veh		19.2			16.3			26.8			25.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	26.9	10.3	17.4	5.8	29.9	11.5	16.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	7.4	41.8	13.4	35.8	5.4	* 46	16.4	32.8
Max Q Clear Time (g_c+I1), s	3.8	14.8	5.7	5.9	2.6	11.3	6.7	4.7
Green Ext Time (p_c), s	0.0	5.9	0.2	1.5	0.0	4.9	0.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

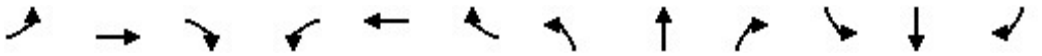
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	767	334	845	540	2	99
Future Volume (vph)	767	334	845	540	2	99
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	53.0	35.0	88.0	32.0	32.0	32.0
Total Split (%)	44.2%	29.2%	73.3%	26.7%	26.7%	26.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	50.4	27.1	82.0	26.5	26.5	26.5
Actuated g/C Ratio	0.42	0.23	0.68	0.22	0.22	0.22
v/c Ratio	0.81	0.86	0.36	0.75	0.75	0.24
Control Delay	34.4	93.1	11.1	57.4	57.6	8.6
Queue Delay	0.3	3.8	0.3	0.0	0.0	0.0
Total Delay	34.7	96.9	11.4	57.4	57.6	8.6
LOS	C	F	B	E	E	A
Approach Delay	34.7		35.7		49.9	
Approach LOS	C		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 38.4	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	767	387	334	845	0	0	0	0	540	2	99
Future Volume (veh/h)	0	767	387	334	845	0	0	0	0	540	2	99
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	807	303	352	889	0				569	0	56
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	1116	418	383	2467	0				799	0	356
Arrive On Green	0.00	0.43	0.43	0.21	0.68	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	2663	963	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	567	543	352	889	0				569	0	56
Grp Sat Flow(s),veh/h/ln	0	1805	1727	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	31.1	31.2	22.9	12.4	0.0				17.4	0.0	3.4
Cycle Q Clear(g_c), s	0.0	31.1	31.2	22.9	12.4	0.0				17.4	0.0	3.4
Prop In Lane	0.00		0.56	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	784	750	383	2467	0				799	0	356
V/C Ratio(X)	0.00	0.72	0.72	0.92	0.36	0.00				0.71	0.00	0.16
Avail Cap(c_a), veh/h	0	784	750	460	2467	0				799	0	356
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	0.71	0.71	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.0	28.0	46.3	8.0	0.0				43.2	0.0	37.7
Incr Delay (d2), s/veh	0.0	4.1	4.3	19.2	0.4	0.0				5.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.4	12.8	11.9	4.1	0.0				8.1	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.1	32.3	65.5	8.3	0.0				48.6	0.0	38.7
LnGrp LOS	A	C	C	E	A	A				D	A	D
Approach Vol, veh/h		1110			1241						625	
Approach Delay, s/veh		32.2			24.5						47.7	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.9	58.1		32.0		88.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	30.5	47.0		26.5		82.0						
Max Q Clear Time (g_c+I1), s	24.9	33.2		19.4		14.4						
Green Ext Time (p_c), s	0.5	3.6		1.4		3.8						

Intersection Summary		
HCM 6th Ctrl Delay		32.3
HCM 6th LOS		C

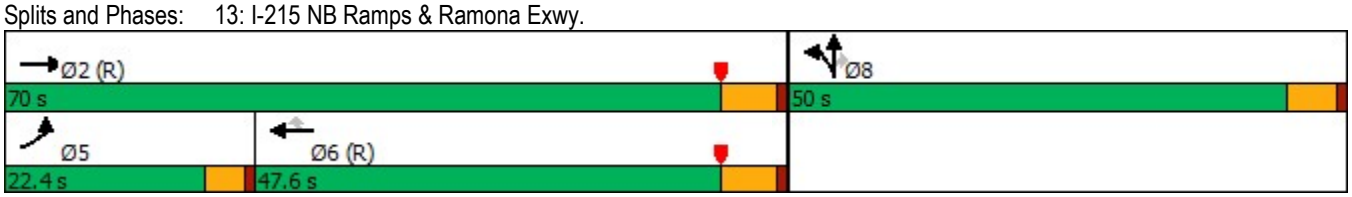
Notes

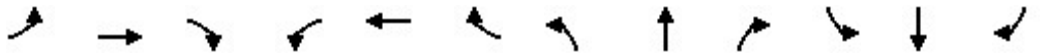
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	139	1168	834	512	345	0	428
Future Volume (vph)	139	1168	834	512	345	0	428
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.4	70.0	47.6	47.6	50.0	50.0	50.0
Total Split (%)	18.7%	58.3%	39.7%	39.7%	41.7%	41.7%	41.7%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.4	73.1	54.2	54.2	35.4	35.4	35.4
Actuated g/C Ratio	0.12	0.61	0.45	0.45	0.30	0.30	0.30
v/c Ratio	0.67	0.55	0.53	0.54	0.35	0.36	0.85
Control Delay	84.3	20.1	27.4	6.2	33.7	33.7	48.5
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	21.1	27.5	6.2	33.7	33.7	48.5
LOS	F	C	C	A	C	C	D
Approach Delay		27.8	19.4			41.9	
Approach LOS		C	B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
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: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1168	0	0	834	512	345	0	428	0	0	0
Future Volume (veh/h)	139	1168	0	0	834	512	345	0	428	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	145	1217	0	0	869	341	359	0	296			
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	171	2498	0	0	2020	900	768	0	342			
Arrive On Green	0.19	1.00	0.00	0.00	0.56	0.56	0.21	0.00	0.21			
Sat Flow, veh/h	1810	3705	0	0	3705	1608	3619	0	1610			
Grp Volume(v), veh/h	145	1217	0	0	869	341	359	0	296			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1608	1810	0	1610			
Q Serve(g_s), s	9.3	0.0	0.0	0.0	16.8	14.2	10.4	0.0	21.3			
Cycle Q Clear(g_c), s	9.3	0.0	0.0	0.0	16.8	14.2	10.4	0.0	21.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	171	2498	0	0	2020	900	768	0	342			
V/C Ratio(X)	0.85	0.49	0.00	0.00	0.43	0.38	0.47	0.00	0.87			
Avail Cap(c_a), veh/h	270	2498	0	0	2020	900	1342	0	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.50	0.50	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	0.0	0.0	0.0	15.3	14.8	41.3	0.0	45.6			
Incr Delay (d2), s/veh	7.2	0.3	0.0	0.0	0.7	1.2	0.4	0.0	6.6			
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	4.0	0.1	0.0	0.0	6.4	5.0	4.6	0.0	8.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	0.3	0.0	0.0	16.0	16.0	41.8	0.0	52.2			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h		1362			1210			655				
Approach Delay, s/veh		6.2			16.0			46.5				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		89.0			15.9	73.2		31.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		64.0			17.9	41.6		44.5				
Max Q Clear Time (g_c+I1), s		2.0			11.3	18.8		23.3				
Green Ext Time (p_c), s		5.9			0.2	4.1		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX 3.3: EXISTING (2023) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

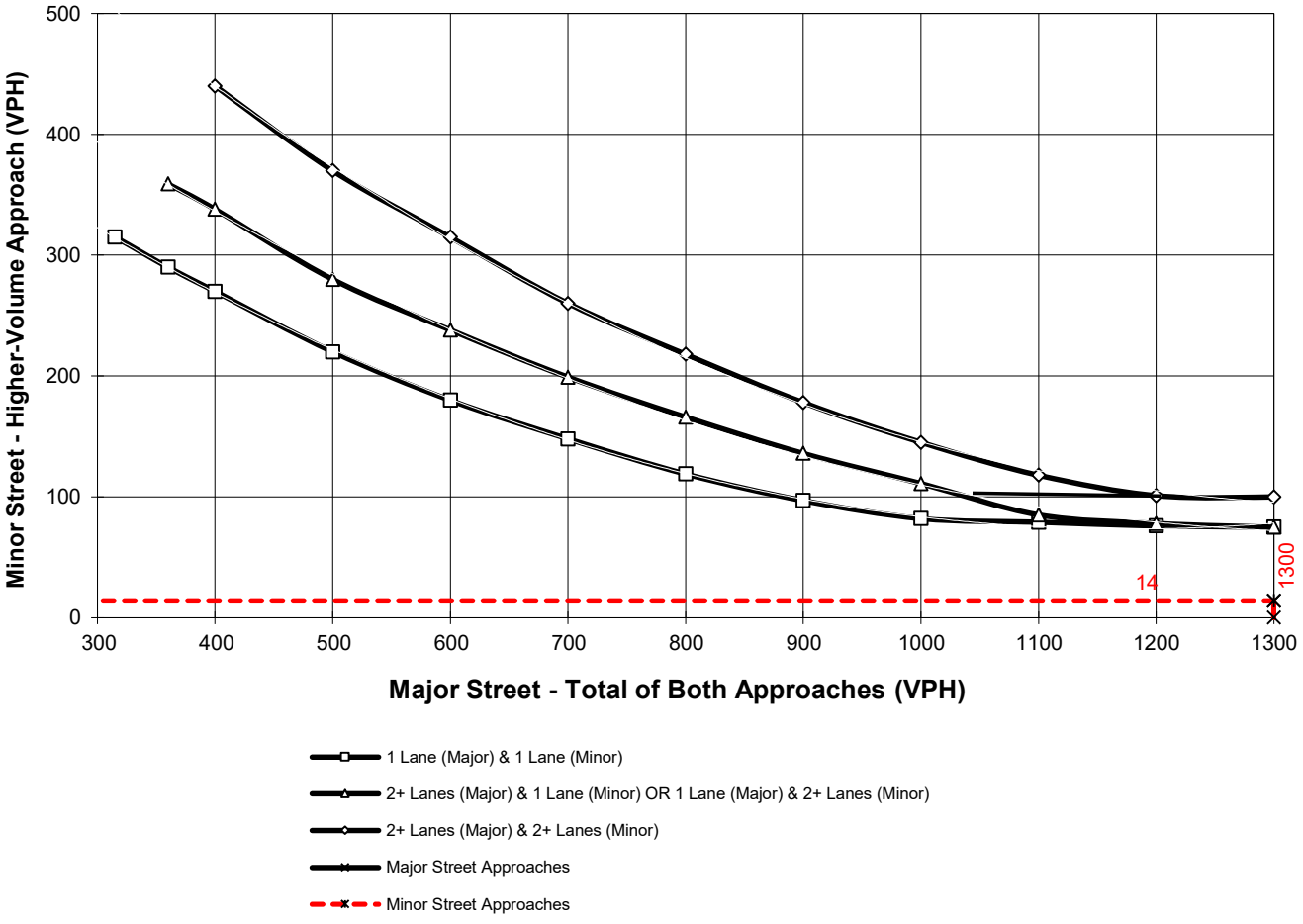
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Cajalco Rd.**
Total of Both Approaches (VPH) = **2008**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Decker Rd.**
High Volume Approach (VPH) = **14**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

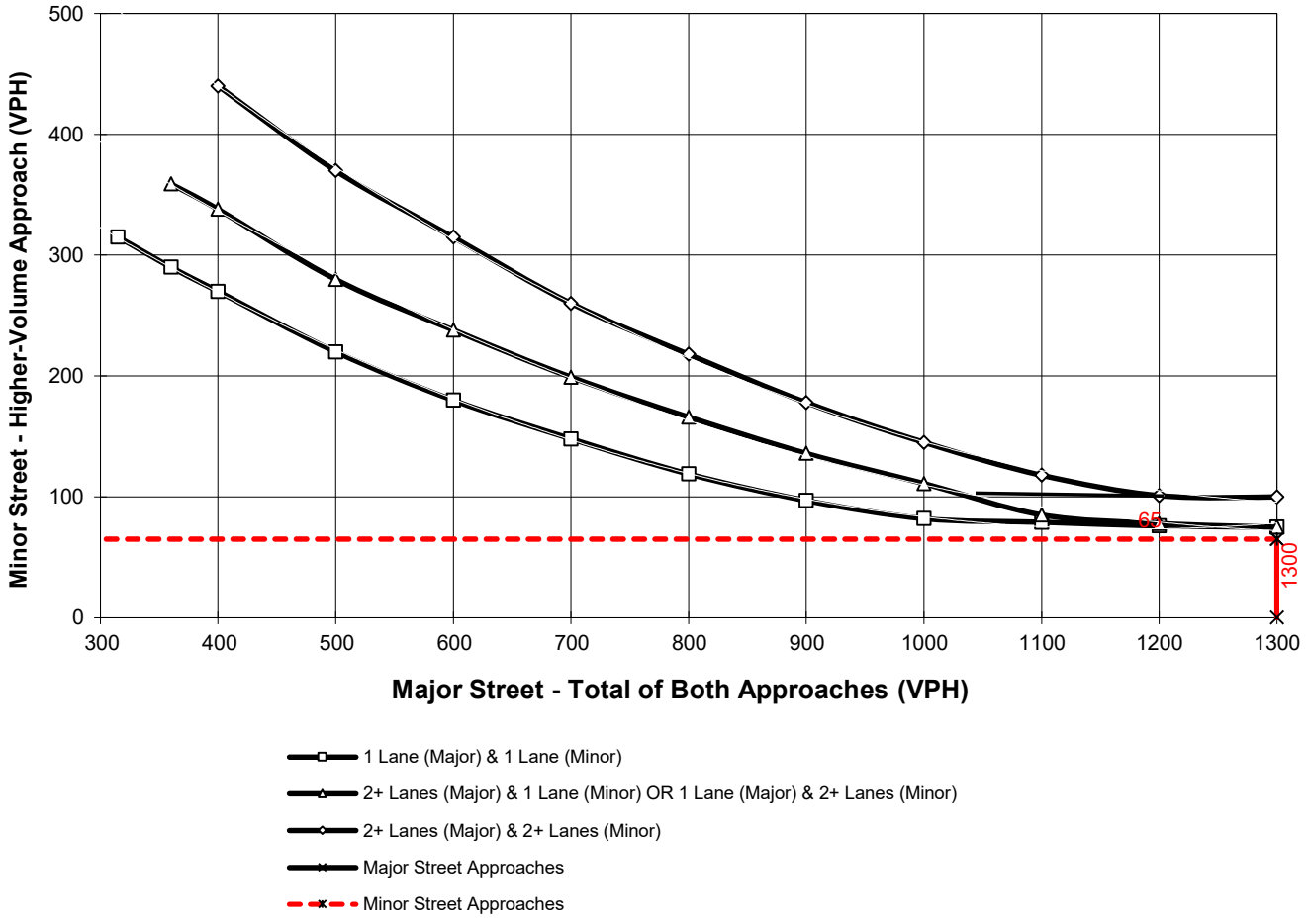
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Cajalco Rd.**
Total of Both Approaches (VPH) = **1941**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Seaton Rd.**
High Volume Approach (VPH) = **65**
Number of Approach Lanes Minor Street = **1**

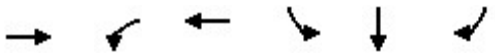
SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 3.4: EXISTING (2023) CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1155	337	862	335	329	215
v/c Ratio	0.80	0.87	0.36	0.80	0.78	0.40
Control Delay	34.7	84.6	10.7	57.6	56.3	9.0
Queue Delay	0.1	1.3	0.2	1.5	1.2	0.0
Total Delay	34.8	85.9	10.9	59.1	57.6	9.0
Queue Length 50th (ft)	395	210	133	256	251	11
Queue Length 95th (ft)	492	#397	156	#406	#392	74
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1439	428	2376	421	422	544
Starvation Cap Reductn	0	19	666	0	0	0
Spillback Cap Reductn	8	0	0	19	19	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.82	0.50	0.83	0.82	0.40

Intersection Summary

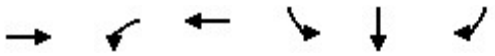
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	130	1307	931	599	154	154	317
v/c Ratio	0.64	0.52	0.47	0.53	0.43	0.42	0.81
Control Delay	73.4	15.5	19.8	4.1	43.1	42.9	50.2
Queue Delay	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	17.3	19.8	4.1	43.1	42.9	50.2
Queue Length 50th (ft)	105	310	226	9	109	109	187
Queue Length 95th (ft)	m128	370	357	90	158	158	264
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	263	2505	1961	1124	507	513	525
Starvation Cap Reductn	0	974	0	0	0	0	0
Spillback Cap Reductn	0	0	96	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.85	0.50	0.53	0.30	0.30	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1214	352	889	284	286	104
v/c Ratio	0.81	0.86	0.36	0.75	0.75	0.24
Control Delay	34.4	93.1	11.1	57.4	57.6	8.6
Queue Delay	0.3	3.8	0.3	0.0	0.0	0.0
Total Delay	34.7	96.9	11.4	57.4	57.6	8.6
Queue Length 50th (ft)	413	288	163	217	218	0
Queue Length 95th (ft)	523	378	178	#344	#346	46
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1491	458	2466	378	379	437
Starvation Cap Reductn	0	51	906	0	0	0
Spillback Cap Reductn	39	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.86	0.57	0.75	0.75	0.24

Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	145	1217	869	533	179	180	446
v/c Ratio	0.67	0.55	0.53	0.54	0.35	0.36	0.85
Control Delay	84.3	20.1	27.4	6.2	33.7	33.7	48.5
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	21.1	27.5	6.2	33.7	33.7	48.5
Queue Length 50th (ft)	119	270	256	23	113	113	277
Queue Length 95th (ft)	m146	330	377	126	163	163	373
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	269	2198	1630	981	635	635	641
Starvation Cap Reductn	0	668	0	0	0	0	0
Spillback Cap Reductn	0	0	60	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.80	0.55	0.54	0.28	0.28	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project:	Cajalco & Seaton Warehouse	Job #:	15091
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	3/29/23

LOCATION: Clark Av. & Cajalco Exwy.
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	102	169	67	66%	103	168	65	63%
	Through	333	338	5	2%	115	141	26	23%
	Right	120	76	-44	-37%	81	58	-23	-28%
	NB Total	555	583	28	5%	299	367	68	23%
SOUTH BOUND	Left	89	78	-11	-12%	62	84	22	35%
	Through	152	210	58	38%	198	248	50	25%
	Right	31	71	40	129%	22	69	47	214%
	SB Total	272	359	87	32%	282	401	119	42%
EAST BOUND	Left	29	68	39	134%	17	42	25	147%
	Through	598	880	282	47%	711	1,038	327	46%
	Right	62	145	83	134%	79	106	27	34%
	EB Total	689	1,093	404	59%	807	1,186	379	47%
WEST BOUND	Left	98	97	-1	-1%	100	56	-44	-44%
	Through	622	1,014	392	63%	594	833	239	40%
	Right	116	116	0	0%	64	67	3	5%
	WB Total	836	1,227	391	47%	758	956	198	26%
TOTAL ENTERING VOLUME		2,352	3,262	910	39%	2,146	2,910	764	36%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	359	401			
North Leg	Outbound	522	250			
North Leg	**TOTAL**	**881**	**651**	**11%**	**8%**	**8,220**
South Leg	Inbound	583	367			
South Leg	Outbound	452	410			
South Leg	**TOTAL**	**1,035**	**777**	**11%**	**8%**	**9,561**
East Leg	Inbound	1,227	956			
East Leg	Outbound	1,034	1,180			
East Leg	**TOTAL**	**2,261**	**2,136**	**9%**	**9%**	**24,134**
West Leg	Inbound	1,093	1,186			
West Leg	Outbound	1,254	1,070			
West Leg	**TOTAL**	**2,347**	**2,256**	**8%**	**8%**	**28,701**
OVERALL TOTAL		***6,524***	***5,820***	**9%**	***8%***	***70,615***

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Project:	Cajalco & Seaton Warehouse	Job #:	15091
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	3/29/23

LOCATION: Day St. & Cajalco 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	116	118	2	2%	58	64	6	10%
	Through	12	11	-1	-8%	12	12	0	0%
	Right	34	41	7	21%	21	24	3	14%
	SB Total	162	170	8	5%	91	100	9	10%
EAST BOUND	Left	28	37	9	32%	27	33	6	22%
	Through	846	1,082	236	28%	885	1,251	366	41%
	Right	1	1	0	0%	3	4	1	33%
	EB Total	875	1,120	245	28%	915	1,288	373	41%
WEST BOUND	Left	7	8	1	14%	34	35	1	3%
	Through	834	1,239	405	49%	833	1,030	197	24%
	Right	63	83	20	32%	45	47	2	4%
	WB Total	904	1,330	426	47%	912	1,112	200	22%
TOTAL ENTERING VOLUME		1,941	2,620	679	35%	1,918	2,500	582	30%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	170	100			
North Leg	Outbound	120	80			
North Leg	**TOTAL**	**290**	**180**	**9%**	**5%**	**3,315**
South Leg	Inbound	0	0			
South Leg	Outbound	20	51			
South Leg	**TOTAL**	**20**	**51**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
East Leg	Inbound	1,330	1,112			
East Leg	Outbound	1,200	1,315			
East Leg	**TOTAL**	**2,530**	**2,427**	**8%**	**8%**	**29,959**
West Leg	Inbound	1,120	1,288			
West Leg	Outbound	1,280	1,054			
West Leg	**TOTAL**	**2,400**	**2,342**	**9%**	**9%**	**27,304**
OVERALL TOTAL		***5,240***	***5,000***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

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Project:	Cajalco & Seaton Warehouse	Job #:	15091
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	3/29/23

LOCATION: Seaton Av. & Cajalco 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	4	7	3	75%	5	7	2	40%
	Through	0	0	0	#DIV/0!	2	2	0	0%
	Right	15	23	8	53%	11	12	1	9%
	SB Total	19	30	11	58%	18	21	3	17%
EAST BOUND	Left	20	25	5	25%	13	12	-1	-8%
	Through	907	1,198	291	32%	960	1,383	423	44%
	Right	56	58	2	4%	68	68	0	0%
	EB Total	983	1,281	298	30%	1,041	1,463	422	41%
WEST BOUND	Left	9	12	3	33%	9	10	1	11%
	Through	821	1,252	431	52%	871	1,108	237	27%
	Right	9	15	6	67%	18	18	0	0%
	WB Total	839	1,279	440	52%	898	1,136	238	27%
TOTAL ENTERING VOLUME		1,841	2,590	749	41%	1,957	2,620	663	34%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	30	21			
North Leg	Outbound	40	30			
North Leg	**TOTAL**	**70**	**51**	**12%**	**9%**	**589**
South Leg	Inbound	0	0			
South Leg	Outbound	70	80			
South Leg	**TOTAL**	**70**	**80**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
East Leg	Inbound	1,279	1,136			
East Leg	Outbound	1,205	1,390			
East Leg	**TOTAL**	**2,484**	**2,526**	**8%**	**9%**	**29,665**
West Leg	Inbound	1,281	1,463			
West Leg	Outbound	1,275	1,120			
West Leg	**TOTAL**	**2,556**	**2,583**	**8%**	**8%**	**33,549**
OVERALL TOTAL		***5,180***	***5,240***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

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Project:	Cajalco & Seaton Warehouse	Job #:	15091
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	3/29/23

LOCATION: Harvill Av. & Cajalco Exwy.
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	266	366	100	38%	204	298	94	46%
	Through	408	565	157	38%	117	126	9	8%
	Right	68	58	-10	-15%	71	85	14	20%
	NB Total	742	989	247	33%	392	509	117	30%
SOUTH BOUND	Left	168	161	-7	-4%	259	291	32	12%
	Through	121	117	-4	-3%	233	562	329	141%
	Right	12	18	6	50%	27	37	10	37%
	SB Total	301	296	-5	-2%	519	890	371	71%
EAST BOUND	Left	24	51	27	113%	13	14	1	8%
	Through	745	977	232	31%	763	894	131	17%
	Right	123	163	40	33%	209	525	316	151%
	EB Total	892	1,191	299	34%	985	1,433	448	45%
WEST BOUND	Left	100	102	2	2%	69	153	84	122%
	Through	565	913	348	62%	610	765	155	25%
	Right	177	288	111	63%	163	151	-12	-7%
	WB Total	842	1,303	461	55%	842	1,069	227	27%
TOTAL ENTERING VOLUME		2,777	3,779	1002	36%	2,738	3,901	1163	42%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	296	890			
North Leg	Outbound	904	291			
North Leg	**TOTAL**	**1,200**	**1,181**	**8%**	**8%**	**14,194**
South Leg	Inbound	989	509			
South Leg	Outbound	382	1,240			
South Leg	**TOTAL**	**1,371**	**1,749**	**7%**	**10%**	**18,395**
East Leg	Inbound	1,303	1,069			
East Leg	Outbound	1,196	1,270			
East Leg	**TOTAL**	**2,499**	**2,339**	**8%**	**8%**	**30,743**
West Leg	Inbound	1,191	1,433			
West Leg	Outbound	1,297	1,100			
West Leg	**TOTAL**	**2,488**	**2,533**	**8%**	**8%**	**31,586**
OVERALL TOTAL		***7,558***	***7,802***	***8%***	***8%***	***94,917***

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Project:	Cajalco & Seaton Warehouse	Job #:	15091
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	3/29/23

LOCATION: I-215 SB Ramps & Ramona Exwy.
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	492	615	123	25%	507	730	223	44%
	Through	3	4	1	33%	2	1	-1	-50%
	Right	152	122	-30	-20%	93	41	-52	-56%
	SB Total	647	741	94	15%	602	772	170	28%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	640	992	352	55%	692	1,010	318	46%
	Right	350	561	211	60%	379	238	-141	-37%
	EB Total	990	1,553	563	57%	1,071	1,248	177	17%
WEST BOUND	Left	310	772	462	149%	329	801	472	143%
	Through	769	1,194	425	55%	775	1,339	564	73%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,079	1,966	887	82%	1,104	2,140	1,036	94%
TOTAL ENTERING VOLUME		2,716	4,260	1544	57%	2,777	4,160	1383	50%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	741	772			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**741**	**772**	**10%**	**11%**	**7,249**
South Leg	Inbound	0	0			
South Leg	Outbound	1,337	1,040			
South Leg	**TOTAL**	**1,337**	**1,040**	**7%**	**6%**	**18,509**
East Leg	Inbound	1,966	2,140			
East Leg	Outbound	1,607	1,740			
East Leg	**TOTAL**	**3,573**	**3,880**	**9%**	**10%**	**39,545**
West Leg	Inbound	1,553	1,248			
West Leg	Outbound	1,316	1,380			
West Leg	**TOTAL**	**2,869**	**2,628**	**9%**	**9%**	**30,765**
OVERALL TOTAL		***8,520***	***8,320***	**9%**	***9%***	***96,068***

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Project:	Cajalco & Seaton Warehouse	Job #:	15091
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	3/29/23

LOCATION: I-215 NB Ramps & Ramona Exwy.
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	244	301	57	23%	320	482	162	51%
	Through	24	17	-7	-29%	0	0	0	#DIV/0!
	Right	288	649	361	125%	403	458	55	14%
	NB Total	556	967	411	74%	723	940	217	30%
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	84	40	-44	-52%	116	138	22	19%
	Through	1,048	1,611	563	54%	1,083	1,596	513	47%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	1,132	1,651	519	46%	1,199	1,734	535	45%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	835	1,669	834	100%	784	1,712	928	118%
	Right	508	573	65	13%	453	603	150	33%
	WB Total	1,343	2,242	899	67%	1,237	2,315	1,078	87%
TOTAL ENTERING VOLUME		3,031	4,860	1829	60%	3,159	4,989	1830	58%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	630	741			
North Leg	**TOTAL**	**630**	**741**	**8%**	**9%**	**8,101**
South Leg	Inbound	967	940			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**967**	**940**	**7%**	**7%**	**14,001**
East Leg	Inbound	2,242	2,315			
East Leg	Outbound	2,260	2,054			
East Leg	**TOTAL**	**4,502**	**4,369**	**10%**	**10%**	**43,718**
West Leg	Inbound	1,651	1,734			
West Leg	Outbound	1,970	2,194			
West Leg	**TOTAL**	**3,621**	**3,928**	**9%**	**10%**	**39,545**
OVERALL TOTAL		***9,720***	***9,978***	**9%**	***9%***	***105,366***

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APPENDIX 5.1: EAP (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 5.1 Summary-AM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	27.2	25.7	23.3	21.2	31.7	27.2	20.4	34.7	21.1	19.1	35.2	23.2	18.1	33.8	19.8	16.0
		LOS:	C	C	C	C	C	C	C	C	C	B	D	C	B	C	B	B
2 Day St. & Cajalco Rd.	TS	Delay:	37.8	34.7	24.7	34.2	36.9	0.0	37.8	34.9	0.0	33.9	46.4	0.0	24.0	50.9	0.0	34.1
		LOS:	D	C	C	C	D	A	D	C	A	C	D	A	C	D	A	C
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	99.7	18.8	0.0	0.2	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	C														
4 Decker Rd. & Driveway 1	CSS	Delay:	0.0	1.7	--	8.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
5 Decker Rd. & Driveway 2	CSS	Delay:	0.0	2.2	--	8.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
6 Decker Rd. & Park Driveway	RB	Delay:	2.7	2.7	2.7	2.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	67.5	26.2	0.2	0.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	D														
8 Seaton Av. & Driveway 3	CSS	Delay:	0.0	0.0	9.0	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A													
9 Seaton Av. & Driveway 4	CSS	Delay:	0.6	0.0	9.8	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A	A												
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative	CSS	Delay:	0.6	0.0	9.8	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A	A												
10 Seaton Av. & Driveway 5	CSS	Delay:	1.1	0.0	10.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative	CSS	Delay:	1.1	0.0	9.9	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A	A												
11 Harvill Av. & Cajalco Expressway	TS	Delay:	30.1	29.6	22.0	19.4	31.7	29.1	29.2	33.1	25.9	25.1	36.9	21.9	16.6	33.8	18.0	11.8
		LOS:	C	C	C	B	C	C	C	C	C	C	D	C	B	C	B	B
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	48.1	35.1	26.0	--	--	--	49.3	0.0	43.7	0.0	35.0	35.2	68.1	9.9	0.0
		LOS:		D	D	C				D	A	D	A	D	D	E	A	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	51.9	--	5.6	13.0	49.4	0.0	56.4	--	--	--	52.2	0.2	0.0	0.0	12.8	13.6
		LOS:	D		A	B	D	A	E				D	A	A	A	B	B

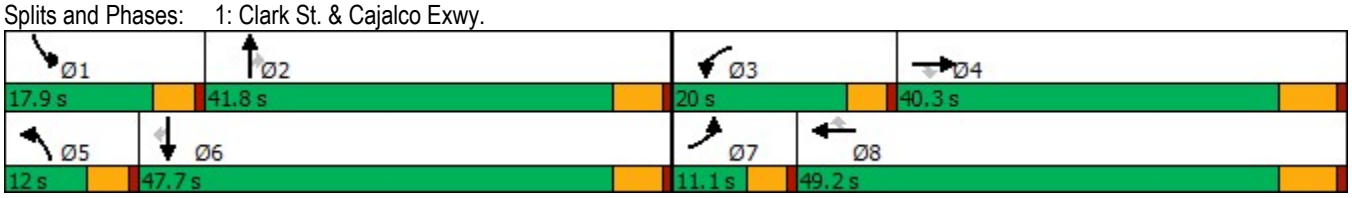
Table Appendix 5.1 Summary-PM

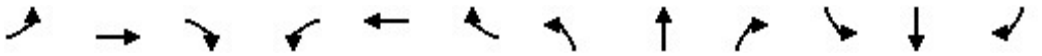
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	24.6	28.0	18.7	16.3	28.0	22.9	21.9	31.4	27.3	21.6	32.6	18.7	14.2	30.2	14.2	11.4
		LOS:	C	C	B	B	C	C	C	C	C	C	C	B	B	C	B	B
2 Day St. & Cajalco Rd.	TS	Delay:	38.0	33.2	30.9	29.6	35.4	0.0	38.1	33.1	0.0	33.4	45.7	0.0	30.5	45.7	0.0	22.4
		LOS:	D	C	C	C	D	A	D	C	A	C	D	A	C	D	A	C
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	190.4	18.6	0.0	0.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	C														
4 Decker Rd. & Driveway 1	CSS	Delay:	0.0	0.7	--	8.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
5 Decker Rd. & Driveway 2	CSS	Delay:	0.0	0.8	--	8.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
6 Decker Rd. & Park Driveway	RB	Delay:	2.7	2.8	2.7	2.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	44.6	34.7	0.1	0.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	E	D														
8 Seaton Av. & Driveway 3	CSS	Delay:	0.0	0.0	9.0	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A													
9 Seaton Av. & Driveway 4	CSS	Delay:	0.3	0.0	10.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative	CSS	Delay:	0.3	0.0	10.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5	CSS	Delay:	1.4	0.0	10.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative	CSS	Delay:	1.4	0.0	10.0	0.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
11 Harvill Av. & Cajalco Expressway	TS	Delay:	29.3	28.2	19.6	17.1	31.0	27.0	27.2	30.3	26.3	24.6	35.3	19.7	15.4	31.6	16.4	9.2
		LOS:	C	C	B	B	C	C	C	C	C	C	D	B	B	C	B	A
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	53.7	35.3	24.6	--	--	--	55.4	0.0	42.4	0.0	34.9	35.6	68.4	7.7	0.0
		LOS:		D	D	C				E	A	D	A	C	D	E	A	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	46.4	--	7.2	20.2	40.5	0.0	53.8	--	--	--	52.4	0.3	0.0	0.0	20.1	20.4
		LOS:	D		A	C	D	A	D				D	A	A	A	C	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	706	69	112	723	129	110	354	134	96	163	33
Future Volume (vph)	32	706	69	112	723	129	110	354	134	96	163	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	11.1	40.3	40.3	20.0	49.2	49.2	12.0	41.8	41.8	17.9	47.7	47.7
Total Split (%)	9.3%	33.6%	33.6%	16.7%	41.0%	41.0%	10.0%	34.8%	34.8%	14.9%	39.8%	39.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	26.3	26.3	10.8	36.4	36.4	7.1	26.7	26.7	9.8	26.3	26.3
Actuated g/C Ratio	0.07	0.28	0.28	0.12	0.39	0.39	0.08	0.29	0.29	0.11	0.28	0.28
v/c Ratio	0.29	0.74	0.12	0.57	0.55	0.19	0.44	0.70	0.24	0.54	0.33	0.06
Control Delay	55.9	36.9	0.4	55.0	26.4	4.6	52.9	39.8	2.3	56.1	28.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	36.9	0.4	55.0	26.4	4.6	52.9	39.8	2.3	56.1	28.3	0.2
LOS	E	D	A	D	C	A	D	D	A	E	C	A
Approach Delay		34.5			26.8			33.8			34.3	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 31.5	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	706	69	112	723	129	110	354	134	96	163	33
Future Volume (veh/h)	32	706	69	112	723	129	110	354	134	96	163	33
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	34	759	49	120	777	83	118	381	74	103	175	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1034	461	155	1217	543	229	477	404	134	493	418
Arrive On Green	0.03	0.29	0.29	0.09	0.34	0.34	0.07	0.25	0.25	0.07	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	34	759	49	120	777	83	118	381	74	103	175	21
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	1.3	13.0	1.5	4.5	12.5	2.5	2.2	12.9	2.5	3.8	5.2	0.7
Cycle Q Clear(g_c), s	1.3	13.0	1.5	4.5	12.5	2.5	2.2	12.9	2.5	3.8	5.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	1034	461	155	1217	543	229	477	404	134	493	418
V/C Ratio(X)	0.54	0.73	0.11	0.77	0.64	0.15	0.52	0.80	0.18	0.77	0.35	0.05
Avail Cap(c_a), veh/h	171	1795	800	406	2263	1009	379	1008	854	351	1172	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	22.1	18.0	30.7	19.2	15.9	31.0	24.1	20.2	31.2	20.7	19.0
Incr Delay (d2), s/veh	2.7	1.0	0.1	3.1	0.6	0.1	0.7	3.1	0.2	3.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.9	0.5	1.9	4.5	0.8	0.9	5.6	0.8	1.7	2.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	23.2	18.1	33.8	19.8	16.0	31.7	27.2	20.4	34.7	21.1	19.1
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	B
Approach Vol, veh/h		842			980			573			299	
Approach Delay, s/veh		23.3			21.2			27.2			25.7	
Approach LOS		C			C			C			C	

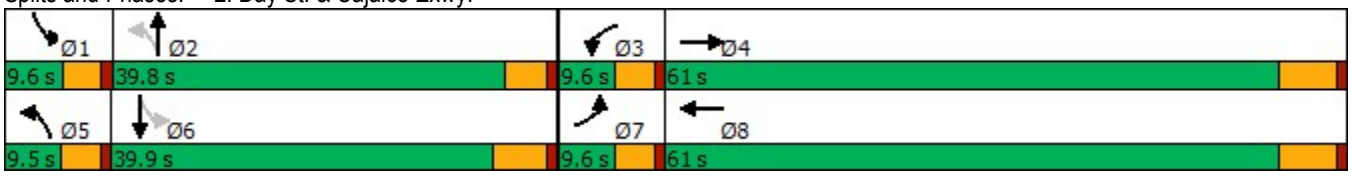
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	22.6	10.5	25.8	9.1	23.2	7.0	29.3
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.3	36.4	15.4	34.1	7.4	42.3	6.5	43.0
Max Q Clear Time (g_c+I1), s	5.8	14.9	6.5	15.0	4.2	7.2	3.3	14.5
Green Ext Time (p_c), s	0.1	2.3	0.1	4.6	0.0	1.0	0.0	5.4

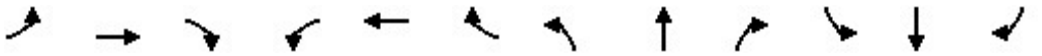
Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	976	7	933	1	10	129	13
Future Volume (vph)	31	976	7	933	1	10	129	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	61.0	9.6	61.0	9.5	39.8	9.6	39.9
Total Split (%)	8.0%	50.8%	8.0%	50.8%	7.9%	33.2%	8.0%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	59.3	5.1	55.7	12.2	11.7	16.9	14.7
Actuated g/C Ratio	0.06	0.66	0.06	0.62	0.14	0.13	0.19	0.16
v/c Ratio	0.32	0.82	0.07	0.90	0.00	0.18	0.55	0.18
Control Delay	53.6	20.6	46.9	30.1	28.0	18.8	41.3	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	20.6	46.9	30.1	28.0	18.8	41.3	16.5
LOS	D	C	D	C	C	B	D	B
Approach Delay		21.7		30.2		19.0		34.1
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	976	1	7	933	69	1	10	32	129	13	40
Future Volume (veh/h)	31	976	1	7	933	69	1	10	32	129	13	40
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	33	1027	1	7	982	67	1	11	11	136	14	33
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	57	1152	1	16	1028	70	210	80	80	297	74	175
Arrive On Green	0.03	0.61	0.61	0.01	0.58	0.58	0.00	0.09	0.09	0.06	0.15	0.15
Sat Flow, veh/h	1810	1898	2	1810	1758	120	1810	872	872	1810	502	1184
Grp Volume(v), veh/h	33	0	1028	7	0	1049	1	0	22	136	0	47
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	0	1878	1810	0	1743	1810	0	1687
Q Serve(g_s), s	1.6	0.0	41.6	0.3	0.0	47.1	0.0	0.0	1.0	5.1	0.0	2.2
Cycle Q Clear(g_c), s	1.6	0.0	41.6	0.3	0.0	47.1	0.0	0.0	1.0	5.1	0.0	2.2
Prop In Lane	1.00		0.00	1.00		0.06	1.00		0.50	1.00		0.70
Lane Grp Cap(c), veh/h	57	0	1153	16	0	1098	210	0	160	297	0	249
V/C Ratio(X)	0.58	0.00	0.89	0.43	0.00	0.95	0.00	0.00	0.14	0.46	0.00	0.19
Avail Cap(c_a), veh/h	101	0	1160	101	0	1147	308	0	682	297	0	641
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	15.1	44.2	0.0	17.5	36.9	0.0	37.5	33.8	0.0	33.5
Incr Delay (d2), s/veh	3.5	0.0	8.9	6.7	0.0	16.6	0.0	0.0	0.4	1.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	16.3	0.2	0.0	20.6	0.0	0.0	0.5	2.6	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	0.0	24.0	50.9	0.0	34.1	36.9	0.0	37.8	34.9	0.0	33.9
LnGrp LOS	D	A	C	D	A	C	D	A	D	C	A	C
Approach Vol, veh/h		1061			1056			23			183	
Approach Delay, s/veh		24.7			34.2			37.8			34.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	14.1	5.4	60.7	4.6	19.0	7.4	58.7
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.1	* 35	5.0	54.8	5.0	34.1	5.0	54.8
Max Q Clear Time (g_c+I1), s	7.1	3.0	2.3	43.6	2.0	4.2	3.6	49.1
Green Ext Time (p_c), s	0.0	0.1	0.0	5.4	0.0	0.2	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	1132	14	21	1009	3	8	0	18	0	0	15
Future Vol, veh/h	3	1132	14	21	1009	3	8	0	18	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1179	15	22	1051	3	8	0	19	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1054	0	0	1194	0	0	2298	2291	1187	2299	2297	1053
Stage 1	-	-	-	-	-	-	1193	1193	-	1097	1097	-
Stage 2	-	-	-	-	-	-	1105	1098	-	1202	1200	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	668	-	-	592	-	-	28	40	232	28	39	277
Stage 1	-	-	-	-	-	-	230	263	-	261	291	-
Stage 2	-	-	-	-	-	-	258	291	-	228	261	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	668	-	-	592	-	-	24	36	232	24	35	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	36	-	24	35	-
Stage 1	-	-	-	-	-	-	227	260	-	258	265	-
Stage 2	-	-	-	-	-	-	222	265	-	207	258	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	99.7	18.8
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	63	668	-	-	592	-	-	277
HCM Lane V/C Ratio	0.43	0.005	-	-	0.037	-	-	0.056
HCM Control Delay (s)	99.7	10.4	0	-	11.3	0	-	18.8
HCM Lane LOS	F	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	24	0	8	27
Future Vol, veh/h	0	2	24	0	8	27
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	-	-	-	100	-
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	0	2	26	0	9	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	73	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	936	1056	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1056	-	-	1601	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1056	1601	-
HCM Lane V/C Ratio	-	-	0.002	0.005	-
HCM Control Delay (s)	-	-	8.4	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	22	0	8	19
Future Vol, veh/h	0	2	22	0	8	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	-	-	-	100	-
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	0	2	24	0	9	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	63	24	0	0	24	0
Stage 1	24	-	-	-	-	-
Stage 2	39	-	-	-	-	-
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	1058	-	-	1604	-
Stage 1	1004	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1058	-	-	1604	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1058	1604	-
HCM Lane V/C Ratio	-	-	0.002	0.005	-
HCM Control Delay (s)	-	-	8.4	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	2.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	5	14	21
Demand Flow Rate, veh/h	5	5	14	21
Vehicles Circulating, veh/h	16	19	10	0
Vehicles Exiting, veh/h	5	5	11	24
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	2.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	5	5	14	21
Cap Entry Lane, veh/h	1358	1353	1366	1380
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	5	5	14	21
Cap Entry, veh/h	1358	1353	1366	1380
V/C Ratio	0.004	0.004	0.010	0.015
Control Delay, s/veh	2.7	2.7	2.7	2.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1034	76	60	954	10	64	7	33	5	2	20
Future Vol, veh/h	23	1034	76	60	954	10	64	7	33	5	2	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	1088	80	63	1004	11	67	7	35	5	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1015	0	0	1168	0	0	2323	2317	1128	2327	2346	1004
Stage 1	-	-	-	-	-	-	1176	1176	-	1130	1130	-
Stage 2	-	-	-	-	-	-	1147	1141	-	1197	1216	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	691	-	-	605	-	-	~ 27	38	251	26	37	296
Stage 1	-	-	-	-	-	-	235	267	-	250	281	-
Stage 2	-	-	-	-	-	-	244	278	-	229	256	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	691	-	-	605	-	-	~ 22	33	251	19	32	296
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	125	-	82	111	-
Stage 1	-	-	-	-	-	-	227	258	-	241	252	-
Stage 2	-	-	-	-	-	-	201	249	-	185	247	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	67.5	26.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	101	213	691	-	-	605	-	-	82	257
HCM Lane V/C Ratio	0.667	0.198	0.035	-	-	0.104	-	-	0.064	0.09
HCM Control Delay (s)	93.4	26	10.4	-	-	11.6	-	-	51.9	20.4
HCM Lane LOS	F	D	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	3.3	0.7	0.1	-	-	0.3	-	-	0.2	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	104	113	24
Future Vol, veh/h	0	7	0	104	113	24
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	0	8	0	113	123	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	136	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	918	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	918	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	918	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	2	0	0	0	8	98	0	0	100	20
Future Vol, veh/h	6	0	2	0	0	0	8	98	0	0	100	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	2	0	0	0	9	107	0	0	109	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	245	245	120	246	256	107	131	0	0	107	0	0
Stage 1	120	120	-	125	125	-	-	-	-	-	-	-
Stage 2	125	125	-	121	131	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	713	661	937	712	651	953	1467	-	-	1497	-	-
Stage 1	889	800	-	884	796	-	-	-	-	-	-	-
Stage 2	884	796	-	888	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	709	657	937	707	647	953	1467	-	-	1497	-	-
Mov Cap-2 Maneuver	709	657	-	707	647	-	-	-	-	-	-	-
Stage 1	884	800	-	879	791	-	-	-	-	-	-	-
Stage 2	879	791	-	886	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	0	0.6	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	755	-	1497	-	-
HCM Lane V/C Ratio	0.006	-	-	0.012	-	-	-	-
HCM Control Delay (s)	7.5	-	-	9.8	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	3	0	0	0	8	98	0	0	106	32
Future Vol, veh/h	6	0	3	0	0	0	8	98	0	0	106	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	3	0	0	0	9	107	0	0	115	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	258	258	133	259	275	107	150	0	0	107	0	0
Stage 1	133	133	-	125	125	-	-	-	-	-	-	-
Stage 2	125	125	-	134	150	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	699	650	922	698	636	953	1444	-	-	1497	-	-
Stage 1	875	790	-	884	796	-	-	-	-	-	-	-
Stage 2	884	796	-	874	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	696	646	922	692	632	953	1444	-	-	1497	-	-
Mov Cap-2 Maneuver	696	646	-	692	632	-	-	-	-	-	-	-
Stage 1	870	790	-	879	791	-	-	-	-	-	-	-
Stage 2	878	791	-	871	777	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	0	0.6	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	758	-	1497	-	-
HCM Lane V/C Ratio	0.006	-	-	0.013	-	-	-	-
HCM Control Delay (s)	7.5	-	-	9.8	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	0	3	0	0	0	14	78	0	0	81	22
Future Vol, veh/h	28	0	3	0	0	0	14	78	0	0	81	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	0	3	0	0	0	15	85	0	0	88	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	215	215	100	217	227	85	112	0	0	85	0	0
Stage 1	100	100	-	115	115	-	-	-	-	-	-	-
Stage 2	115	115	-	102	112	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	746	686	961	744	676	980	1490	-	-	1524	-	-
Stage 1	911	816	-	895	804	-	-	-	-	-	-	-
Stage 2	895	804	-	909	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	679	961	736	669	980	1490	-	-	1524	-	-
Mov Cap-2 Maneuver	740	679	-	736	669	-	-	-	-	-	-	-
Stage 1	902	816	-	886	796	-	-	-	-	-	-	-
Stage 2	886	796	-	906	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	1.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	757	-	1524	-	-
HCM Lane V/C Ratio	0.01	-	-	0.045	-	-	-	-
HCM Control Delay (s)	7.4	-	-	10	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	28	0	8	0	0	0	14	78	0	0	75	34
Future Vol, veh/h	28	0	8	0	0	0	14	78	0	0	75	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	0	9	0	0	0	15	85	0	0	82	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	216	216	101	220	234	85	119	0	0	85	0	0
Stage 1	101	101	-	115	115	-	-	-	-	-	-	-
Stage 2	115	115	-	105	119	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	745	685	960	740	670	980	1482	-	-	1524	-	-
Stage 1	910	815	-	895	804	-	-	-	-	-	-	-
Stage 2	895	804	-	906	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	739	678	960	727	663	980	1482	-	-	1524	-	-
Mov Cap-2 Maneuver	739	678	-	727	663	-	-	-	-	-	-	-
Stage 1	901	815	-	886	796	-	-	-	-	-	-	-
Stage 2	886	796	-	898	801	-	-	-	-	-	-	-

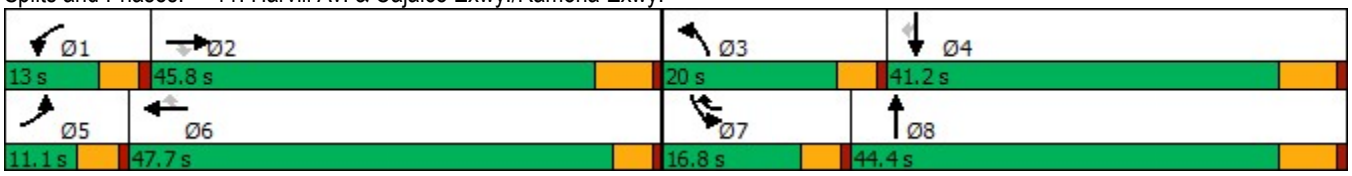
Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	0	1.1	0
HCM LOS	A	A		

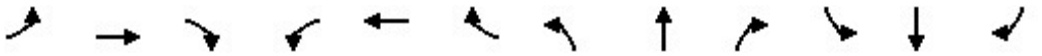
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	779	-	1524	-	-
HCM Lane V/C Ratio	0.01	-	-	0.05	-	-	-	-
HCM Control Delay (s)	7.5	-	-	9.9	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	34	894	139	144	705	201	297	445	187	143	30
Future Volume (vph)	34	894	139	144	705	201	297	445	187	143	30
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	11.1	45.8	45.8	13.0	47.7	16.8	20.0	44.4	16.8	41.2	41.2
Total Split (%)	9.3%	38.2%	38.2%	10.8%	39.8%	14.0%	16.7%	37.0%	14.0%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	6.0	30.8	30.8	7.8	39.1	53.5	12.5	21.9	9.6	19.0	19.0
Actuated g/C Ratio	0.06	0.33	0.33	0.08	0.42	0.58	0.14	0.24	0.10	0.21	0.21
v/c Ratio	0.30	0.78	0.23	0.51	0.48	0.20	0.65	0.66	0.53	0.20	0.07
Control Delay	54.8	33.9	5.5	51.2	23.2	2.6	47.6	35.1	48.2	32.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	33.9	5.5	51.2	23.2	2.6	47.6	35.1	48.2	32.1	0.3
LOS	D	C	A	D	C	A	D	D	D	C	A
Approach Delay		30.9			23.1			39.5		37.9	
Approach LOS		C			C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	894	139	144	705	201	297	445	90	187	143	30
Future Volume (veh/h)	34	894	139	144	705	201	297	445	90	187	143	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	931	87	150	734	145	309	464	76	195	149	25
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	63	1236	551	235	1352	736	412	646	105	289	623	278
Arrive On Green	0.03	0.34	0.34	0.07	0.37	0.37	0.12	0.21	0.21	0.08	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	3108	506	3510	3610	1610
Grp Volume(v), veh/h	35	931	87	150	734	145	309	268	272	195	149	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1809	1755	1805	1610
Q Serve(g_s), s	1.4	16.4	2.7	3.0	11.5	3.9	6.1	10.0	10.1	3.9	2.6	0.9
Cycle Q Clear(g_c), s	1.4	16.4	2.7	3.0	11.5	3.9	6.1	10.0	10.1	3.9	2.6	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	63	1236	551	235	1352	736	412	375	376	289	623	278
V/C Ratio(X)	0.55	0.75	0.16	0.64	0.54	0.20	0.75	0.72	0.72	0.67	0.24	0.09
Avail Cap(c_a), veh/h	164	1988	887	410	2169	1100	752	959	961	596	1757	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	20.9	16.4	32.7	17.7	11.7	30.7	26.5	26.5	32.1	25.7	25.0
Incr Delay (d2), s/veh	2.8	1.0	0.1	1.1	0.3	0.1	1.0	2.6	2.6	1.0	0.2	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	0.6	6.0	0.9	1.2	4.1	1.2	2.4	4.1	4.1	1.5	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	21.9	16.6	33.8	18.0	11.8	31.7	29.1	29.2	33.1	25.9	25.1
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1053			1029			849			369	
Approach Delay, s/veh		22.0			19.4			30.1			29.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	30.8	13.0	18.6	7.1	33.1	10.5	21.1
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	8.4	39.6	15.4	35.0	6.5	* 43	12.2	38.2
Max Q Clear Time (g_c+I1), s	5.0	18.4	8.1	4.6	3.4	13.5	5.9	12.1
Green Ext Time (p_c), s	0.1	6.2	0.3	0.9	0.0	5.3	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

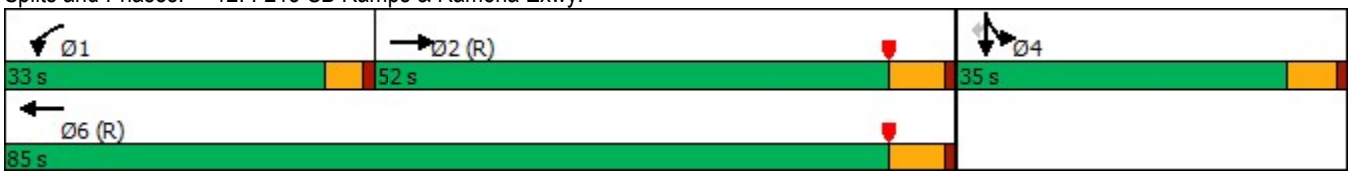
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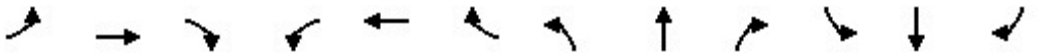
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	810	347	908	675	7	255
Future Volume (vph)	810	347	908	675	7	255
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	52.0	33.0	85.0	35.0	35.0	35.0
Total Split (%)	43.3%	27.5%	70.8%	29.2%	29.2%	29.2%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	47.9	26.6	79.0	29.5	29.5	29.5
Actuated g/C Ratio	0.40	0.22	0.66	0.25	0.25	0.25
v/c Ratio	0.89	0.90	0.39	0.83	0.84	0.50
Control Delay	40.6	90.6	11.1	60.4	61.8	17.6
Queue Delay	0.2	2.3	0.2	3.0	3.5	0.0
Total Delay	40.7	92.9	11.3	63.4	65.4	17.6
LOS	D	F	B	E	E	B
Approach Delay	40.7		33.9		51.7	
Approach LOS	D		C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 41.2	Intersection LOS: D
Intersection Capacity Utilization 122.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	810	412	347	908	0	0	0	0	675	7	255
Future Volume (veh/h)	0	810	412	347	908	0	0	0	0	675	7	255
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	835	265	358	936	0				701	0	202
Peak Hour Factor	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
Cap, veh/h	0	1098	348	386	2377	0				890	0	396
Arrive On Green	0.00	0.41	0.41	0.21	0.66	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2791	855	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	559	541	358	936	0				701	0	202
Grp Sat Flow(s),veh/h/ln	0	1805	1746	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	31.9	32.0	23.3	14.4	0.0				21.7	0.0	13.0
Cycle Q Clear(g_c), s	0.0	31.9	32.0	23.3	14.4	0.0				21.7	0.0	13.0
Prop In Lane	0.00		0.49	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	735	711	386	2377	0				890	0	396
V/C Ratio(X)	0.00	0.76	0.76	0.93	0.39	0.00				0.79	0.00	0.51
Avail Cap(c_a), veh/h	0	735	711	430	2377	0				890	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	0.60	0.60	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.5	30.6	46.3	9.5	0.0				42.3	0.0	39.0
Incr Delay (d2), s/veh	0.0	4.5	4.6	21.9	0.4	0.0				7.0	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.8	13.4	12.4	4.9	0.0				10.2	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.0	35.2	68.1	9.9	0.0				49.3	0.0	43.7
LnGrp LOS	A	D	D	E	A	A				D	A	D
Approach Vol, veh/h		1100			1294						903	
Approach Delay, s/veh		35.1			26.0						48.1	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.1	54.9		35.0		85.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	28.5	46.0		29.5		79.0						
Max Q Clear Time (g_c+I1), s	25.3	34.0		23.7		16.4						
Green Ext Time (p_c), s	0.4	3.4		1.8		4.1						

Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									

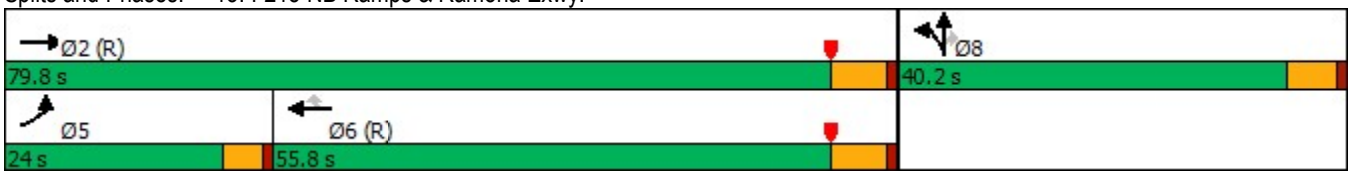
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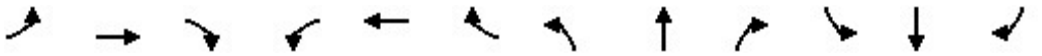
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	153	1333	953	610	302	28	323
Future Volume (vph)	153	1333	953	610	302	28	323
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	24.0	79.8	55.8	55.8	40.2	40.2	40.2
Total Split (%)	20.0%	66.5%	46.5%	46.5%	33.5%	33.5%	33.5%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	15.4	82.0	62.2	62.2	26.5	26.5	26.5
Actuated g/C Ratio	0.13	0.68	0.52	0.52	0.22	0.22	0.22
v/c Ratio	0.69	0.56	0.53	0.58	0.45	0.46	0.82
Control Delay	72.7	16.8	22.4	5.8	42.9	43.0	51.2
Queue Delay	0.0	3.9	0.1	0.0	0.0	0.0	0.0
Total Delay	72.7	20.7	22.5	5.8	42.9	43.0	51.2
LOS	E	C	C	A	D	D	D
Approach Delay		26.1	16.0			47.0	
Approach LOS		C	B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 122.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1333	0	0	953	610	302	28	323	0	0	0
Future Volume (veh/h)	153	1333	0	0	953	610	302	28	323	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	159	1389	0	0	993	442	336	0	193			
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	186	2734	0	0	2228	992	531	0	236			
Arrive On Green	0.21	1.00	0.00	0.00	0.62	0.62	0.15	0.00	0.15			
Sat Flow, veh/h	1810	3705	0	0	3705	1608	3619	0	1610			
Grp Volume(v), veh/h	159	1389	0	0	993	442	336	0	193			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1608	1810	0	1610			
Q Serve(g_s), s	10.2	0.0	0.0	0.0	17.4	17.4	10.5	0.0	13.9			
Cycle Q Clear(g_c), s	10.2	0.0	0.0	0.0	17.4	17.4	10.5	0.0	13.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	186	2734	0	0	2228	992	531	0	236			
V/C Ratio(X)	0.86	0.51	0.00	0.00	0.45	0.45	0.63	0.00	0.82			
Avail Cap(c_a), veh/h	294	2734	0	0	2228	992	1047	0	466			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.8	0.0	0.0	0.0	12.1	12.1	48.1	0.0	49.6			
Incr Delay (d2), s/veh	5.4	0.2	0.0	0.0	0.6	1.4	1.2	0.0	6.8			
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	4.3	0.1	0.0	0.0	6.4	5.9	4.7	0.0	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	0.2	0.0	0.0	12.8	13.6	49.4	0.0	56.4			
LnGrp LOS	D	A	A	A	B	B	D	A	E			
Approach Vol, veh/h		1548			1435			529				
Approach Delay, s/veh		5.6			13.0			51.9				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		96.9			16.8	80.1		23.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		73.8			19.5	49.8		34.7				
Max Q Clear Time (g_c+I1), s		2.0			12.2	19.4		15.9				
Green Ext Time (p_c), s		7.4			0.2	5.2		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

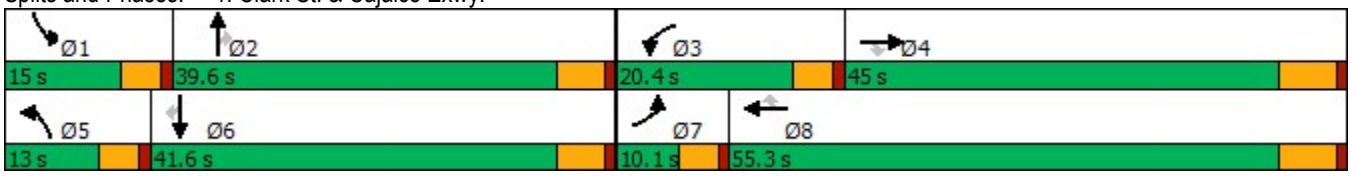
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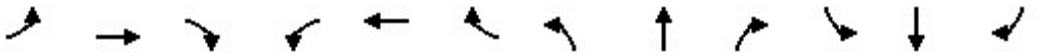
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	805	86	119	706	71	112	124	88	68	214	24
Future Volume (vph)	19	805	86	119	706	71	112	124	88	68	214	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	10.1	45.0	45.0	20.4	55.3	55.3	13.0	39.6	39.6	15.0	41.6	41.6
Total Split (%)	8.4%	37.5%	37.5%	17.0%	46.1%	46.1%	10.8%	33.0%	33.0%	12.5%	34.7%	34.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	27.3	27.3	10.7	39.6	39.6	7.4	20.1	20.1	7.9	17.9	17.9
Actuated g/C Ratio	0.07	0.32	0.32	0.13	0.46	0.46	0.09	0.24	0.24	0.09	0.21	0.21
v/c Ratio	0.17	0.74	0.15	0.56	0.45	0.09	0.40	0.30	0.19	0.43	0.57	0.06
Control Delay	50.4	31.4	1.2	49.5	18.4	2.1	46.4	33.0	1.3	50.8	37.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	31.4	1.2	49.5	18.4	2.1	46.4	33.0	1.3	50.8	37.7	0.2
LOS	D	C	A	D	B	A	D	C	A	D	D	A
Approach Delay		29.0			21.2			29.0			37.6	
Approach LOS		C			C			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	805	86	119	706	71	112	124	88	68	214	24
Future Volume (veh/h)	19	805	86	119	706	71	112	124	88	68	214	24
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	20	856	52	127	751	46	119	132	63	72	228	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	1202	536	165	1445	645	248	341	289	104	316	268
Arrive On Green	0.02	0.33	0.33	0.09	0.40	0.40	0.07	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	20	856	52	127	751	46	119	132	63	72	228	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	0.7	12.7	1.4	4.2	9.7	1.1	2.0	3.8	2.1	2.4	7.0	0.5
Cycle Q Clear(g_c), s	0.7	12.7	1.4	4.2	9.7	1.1	2.0	3.8	2.1	2.4	7.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1202	536	165	1445	645	248	341	289	104	316	268
V/C Ratio(X)	0.47	0.71	0.10	0.77	0.52	0.07	0.48	0.39	0.22	0.69	0.72	0.06
Avail Cap(c_a), veh/h	162	2281	1017	466	2887	1288	480	1058	897	306	1120	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	17.9	14.1	27.3	13.9	11.4	27.4	22.2	21.5	28.4	24.2	21.5
Incr Delay (d2), s/veh	3.0	0.8	0.1	2.9	0.3	0.0	0.5	0.7	0.4	3.0	3.1	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	0.3	4.4	0.4	1.7	3.1	0.3	0.8	1.6	0.7	1.0	3.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	18.7	14.2	30.2	14.2	11.4	28.0	22.9	21.9	31.4	27.3	21.6
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		928			924			314			316	
Approach Delay, s/veh		18.7			16.3			24.6			28.0	
Approach LOS		B			B			C			C	

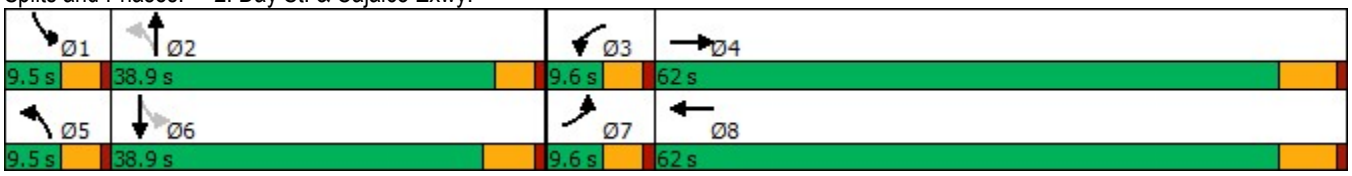
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	16.4	10.2	26.6	8.9	15.6	6.0	30.8
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	10.4	34.2	15.8	38.8	8.4	36.2	5.5	49.1
Max Q Clear Time (g_c+I1), s	4.4	5.8	6.2	14.7	4.0	9.0	2.7	11.7
Green Ext Time (p_c), s	0.0	0.9	0.1	5.7	0.1	1.3	0.0	5.3

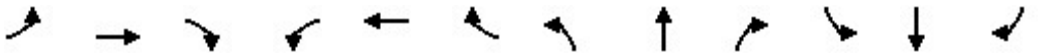
Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	1003	36	946	4	11	65	13
Future Volume (vph)	29	1003	36	946	4	11	65	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.9	9.5	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.4	5.1	56.4	16.0	12.0	18.7	16.5
Actuated g/C Ratio	0.06	0.61	0.06	0.61	0.17	0.13	0.20	0.18
v/c Ratio	0.30	0.89	0.37	0.89	0.02	0.38	0.27	0.11
Control Delay	53.8	29.5	56.7	29.4	29.2	13.7	33.2	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	29.5	56.7	29.4	29.2	13.7	33.2	19.7
LOS	D	C	E	C	C	B	C	B
Approach Delay		30.2		30.3		14.2		28.4
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1003	3	36	946	51	4	11	101	65	13	23
Future Volume (veh/h)	29	1003	3	36	946	51	4	11	101	65	13	23
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	30	1034	3	37	975	51	4	11	45	67	13	17
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	53	1100	3	61	1047	55	232	33	134	259	105	138
Arrive On Green	0.03	0.58	0.58	0.03	0.59	0.59	0.01	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	1810	1894	5	1810	1790	94	1810	326	1334	1810	747	977
Grp Volume(v), veh/h	30	0	1037	37	0	1026	4	0	56	67	0	30
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	0	1883	1810	0	1660	1810	0	1724
Q Serve(g_s), s	1.4	0.0	44.5	1.8	0.0	43.9	0.2	0.0	2.8	2.9	0.0	1.3
Cycle Q Clear(g_c), s	1.4	0.0	44.5	1.8	0.0	43.9	0.2	0.0	2.8	2.9	0.0	1.3
Prop In Lane	1.00		0.00	1.00		0.05	1.00		0.80	1.00		0.57
Lane Grp Cap(c), veh/h	53	0	1103	61	0	1102	232	0	167	259	0	243
V/C Ratio(X)	0.56	0.00	0.94	0.61	0.00	0.93	0.02	0.00	0.33	0.26	0.00	0.12
Avail Cap(c_a), veh/h	102	0	1199	102	0	1189	325	0	643	279	0	646
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	17.1	42.1	0.0	16.7	35.4	0.0	37.0	32.6	0.0	33.2
Incr Delay (d2), s/veh	3.4	0.0	13.4	3.6	0.0	12.4	0.0	0.0	1.2	0.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	19.0	0.8	0.0	18.2	0.1	0.0	1.2	1.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	30.5	45.7	0.0	29.1	35.4	0.0	38.1	33.1	0.0	33.4
LnGrp LOS	D	A	C	D	A	C	D	A	D	C	A	C
Approach Vol, veh/h		1067			1063			60			97	
Approach Delay, s/veh		30.9			29.6			38.0			33.2	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	14.7	7.6	57.5	5.0	18.3	7.2	57.9
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	4.9	4.8	3.8	46.5	2.2	3.3	3.4	45.9
Green Ext Time (p_c), s	0.0	0.3	0.0	4.8	0.0	0.1	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1187	9	29	1039	5	14	0	35	0	0	6
Future Vol, veh/h	4	1187	9	29	1039	5	14	0	35	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1224	9	30	1071	5	14	0	36	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1076	0	0	1233	0	0	2374	2373	1229	2389	2375	1074
Stage 1	-	-	-	-	-	-	1237	1237	-	1134	1134	-
Stage 2	-	-	-	-	-	-	1137	1136	-	1255	1241	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	656	-	-	572	-	-	24	35	219	24	35	270
Stage 1	-	-	-	-	-	-	217	250	-	249	280	-
Stage 2	-	-	-	-	-	-	248	279	-	212	249	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	656	-	-	572	-	-	21	30	219	18	30	270
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	30	-	18	30	-
Stage 1	-	-	-	-	-	-	213	245	-	244	243	-
Stage 2	-	-	-	-	-	-	211	242	-	174	244	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	190.4	18.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	59	656	-	-	572	-	-	270
HCM Lane V/C Ratio	0.856	0.006	-	-	0.052	-	-	0.023
HCM Control Delay (s)	190.4	10.5	0	-	11.6	0	-	18.6
HCM Lane LOS	F	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	3.9	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	40	0	4	35
Future Vol, veh/h	0	10	40	0	4	35
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	-	-	-	100	-
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	0	11	43	0	4	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	43	0	0	43	0
Stage 1	43	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	917	1033	-	-	1579	-
Stage 1	985	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1033	-	-	1579	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	1579	-
HCM Lane V/C Ratio	-	-	0.011	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	30	0	4	31
Future Vol, veh/h	0	10	30	0	4	31
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	-	-	-	100	-
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	0	11	33	0	4	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	75	33	0	0	33	0
Stage 1	33	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	933	1046	-	-	1592	-
Stage 1	995	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1046	-	-	1592	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1046	1592	-
HCM Lane V/C Ratio	-	-	0.01	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	2.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	10	10	13	34
Demand Flow Rate, veh/h	10	10	13	34
Vehicles Circulating, veh/h	24	23	20	0
Vehicles Exiting, veh/h	10	10	14	33
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	2.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	10	10	13	34
Cap Entry Lane, veh/h	1346	1348	1352	1380
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	10	10	13	34
Cap Entry, veh/h	1346	1348	1352	1380
V/C Ratio	0.007	0.007	0.010	0.025
Control Delay, s/veh	2.7	2.7	2.7	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1103	83	45	1023	19	41	6	74	5	3	14
Future Vol, veh/h	16	1103	83	45	1023	19	41	6	74	5	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1161	87	47	1077	20	43	6	78	5	3	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1097	0	0	1248	0	0	2429	2430	1205	2452	2453	1077
Stage 1	-	-	-	-	-	-	1239	1239	-	1171	1171	-
Stage 2	-	-	-	-	-	-	1190	1191	-	1281	1282	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	644	-	-	565	-	-	~ 22	32	226	21	31	269
Stage 1	-	-	-	-	-	-	217	250	-	237	269	-
Stage 2	-	-	-	-	-	-	231	263	-	205	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	644	-	-	565	-	-	~ 19	29	226	12	28	269
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	120	-	58	109	-
Stage 1	-	-	-	-	-	-	211	244	-	231	247	-
Stage 2	-	-	-	-	-	-	198	241	-	127	232	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	44.6	34.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	98	212	644	-	-	565	-	-	58	214
HCM Lane V/C Ratio	0.44	0.397	0.026	-	-	0.084	-	-	0.091	0.084
HCM Control Delay (s)	67.9	32.7	10.7	-	-	12	-	-	73.2	23.4
HCM Lane LOS	F	D	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	1.9	1.8	0.1	-	-	0.3	-	-	0.3	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	121	112	19
Future Vol, veh/h	0	11	0	121	112	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	0	12	0	132	122	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	133	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	922	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	922	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	922	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	30	0	10	0	0	0	4	91	0	0	113	9
Future Vol, veh/h	30	0	10	0	0	0	4	91	0	0	113	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	11	0	0	0	4	99	0	0	123	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	235	235	128	241	240	99	133	0	0	99	0	0
Stage 1	128	128	-	107	107	-	-	-	-	-	-	-
Stage 2	107	107	-	134	133	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	724	669	927	717	665	962	1464	-	-	1507	-	-
Stage 1	881	794	-	903	811	-	-	-	-	-	-	-
Stage 2	903	811	-	874	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	667	927	707	663	962	1464	-	-	1507	-	-
Mov Cap-2 Maneuver	723	667	-	707	663	-	-	-	-	-	-	-
Stage 1	878	794	-	900	809	-	-	-	-	-	-	-
Stage 2	901	809	-	864	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	0.3	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	765	-	1507	-	-
HCM Lane V/C Ratio	0.003	-	-	0.057	-	-	-	-
HCM Control Delay (s)	7.5	-	-	10	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	30	0	15	0	0	0	4	91	0	0	116	15
Future Vol, veh/h	30	0	15	0	0	0	4	91	0	0	116	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	16	0	0	0	4	99	0	0	126	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	241	241	134	249	249	99	142	0	0	99	0	0
Stage 1	134	134	-	107	107	-	-	-	-	-	-	-
Stage 2	107	107	-	142	142	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	717	664	920	709	657	962	1453	-	-	1507	-	-
Stage 1	874	789	-	903	811	-	-	-	-	-	-	-
Stage 2	903	811	-	866	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	716	662	920	695	655	962	1453	-	-	1507	-	-
Mov Cap-2 Maneuver	716	662	-	695	655	-	-	-	-	-	-	-
Stage 1	871	789	-	900	809	-	-	-	-	-	-	-
Stage 2	901	809	-	851	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	0.3	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1453	-	-	773	-	1507	-	-
HCM Lane V/C Ratio	0.003	-	-	0.063	-	-	-	-
HCM Control Delay (s)	7.5	-	-	10	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	6	0	0	0	10	43	0	0	109	14
Future Vol, veh/h	51	0	6	0	0	0	10	43	0	0	109	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	0	7	0	0	0	11	47	0	0	118	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	195	195	126	198	202	47	133	0	0	47	0	0
Stage 1	126	126	-	69	69	-	-	-	-	-	-	-
Stage 2	69	69	-	129	133	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	769	704	930	765	698	1028	1464	-	-	1573	-	-
Stage 1	883	796	-	946	841	-	-	-	-	-	-	-
Stage 2	946	841	-	880	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	764	698	930	755	692	1028	1464	-	-	1573	-	-
Mov Cap-2 Maneuver	764	698	-	755	692	-	-	-	-	-	-	-
Stage 1	876	796	-	938	834	-	-	-	-	-	-	-
Stage 2	939	834	-	874	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	1.4	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	779	-	1573	-	-
HCM Lane V/C Ratio	0.007	-	-	0.08	-	-	-	-
HCM Control Delay (s)	7.5	-	-	10	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	51	0	12	0	0	0	10	43	0	0	103	28
Future Vol, veh/h	51	0	12	0	0	0	10	43	0	0	103	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	0	13	0	0	0	11	47	0	0	112	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	196	196	127	203	211	47	142	0	0	47	0	0
Stage 1	127	127	-	69	69	-	-	-	-	-	-	-
Stage 2	69	69	-	134	142	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	767	703	929	759	690	1028	1453	-	-	1573	-	-
Stage 1	882	795	-	946	841	-	-	-	-	-	-	-
Stage 2	946	841	-	874	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	762	697	929	744	684	1028	1453	-	-	1573	-	-
Mov Cap-2 Maneuver	762	697	-	744	684	-	-	-	-	-	-	-
Stage 1	875	795	-	938	834	-	-	-	-	-	-	-
Stage 2	939	834	-	862	783	-	-	-	-	-	-	-

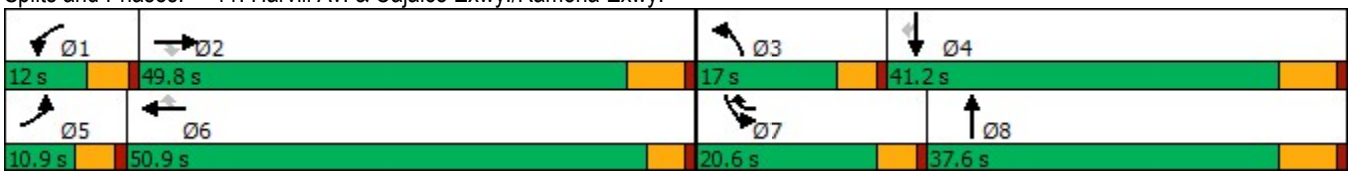
Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	1.4	0
HCM LOS	B	A		

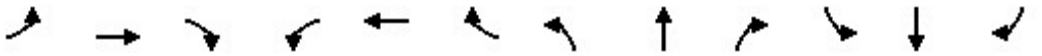
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1453	-	-	789	-	1573	-	-
HCM Lane V/C Ratio	0.007	-	-	0.087	-	-	-	-
HCM Control Delay (s)	7.5	-	-	10	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	30	940	235	105	760	186	222	126	279	258	49
Future Volume (vph)	30	940	235	105	760	186	222	126	279	258	49
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	10.9	49.8	49.8	12.0	50.9	20.6	17.0	37.6	20.6	41.2	41.2
Total Split (%)	9.1%	41.5%	41.5%	10.0%	42.4%	17.2%	14.2%	31.3%	17.2%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	6.0	30.7	30.7	6.9	35.6	52.2	10.1	14.1	11.8	15.8	15.8
Actuated g/C Ratio	0.07	0.37	0.37	0.08	0.43	0.62	0.12	0.17	0.14	0.19	0.19
v/c Ratio	0.24	0.72	0.32	0.37	0.50	0.18	0.54	0.34	0.58	0.39	0.13
Control Delay	49.8	27.8	4.4	46.6	20.7	2.1	43.6	21.4	42.1	33.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	27.8	4.4	46.6	20.7	2.1	43.6	21.4	42.1	33.1	0.7
LOS	D	C	A	D	C	A	D	C	D	C	A
Approach Delay		23.8			20.0			32.8		34.7	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	940	235	105	760	186	222	126	86	279	258	49
Future Volume (veh/h)	30	940	235	105	760	186	222	126	86	279	258	49
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	31	959	139	107	776	127	227	129	50	285	263	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1310	584	223	1421	814	328	376	140	393	594	265
Arrive On Green	0.03	0.36	0.36	0.06	0.39	0.39	0.09	0.15	0.15	0.11	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2576	956	3510	3610	1610
Grp Volume(v), veh/h	31	959	139	107	776	127	227	89	90	285	263	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1728	1755	1805	1610
Q Serve(g_s), s	1.2	15.8	4.1	2.0	11.4	2.9	4.3	3.0	3.2	5.4	4.5	1.3
Cycle Q Clear(g_c), s	1.2	15.8	4.1	2.0	11.4	2.9	4.3	3.0	3.2	5.4	4.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	59	1310	584	223	1421	814	328	264	252	393	594	265
V/C Ratio(X)	0.53	0.73	0.24	0.48	0.55	0.16	0.69	0.34	0.36	0.72	0.44	0.13
Avail Cap(c_a), veh/h	167	2300	1026	380	2447	1272	636	828	793	821	1846	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	18.9	15.2	31.0	16.0	9.1	30.1	26.2	26.3	29.4	25.8	24.4
Incr Delay (d2), s/veh	2.7	0.8	0.2	0.6	0.3	0.1	1.0	0.7	0.9	1.0	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.6	1.3	0.8	3.9	0.8	1.7	1.2	1.2	2.1	1.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	19.7	15.4	31.6	16.4	9.2	31.0	27.0	27.2	30.3	26.3	24.6
LnGrp LOS	D	B	B	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1129			1010			406			583	
Approach Delay, s/veh		19.6			17.1			29.3			28.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	31.0	11.0	17.5	6.8	33.1	12.3	16.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	7.4	43.6	12.4	35.0	6.3	* 46	16.0	31.4
Max Q Clear Time (g_c+I1), s	4.0	17.8	6.3	6.5	3.2	13.4	7.4	5.2
Green Ext Time (p_c), s	0.0	7.1	0.2	1.6	0.0	5.7	0.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

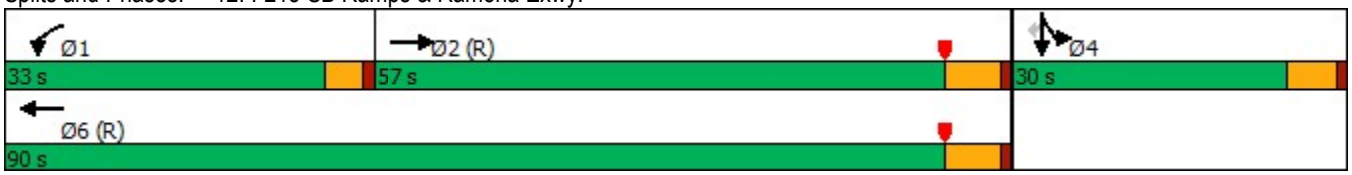
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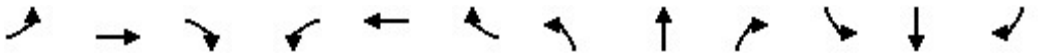
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	863	354	918	573	2	133
Future Volume (vph)	863	354	918	573	2	133
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	57.0	33.0	90.0	30.0	30.0	30.0
Total Split (%)	47.5%	27.5%	75.0%	25.0%	25.0%	25.0%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	52.3	27.2	84.0	24.5	24.5	24.5
Actuated g/C Ratio	0.44	0.23	0.70	0.20	0.20	0.20
v/c Ratio	0.88	0.91	0.38	0.86	0.87	0.32
Control Delay	37.4	94.8	10.7	69.9	70.7	8.5
Queue Delay	1.2	9.3	0.5	1.0	1.1	0.0
Total Delay	38.6	104.1	11.2	71.0	71.8	8.5
LOS	D	F	B	E	E	A
Approach Delay	38.6		37.1		59.6	
Approach LOS	D		D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	863	435	354	918	0	0	0	0	573	2	133
Future Volume (veh/h)	0	863	435	354	918	0	0	0	0	573	2	133
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	908	354	373	966	0				604	0	92
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	1122	435	400	2527	0				739	0	329
Arrive On Green	0.00	0.44	0.44	0.22	0.70	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2637	985	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	643	619	373	966	0				604	0	92
Grp Sat Flow(s),veh/h/ln	0	1805	1723	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	37.1	37.6	24.3	13.2	0.0				19.1	0.0	5.8
Cycle Q Clear(g_c), s	0.0	37.1	37.6	24.3	13.2	0.0				19.1	0.0	5.8
Prop In Lane	0.00		0.57	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	797	760	400	2527	0				739	0	329
V/C Ratio(X)	0.00	0.81	0.81	0.93	0.38	0.00				0.82	0.00	0.28
Avail Cap(c_a), veh/h	0	797	760	430	2527	0				739	0	329
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	0.66	0.66	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.1	29.2	45.8	7.4	0.0				45.6	0.0	40.3
Incr Delay (d2), s/veh	0.0	5.9	6.4	22.5	0.4	0.0				9.8	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	16.1	15.7	12.9	4.2	0.0				9.3	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.9	35.6	68.4	7.7	0.0				55.4	0.0	42.4
LnGrp LOS	A	C	D	E	A	A				E	A	D
Approach Vol, veh/h		1262			1339						696	
Approach Delay, s/veh		35.3			24.6						53.7	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	31.0	59.0		30.0		90.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	28.5	51.0		24.5		84.0
Max Q Clear Time (g_c+I1), s	26.3	39.6		21.1		15.2
Green Ext Time (p_c), s	0.3	3.9		0.9		4.3

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

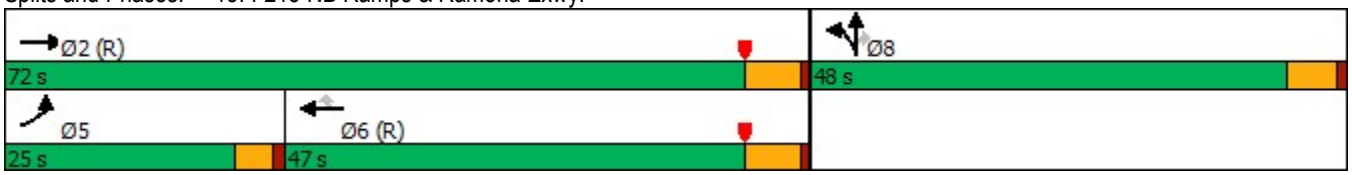
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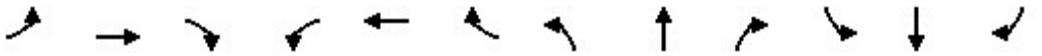
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	191	1245	889	543	384	0	454
Future Volume (vph)	191	1245	889	543	384	0	454
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	25.0	72.0	47.0	47.0	48.0	48.0	48.0
Total Split (%)	20.8%	60.0%	39.2%	39.2%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.4	72.1	50.2	50.2	36.4	36.4	36.4
Actuated g/C Ratio	0.14	0.60	0.42	0.42	0.30	0.30	0.30
v/c Ratio	0.76	0.60	0.61	0.60	0.38	0.38	0.88
Control Delay	86.8	20.8	31.5	8.5	34.0	34.0	51.9
Queue Delay	0.0	1.7	0.1	0.0	0.0	0.0	0.0
Total Delay	86.8	22.5	31.6	8.5	34.0	34.0	51.9
LOS	F	C	C	A	C	C	D
Approach Delay		31.1	22.8			43.7	
Approach LOS		C	C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	1245	0	0	889	543	384	0	454	0	0	0
Future Volume (veh/h)	191	1245	0	0	889	543	384	0	454	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	199	1297	0	0	926	374	400	0	323			
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	225	2435	0	0	1851	824	831	0	370			
Arrive On Green	0.25	1.00	0.00	0.00	0.51	0.51	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	199	1297	0	0	926	374	400	0	323			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	12.7	0.0	0.0	0.0	20.2	17.7	11.5	0.0	23.2			
Cycle Q Clear(g_c), s	12.7	0.0	0.0	0.0	20.2	17.7	11.5	0.0	23.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	225	2435	0	0	1851	824	831	0	370			
V/C Ratio(X)	0.88	0.53	0.00	0.00	0.50	0.45	0.48	0.00	0.87			
Avail Cap(c_a), veh/h	309	2435	0	0	1851	824	1282	0	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.35	0.35	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.2	0.0	0.0	0.0	19.2	18.6	40.0	0.0	44.5			
Incr Delay (d2), s/veh	8.1	0.3	0.0	0.0	1.0	1.8	0.4	0.0	9.3			
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	5.3	0.1	0.0	0.0	8.0	6.5	5.0	0.0	9.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	0.3	0.0	0.0	20.1	20.4	40.5	0.0	53.8			
LnGrp LOS	D	A	A	A	C	C	D	A	D			
Approach Vol, veh/h		1496			1300			723				
Approach Delay, s/veh		7.2			20.2			46.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		86.9			19.4	67.5		33.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		66.0			20.5	41.0		42.5				
Max Q Clear Time (g_c+I1), s		2.0			14.7	22.2		25.2				
Green Ext Time (p_c), s		6.6			0.2	4.3		2.4				

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX 5.2: EAP (2026) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

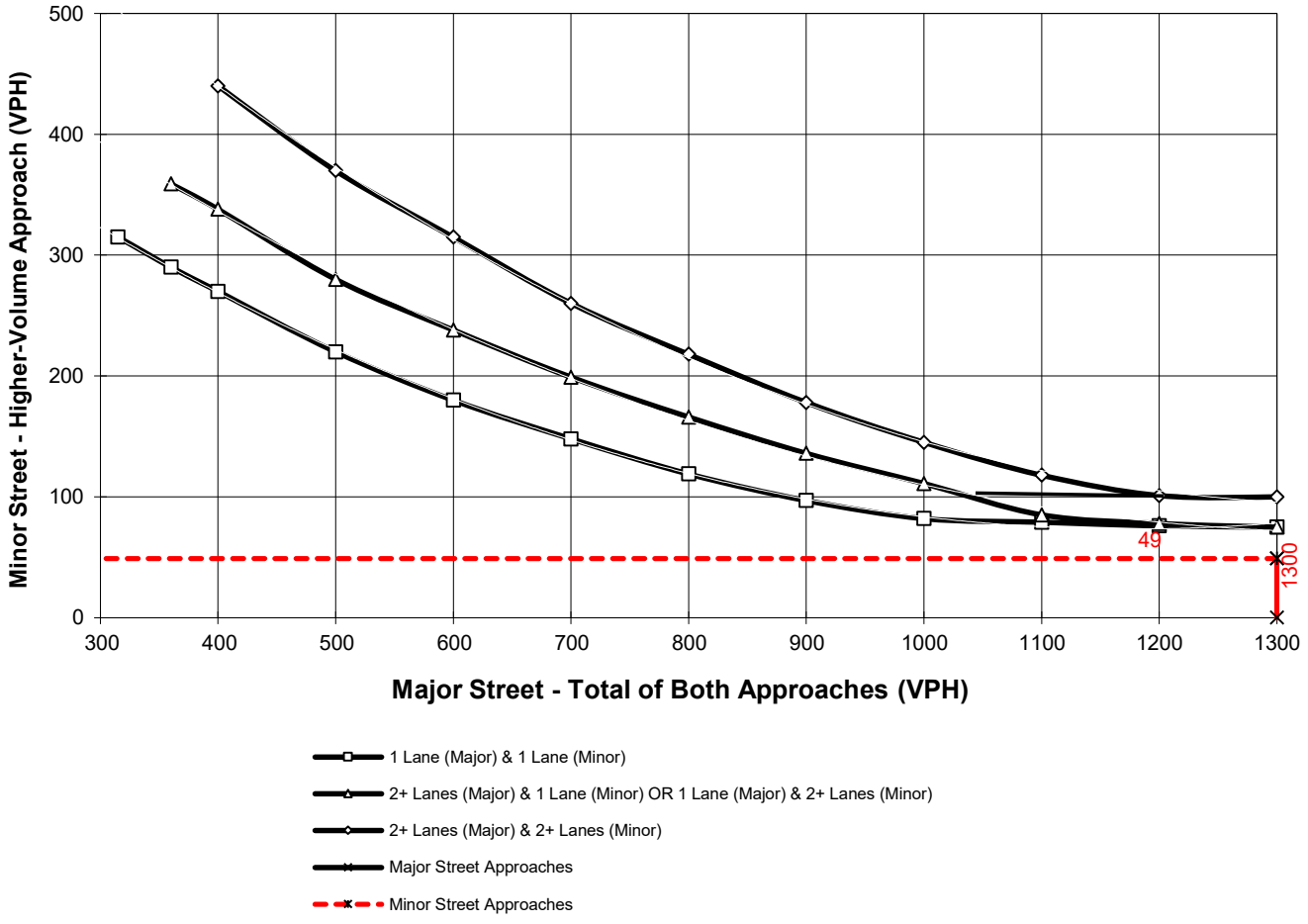
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2026) Conditions - Weekday PM Peak Hour**

Major Street Name = **Cajalco Rd.**
Total of Both Approaches (VPH) = **2274**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Decker Rd.**
High Volume Approach (VPH) = **49**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)	25 mph

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

Major Street Future ADT = **1,016** vpd Minor Street Future ADT = **85** vpd

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

or **URBAN (U)**

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

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,016**	*1* **85**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,016**	*1* **85**	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** 4% **B** 7%	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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				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 = **846** vpd Minor Street Future ADT = **85** 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 **846** / *1* **85**	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 **846** / *1* **85**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 4% B: 7%				

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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Park Driveway**				Critical Approach Speed (Minor)	25 mph

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

Major Street Future ADT = **537** vpd Minor Street Future ADT = **224** vpd

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

or **URBAN (U)**

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

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX				
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **537** / *1* **224**	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 **537** / *1* **224**	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: 7% B: 4%				

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-4. Warrant 3, Peak Hour (70% Factor)

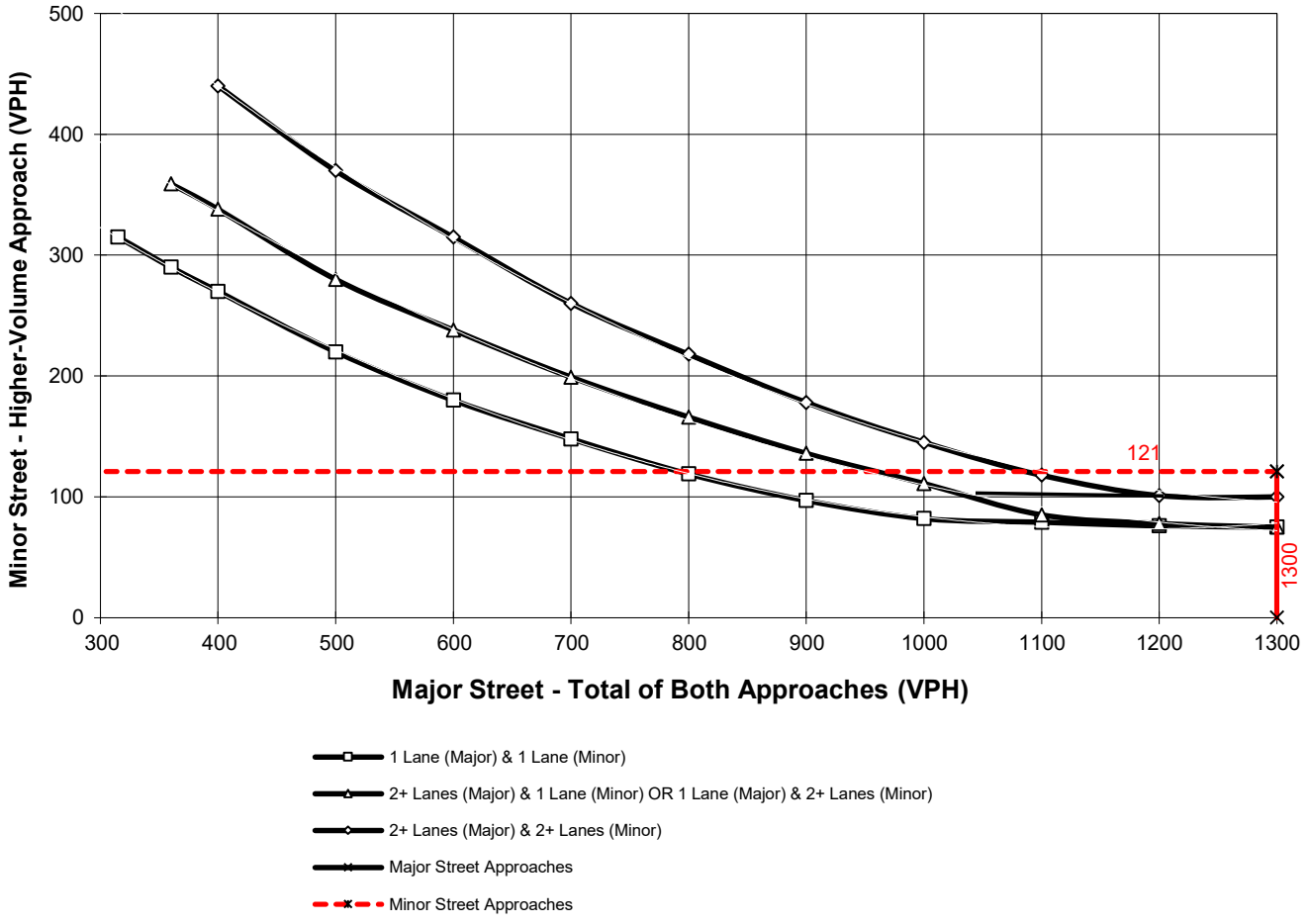
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2026) Conditions - Weekday PM Peak Hour**

Major Street Name = **Cajalco Rd.**
Total of Both Approaches (VPH) = **2289**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Seaton Rd.**
High Volume Approach (VPH) = **121**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,795** vpd Minor Street Future ADT = **162** 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	Number of lanes for moving traffic on each approach		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)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied / XX Not Satisfied XX	*1*	*1*	8,000	5,600	2,400	1,680
	2 + **2,795**	*1* **162**	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 / XX Not Satisfied XX	Major Street	Minor Street	Urban	Rural	Urban	Rural
	1	*1*	12,000	8,400	1,200	850
	2 + **2,795**	*1* **162**	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 / XX Not Satisfied XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 10%	**B** 19%				

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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,571** vpd Minor Street Future ADT = **319** 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	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
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied XX						
RURAL XX	*1*	*1*	8,000	5,600	2,400	1,680
	2 + **2,571**	*1* **319**	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						
	1	*1*	12,000	8,400	1,200	850
	2 + **2,571**	*1* **319**	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** 19%	**B** 26%	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 - Alternative
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,679** vpd Minor Street Future ADT = **404** 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		Minimum Requirements EADT			
Major Street	Minor Street	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
1	*1*	8,000	5,600	2,400	1,680
2 + **2,679**	*1* **404**	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **2,679**	*1* **404**	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	B	Vehicles Per Day on Major Street	Vehicles Per Day on Higher-Volume Minor Street Approach
24%	27%	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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				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 = **2,197** vpd Minor Street Future ADT = **419** 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 **2,197** / *1* **419**	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 **2,197** / *1* **419**	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: 17% B: 18%				

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 - Alternative
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 5**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,229** vpd Minor Street Future ADT = **495** 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		Minimum Requirements EADT			
Major Street	Minor Street	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
1	*1*	8,000	5,600	2,400	1,680
2 + **2,229**	*1* **495**	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **2,229**	*1* **495**	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: 29% B: 22%

2 CONDITIONS 80%

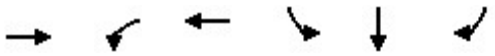
2 CONDITIONS 80%

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.

APPENDIX 5.3: EAP (2026) CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1260	358	936	348	355	263
v/c Ratio	0.89	0.90	0.39	0.83	0.84	0.50
Control Delay	40.6	90.6	11.1	60.4	61.8	17.6
Queue Delay	0.2	2.3	0.2	3.0	3.5	0.0
Total Delay	40.7	92.9	11.3	63.4	65.4	17.6
Queue Length 50th (ft)	458	253	149	269	276	59
Queue Length 95th (ft)	#603	#435	174	#429	#444	142
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1419	428	2376	421	422	524
Starvation Cap Reductn	0	20	646	0	0	0
Spillback Cap Reductn	8	0	0	26	26	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.88	0.54	0.88	0.90	0.50

Intersection Summary

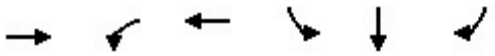
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	159	1389	993	635	170	174	336
v/c Ratio	0.69	0.56	0.53	0.58	0.45	0.46	0.82
Control Delay	72.7	16.8	22.4	5.8	42.9	43.0	51.2
Queue Delay	0.0	3.9	0.1	0.0	0.0	0.0	0.0
Total Delay	72.7	20.7	22.5	5.8	42.9	43.0	51.2
Queue Length 50th (ft)	127	328	264	29	120	123	201
Queue Length 95th (ft)	m140	388	395	143	175	181	289
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	293	2468	1870	1091	495	501	515
Starvation Cap Reductn	0	974	0	0	0	0	0
Spillback Cap Reductn	0	0	89	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.93	0.56	0.58	0.34	0.35	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1366	373	966	301	304	140
v/c Ratio	0.88	0.91	0.38	0.86	0.87	0.32
Control Delay	37.4	94.8	10.7	69.9	70.7	8.5
Queue Delay	1.2	9.3	0.5	1.0	1.1	0.0
Total Delay	38.6	104.1	11.2	71.0	71.8	8.5
Queue Length 50th (ft)	484	305	176	238	242	0
Queue Length 95th (ft)	#608	#433	206	#400	#406	54
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1545	428	2527	350	351	441
Starvation Cap Reductn	0	39	1034	0	0	0
Spillback Cap Reductn	58	0	0	6	6	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.96	0.65	0.88	0.88	0.32

Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	199	1297	926	566	200	200	473
v/c Ratio	0.76	0.60	0.61	0.60	0.38	0.38	0.88
Control Delay	86.8	20.8	31.5	8.5	34.0	34.0	51.9
Queue Delay	0.0	1.7	0.1	0.0	0.0	0.0	0.0
Total Delay	86.8	22.5	31.6	8.5	34.0	34.0	51.9
Queue Length 50th (ft)	163	287	304	44	125	125	297
Queue Length 95th (ft)	m183	344	411	169	185	185	419
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	308	2169	1510	941	607	607	615
Starvation Cap Reductn	0	657	0	0	0	0	0
Spillback Cap Reductn	0	0	56	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.86	0.64	0.60	0.33	0.33	0.77

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

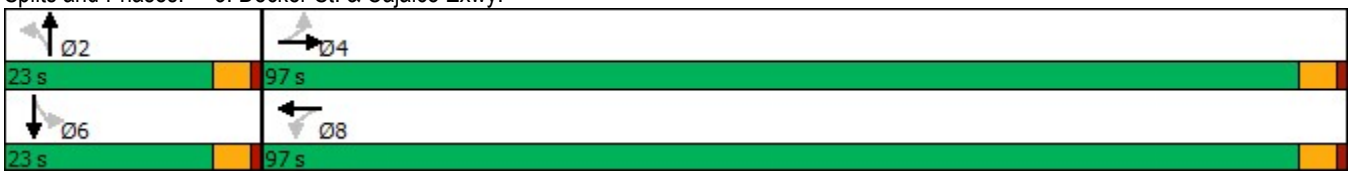
APPENDIX 5.4: EAP (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

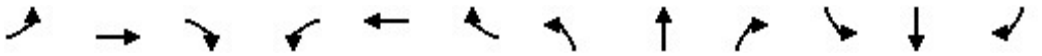
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	3	1132	21	1009	8	0	0
Future Volume (vph)	3	1132	21	1009	8	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	46.9	46.9	46.9	46.9		8.0	8.0
Actuated g/C Ratio	0.72	0.72	0.72	0.72		0.12	0.12
v/c Ratio	0.01	0.88	0.17	0.77		0.13	0.04
Control Delay	2.7	15.4	6.1	10.0		22.0	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	2.7	15.4	6.1	10.0		22.0	0.2
LOS	A	B	A	B		C	A
Approach Delay		15.3		10.0		22.0	0.2
Approach LOS		B		A		C	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Decker St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1132	14	21	1009	3	8	0	18	0	0	15
Future Volume (veh/h)	3	1132	14	21	1009	3	8	0	18	0	0	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		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	3	1179	15	22	1051	3	8	0	19	0	0	16
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	362	1390	18	278	1406	4	111	18	104	0	0	148
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.09	0.00	0.09	0.00	0.00	0.09
Sat Flow, veh/h	544	1872	24	476	1894	5	277	198	1128	0	0	1610
Grp Volume(v), veh/h	3	0	1194	22	0	1054	27	0	0	0	0	16
Grp Sat Flow(s),veh/h/ln	544	0	1896	476	0	1899	1603	0	0	0	0	1610
Q Serve(g_s), s	0.2	0.0	23.8	1.8	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	17.6	0.0	23.8	25.7	0.0	17.5	0.8	0.0	0.0	0.0	0.0	0.5
Prop In Lane	1.00		0.01	1.00		0.00	0.30		0.70	0.00		1.00
Lane Grp Cap(c), veh/h	362	0	1408	278	0	1410	233	0	0	0	0	148
V/C Ratio(X)	0.01	0.00	0.85	0.08	0.00	0.75	0.12	0.00	0.00	0.00	0.00	0.11
Avail Cap(c_a), veh/h	882	0	3223	734	0	3229	617	0	0	0	0	548
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	4.9	13.8	0.0	4.0	22.8	0.0	0.0	0.0	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.1	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.2	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	6.4	13.9	0.0	4.9	23.0	0.0	0.0	0.0	0.0	23.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	A	A	C
Approach Vol, veh/h		1197			1076			27			16	
Approach Delay, s/veh		6.4			5.0			23.0			23.0	
Approach LOS		A			A			C			C	

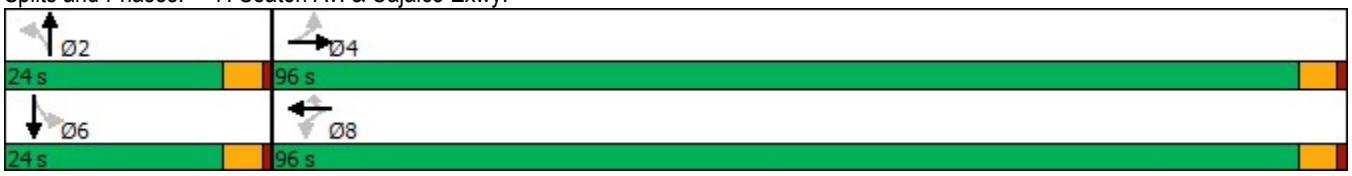
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		44.9		9.5		44.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		2.8		25.8		2.5		27.7				
Green Ext Time (p_c), s		0.1		14.6		0.0		11.0				

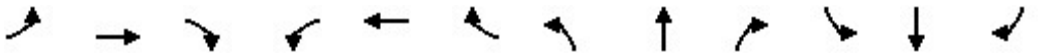
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	1034	60	954	10	64	7	5	2
Future Volume (vph)	23	1034	60	954	10	64	7	5	2
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	96.0	96.0	96.0	96.0	96.0	24.0	24.0	24.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	49.9	49.9	49.9	49.9	49.9	10.2	10.2	10.2	10.2
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.71	0.14	0.14	0.14	0.14
v/c Ratio	0.10	0.88	0.48	0.75	0.01	0.33	0.15	0.02	0.09
Control Delay	4.0	16.2	18.5	10.0	1.3	39.1	17.6	36.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	16.2	18.5	10.0	1.3	39.1	17.6	36.4	18.6
LOS	A	B	B	A	A	D	B	D	B
Approach Delay		15.9		10.4			30.8		21.8
Approach LOS		B		B			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Seaton Av. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1034	76	60	954	10	64	7	33	5	2	20
Future Volume (veh/h)	23	1034	76	60	954	10	64	7	33	5	2	20
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	24	1088	80	63	1004	11	67	7	35	5	2	21
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	387	1302	96	284	1415	1199	246	27	135	229	14	146
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	570	1748	129	488	1900	1610	1410	275	1377	1386	142	1490
Grp Volume(v), veh/h	24	0	1168	63	1004	11	67	0	42	5	0	23
Grp Sat Flow(s),veh/h/ln	570	0	1877	488	1900	1610	1410	0	1652	1386	0	1632
Q Serve(g_s), s	1.4	0.0	24.1	5.7	16.4	0.1	2.6	0.0	1.3	0.2	0.0	0.7
Cycle Q Clear(g_c), s	17.8	0.0	24.1	29.8	16.4	0.1	3.4	0.0	1.3	1.5	0.0	0.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.83	1.00		0.91
Lane Grp Cap(c), veh/h	387	0	1398	284	1415	1199	246	0	162	229	0	160
V/C Ratio(X)	0.06	0.00	0.84	0.22	0.71	0.01	0.27	0.00	0.26	0.02	0.00	0.14
Avail Cap(c_a), veh/h	873	0	2997	700	3033	2571	587	0	562	565	0	555
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	4.9	15.0	4.0	1.9	25.2	0.0	23.9	24.6	0.0	23.6
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.4	0.7	0.0	0.6	0.0	0.8	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.4	0.5	0.9	0.0	0.9	0.0	0.5	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	6.3	15.4	4.6	1.9	25.8	0.0	24.7	24.7	0.0	24.0
LnGrp LOS	A	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1192			1078			109			28	
Approach Delay, s/veh		6.4			5.2			25.4			24.2	
Approach LOS		A			A			C			C	

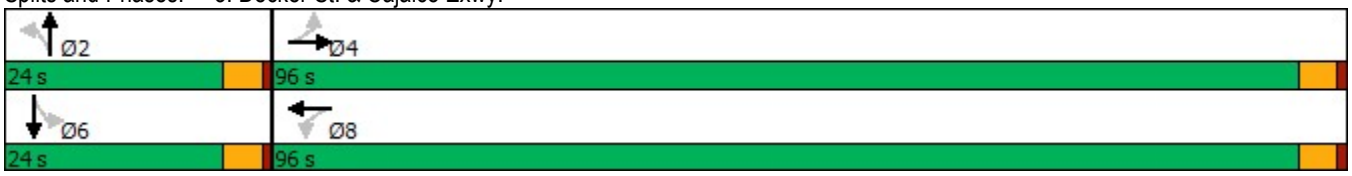
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.1		47.2		10.1		47.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		91.5		19.5		91.5				
Max Q Clear Time (g_c+I1), s		5.4		26.1		3.5		31.8				
Green Ext Time (p_c), s		0.3		14.3		0.1		10.8				

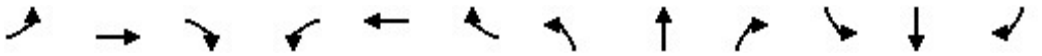
Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	4	1187	29	1039	14	0	0
Future Volume (vph)	4	1187	29	1039	14	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	96.0	96.0	96.0	96.0	24.0	24.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	50.9	50.9	50.9	50.9		8.2	8.2
Actuated g/C Ratio	0.73	0.73	0.73	0.73		0.12	0.12
v/c Ratio	0.02	0.89	0.25	0.77		0.23	0.02
Control Delay	2.8	16.1	8.8	10.0		20.5	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	2.8	16.1	8.8	10.0		20.5	0.2
LOS	A	B	A	A		C	A
Approach Delay		16.0		10.0		20.5	0.2
Approach LOS		B		A		C	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Decker St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1187	9	29	1039	5	14	0	35	0	0	6
Future Volume (veh/h)	4	1187	9	29	1039	5	14	0	35	0	0	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	1224	9	30	1071	5	14	0	36	0	0	6
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	360	1428	11	266	1433	7	105	13	99	0	0	139
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.09	0.00	0.09	0.00	0.00	0.09
Sat Flow, veh/h	533	1884	14	459	1890	9	299	148	1149	0	0	1610
Grp Volume(v), veh/h	4	0	1233	30	0	1076	50	0	0	0	0	6
Grp Sat Flow(s),veh/h/ln	533	0	1898	459	0	1898	1596	0	0	0	0	1610
Q Serve(g_s), s	0.2	0.0	26.0	2.8	0.0	18.3	0.1	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	18.6	0.0	26.0	28.8	0.0	18.3	1.6	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.00	0.28		0.72	0.00		1.00
Lane Grp Cap(c), veh/h	360	0	1439	266	0	1439	217	0	0	0	0	139
V/C Ratio(X)	0.01	0.00	0.86	0.11	0.00	0.75	0.23	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h	798	0	2999	644	0	3001	607	0	0	0	0	542
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	4.8	14.8	0.0	3.9	24.9	0.0	0.0	0.0	0.0	24.3
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.2	0.0	0.8	0.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.2	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	6.4	15.0	0.0	4.7	25.4	0.0	0.0	0.0	0.0	24.4
LnGrp LOS	A	A	A	B	A	A	C	A	A	A	A	C
Approach Vol, veh/h		1237			1106			50			6	
Approach Delay, s/veh		6.4			5.0			25.4			24.4	
Approach LOS		A			A			C			C	

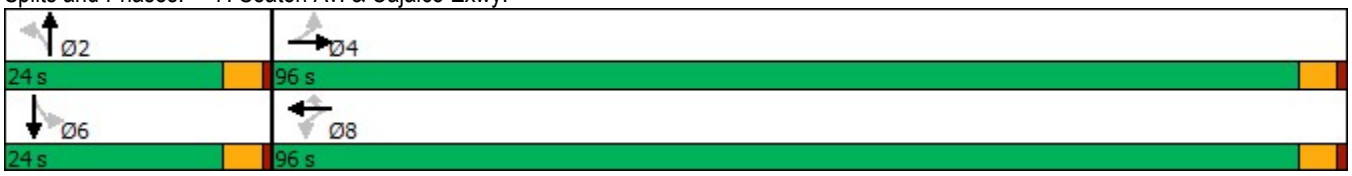
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		48.4		9.5		48.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		91.5		19.5		91.5				
Max Q Clear Time (g_c+I1), s		3.6		28.0		2.2		30.8				
Green Ext Time (p_c), s		0.2		15.9		0.0		11.7				

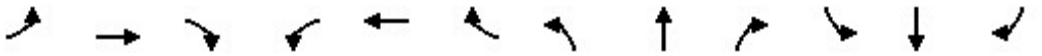
Intersection Summary												
HCM 6th Ctrl Delay			6.2									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	1103	45	1023	19	41	6	5	3
Future Volume (vph)	16	1103	45	1023	19	41	6	5	3
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	96.0	96.0	96.0	96.0	96.0	24.0	24.0	24.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	56.0	56.0	56.0	56.0	56.0	9.5	9.5	9.5	9.5
Actuated g/C Ratio	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.13
v/c Ratio	0.07	0.89	0.42	0.76	0.02	0.24	0.31	0.03	0.08
Control Delay	3.5	17.3	17.0	10.0	1.6	40.7	14.7	39.0	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	17.3	17.0	10.0	1.6	40.7	14.7	39.0	22.3
LOS	A	B	B	B	A	D	B	D	C
Approach Delay		17.1		10.2			23.5		25.9
Approach LOS		B		B			C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Seaton Av. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1103	83	45	1023	19	41	6	74	5	3	14
Future Volume (veh/h)	16	1103	83	45	1023	19	41	6	74	5	3	14
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	17	1161	87	47	1077	20	43	6	78	5	3	15
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	362	1341	100	254	1459	1237	226	10	134	167	24	122
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	532	1746	131	452	1900	1610	1417	116	1512	1335	275	1377
Grp Volume(v), veh/h	17	0	1248	47	1077	20	43	0	84	5	0	18
Grp Sat Flow(s),veh/h/ln	532	0	1876	452	1900	1610	1417	0	1628	1335	0	1652
Q Serve(g_s), s	1.1	0.0	28.9	5.0	19.0	0.2	1.8	0.0	3.1	0.2	0.0	0.6
Cycle Q Clear(g_c), s	20.1	0.0	28.9	33.9	19.0	0.2	2.4	0.0	3.1	3.3	0.0	0.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.93	1.00		0.83
Lane Grp Cap(c), veh/h	362	0	1441	254	1459	1237	226	0	144	167	0	146
V/C Ratio(X)	0.05	0.00	0.87	0.19	0.74	0.02	0.19	0.00	0.58	0.03	0.00	0.12
Avail Cap(c_a), veh/h	730	0	2740	567	2775	2351	542	0	507	464	0	514
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	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	5.0	16.8	3.9	1.7	27.4	0.0	27.5	29.1	0.0	26.3
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.3	0.7	0.0	0.4	0.0	3.7	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.6	0.5	1.0	0.0	0.6	0.0	1.3	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	6.7	17.1	4.6	1.7	27.9	0.0	31.2	29.1	0.0	26.7
LnGrp LOS	A	A	A	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1265			1144			127			23	
Approach Delay, s/veh		6.8			5.1			30.1			27.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.0		52.6		10.0		52.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		91.5		19.5		91.5				
Max Q Clear Time (g_c+I1), s		5.1		30.9		5.3		35.9				
Green Ext Time (p_c), s		0.4		16.9		0.0		12.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.4									
HCM 6th LOS			A									

APPENDIX 6.1: EAPC (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 6.1 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Clark St. & Cajalco Rd.	TS	Delay:	49.4	50.2	48.3	35.9	53.5	53.0	35.8	75.2	30.8	27.7	66.4	48.1	26.1	74.1	30.7	21.4
			LOS:	D	D	D	D	D	D	D	E	C	C	E	D	C	E	C	C
2	Day St. & Cajalco Rd.	TS	Delay:	39.8	36.1	140.8	219.7	38.9	0.0	39.9	36.4	0.0	35.6	49.0	0.0	143.1	53.3	0.0	220.5
			LOS:	D	D	F	F	D	A	D	D	A	D	D	A	F	D	A	F
3	Decker Rd. & Cajalco Rd.	CSS	Delay:	>100.0	35.9	0.0	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	F	E														
4	Decker Rd. & Driveway 1	CSS	Delay:	0.0	1.7	--	8.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:				A												
5	Decker Rd. & Driveway 2	CSS	Delay:	0.0	2.2	--	8.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:				A												
6	Decker Rd. & Park Driveway	RB	Delay:	2.7	2.7	2.7	2.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												
7	Seaton Av. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.2	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	F	F														
8	Seaton Av. & Driveway 3	CSS	Delay:	0.0	0.0	9.0	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			A													
9	Seaton Av. & Driveway 4	CSS	Delay:	0.5	0.3	10.1	8.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
9	Seaton Av. & Driveway 4 - Without Driveway 3 Alternative	CSS	Delay:	0.5	0.3	10.1	8.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
10	Seaton Av. & Driveway 5	CSS	Delay:	1.1	0.8	10.3	8.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
10	Seaton Av. & Driveway 5 - Without Driveway 3 Alternative	CSS	Delay:	1.1	0.7	10.1	8.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
11	Harvill Av. & Cajalco Expressway	TS	Delay:	108.1	48.0	63.7	77.9	126.6	98.2	100.6	58.8	34.6	34.0	99.8	64.4	35.4	136.7	49.0	74.0
			LOS:	F	D	EB	E	F	F	F	E	C	C	F	EBT	D	F	D	F
12	I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	>200.0	>200.0	83.3	--	--	--	>200.0	0.0	>200.0	0.0	>200.0	>200.0	>200.0	24.2	0.0
			LOS:		F	F	F				F	A	F	A	F	F	F	C	A
13	I-215 NB Ramps & Ramona Exwy.	TS	Delay:	155.0	--	67.6	184.7	112.1	0.0	>200.0	--	--	--	>200.0	40.7	0.0	0.0	36.9	>200.0
			LOS:	F		E	F	F	A	F				F	F	A	A	D	F

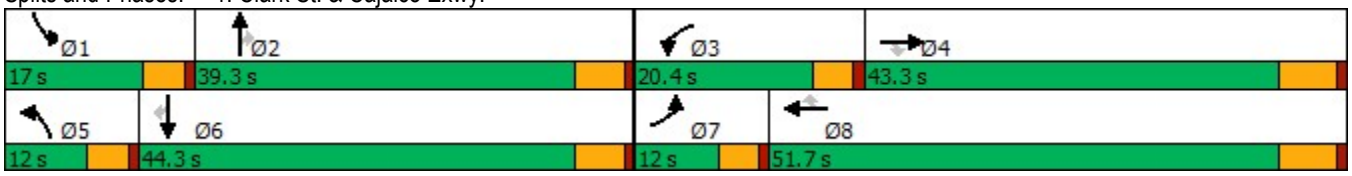
Table Appendix 6.1 Summary-PM

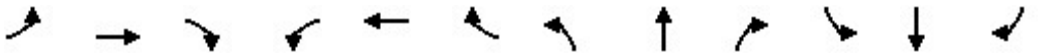
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	44.5	53.1	37.1	26.1	46.1	41.6	46.0	75.6	38.8	32.0	51.8	37.3	17.7	73.2	18.1	13.0
		LOS:	D	D	D	C	D	D	D	E	D	C	D	D	B	E	B	B
2 Day St. & Cajalco Rd.	TS	Delay:	40.3	35.4	>200.0	197.5	37.6	0.0	40.5	35.3	0.0	35.7	48.3	0.0	>200.0	48.3	0.0	>200.0
		LOS:	D	D	F	F	D	A	D	D	A	D	D	A	F	D	A	F
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	90.6	34.5	0.0	0.3	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	D														
4 Decker Rd. & Driveway 1	CSS	Delay:	0.0	0.7	--	8.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
5 Decker Rd. & Driveway 2	CSS	Delay:	0.0	0.8	--	8.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
6 Decker Rd. & Park Driveway	RB	Delay:	2.7	2.8	2.7	2.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.1	0.6	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	F														
8 Seaton Av. & Driveway 3	CSS	Delay:	0.0	0.0	9.0	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A													
9 Seaton Av. & Driveway 4	CSS	Delay:	0.3	0.2	10.3	9.0	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative	CSS	Delay:	0.3	0.2	10.2	9.1	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5	CSS	Delay:	1.4	0.4	10.3	8.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative	CSS	Delay:	1.4	0.4	10.2	8.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
11 Harvill Av. & Cajalco Expressway	TS	Delay:	>200.0	157.9	97.1	57.2	174.5	50.3	>200.0	>200.0	32.9	33.5	76.5	109.1	29.3	161.3	41.2	16.7
		LOS:	F	F	F	E	F	D	F	F	C	C	E	F	C	F	D	B
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	>200.0	>200.0	>200.0	--	--	--	>200.0	0.0	74.8	0.0	>200.0	>200.0	>200.0	12.7	0.0
		LOS:		F	F	F				F	A	E	A	F	F	F	B	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	>200.0	--	154.4	>200.0	135.6	0.0	>200.0	--	--	--	>200.0	52.9	0.0	0.0	48.4	>200.0
		LOS:	F		F	F	F	A	F				F	F	A	A	D	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1013	69	207	1080	206	110	371	196	158	181	33
Future Volume (vph)	66	1013	69	207	1080	206	110	371	196	158	181	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	12.0	43.3	43.3	20.4	51.7	51.7	12.0	39.3	39.3	17.0	44.3	44.3
Total Split (%)	10.0%	36.1%	36.1%	17.0%	43.1%	43.1%	10.0%	32.8%	32.8%	14.2%	36.9%	36.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	36.7	36.7	15.6	47.6	47.6	7.0	28.2	28.2	12.3	33.5	33.5
Actuated g/C Ratio	0.06	0.32	0.32	0.14	0.42	0.42	0.06	0.25	0.25	0.11	0.29	0.29
v/c Ratio	0.64	0.93	0.11	0.90	0.77	0.29	0.55	0.85	0.39	0.88	0.35	0.06
Control Delay	79.8	53.0	0.4	86.7	34.3	8.0	63.3	57.9	8.0	90.5	33.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	53.0	0.4	86.7	34.3	8.0	63.3	57.9	8.0	90.5	33.4	0.2
LOS	E	D	A	F	C	A	E	E	A	F	C	A
Approach Delay		51.4			38.0			44.3			54.7	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1013	69	207	1080	206	110	371	196	158	181	33
Future Volume (veh/h)	66	1013	69	207	1080	206	110	371	196	158	181	33
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	71	1089	49	223	1161	166	118	399	141	170	195	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	1175	524	252	1494	667	175	452	383	199	566	479
Arrive On Green	0.05	0.33	0.33	0.14	0.41	0.41	0.05	0.24	0.24	0.11	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	71	1089	49	223	1161	166	118	399	141	170	195	21
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.3	32.3	2.3	13.4	30.8	7.5	3.7	22.4	8.1	10.2	8.9	1.0
Cycle Q Clear(g_c), s	4.3	32.3	2.3	13.4	30.8	7.5	3.7	22.4	8.1	10.2	8.9	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	1175	524	252	1494	667	175	452	383	199	566	479
V/C Ratio(X)	0.78	0.93	0.09	0.89	0.78	0.25	0.67	0.88	0.37	0.86	0.34	0.04
Avail Cap(c_a), veh/h	121	1209	539	258	1494	667	235	582	493	203	667	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	36.1	26.0	46.8	28.0	21.2	51.7	40.7	35.2	48.4	30.4	27.7
Incr Delay (d2), s/veh	14.5	12.0	0.1	27.3	2.7	0.2	1.8	12.3	0.6	26.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	15.2	0.9	7.7	12.7	2.7	1.6	11.7	3.1	6.0	4.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	48.1	26.1	74.1	30.7	21.4	53.5	53.0	35.8	75.2	30.8	27.7
LnGrp LOS	E	D	C	E	C	C	D	D	D	E	C	C
Approach Vol, veh/h		1209			1550			658			386	
Approach Delay, s/veh		48.3			35.9			49.4			50.2	
Approach LOS		D			D			D			D	

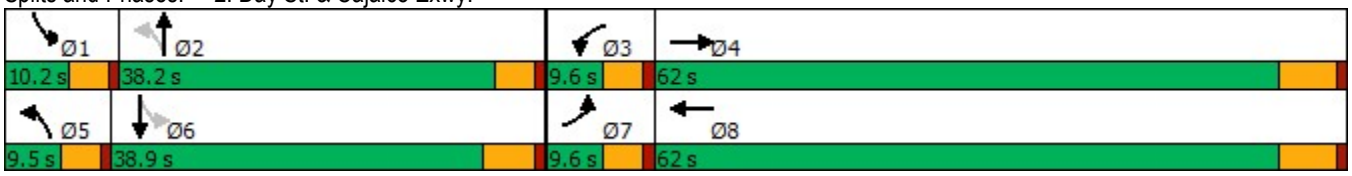
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	31.8	20.0	42.2	10.1	38.4	10.2	52.1
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	12.4	33.9	15.8	37.1	7.4	38.9	7.4	45.5
Max Q Clear Time (g_c+I1), s	12.2	24.4	15.4	34.3	5.7	10.9	6.3	32.8
Green Ext Time (p_c), s	0.0	1.9	0.0	1.8	0.0	1.1	0.0	6.4

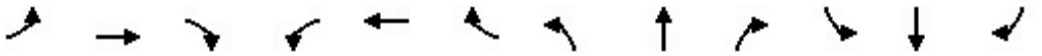
Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	1402	7	1457	1	10	129	13
Future Volume (vph)	36	1402	7	1457	1	10	129	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.2	10.2	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	31.8%	8.5%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	60.3	5.1	56.6	12.1	11.6	17.3	15.0
Actuated g/C Ratio	0.06	0.66	0.06	0.62	0.13	0.13	0.19	0.17
v/c Ratio	0.38	1.17	0.07	1.36	0.00	0.18	0.54	0.19
Control Delay	56.4	104.7	47.6	189.5	29.0	19.1	41.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	104.7	47.6	189.5	29.0	19.1	41.1	16.1
LOS	E	F	D	F	C	B	D	B
Approach Delay		103.4		188.9		19.4		33.3
Approach LOS		F		F		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 139.1	Intersection LOS: F
Intersection Capacity Utilization 104.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1402	1	7	1457	69	1	10	32	129	13	45
Future Volume (veh/h)	36	1402	1	7	1457	69	1	10	32	129	13	45
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	38	1476	1	7	1534	67	1	11	11	136	14	38
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	60	1169	1	16	1069	47	204	79	79	298	68	184
Arrive On Green	0.03	0.62	0.62	0.01	0.59	0.59	0.00	0.09	0.09	0.06	0.15	0.15
Sat Flow, veh/h	1810	1898	1	1810	1807	79	1810	872	872	1810	452	1227
Grp Volume(v), veh/h	38	0	1477	7	0	1601	1	0	22	136	0	52
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	0	1886	1810	0	1743	1810	0	1679
Q Serve(g_s), s	2.0	0.0	58.1	0.4	0.0	55.8	0.0	0.0	1.1	5.7	0.0	2.6
Cycle Q Clear(g_c), s	2.0	0.0	58.1	0.4	0.0	55.8	0.0	0.0	1.1	5.7	0.0	2.6
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.50	1.00		0.73
Lane Grp Cap(c), veh/h	60	0	1170	16	0	1115	204	0	159	298	0	252
V/C Ratio(X)	0.63	0.00	1.26	0.44	0.00	1.44	0.00	0.00	0.14	0.46	0.00	0.21
Avail Cap(c_a), veh/h	96	0	1170	96	0	1115	297	0	619	298	0	589
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	18.1	46.5	0.0	19.3	38.9	0.0	39.5	35.3	0.0	35.2
Incr Delay (d2), s/veh	3.9	0.0	125.0	6.8	0.0	201.2	0.0	0.0	0.4	1.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	59.8	0.2	0.0	81.2	0.0	0.0	0.5	2.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	0.0	143.1	53.3	0.0	220.5	38.9	0.0	39.9	36.4	0.0	35.6
LnGrp LOS	D	A	F	D	A	F	D	A	D	D	A	D
Approach Vol, veh/h		1515			1608			23			188	
Approach Delay, s/veh		140.8			219.7			39.8			36.1	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	14.4	5.4	64.3	4.6	20.0	7.8	62.0
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.7	* 34	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	7.7	3.1	2.4	60.1	2.0	4.6	4.0	57.8
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	172.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	1558	14	21	1533	3	8	0	18	0	0	15
Future Vol, veh/h	3	1558	14	21	1533	3	8	0	18	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1623	15	22	1597	3	8	0	19	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1600	0	0	1638	0	0	3288	3281	1631	3289	3287	1599
Stage 1	-	-	-	-	-	-	1637	1637	-	1643	1643	-
Stage 2	-	-	-	-	-	-	1651	1644	-	1646	1644	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	415	-	-	401	-	-	~ 5	9	127	5	9	132
Stage 1	-	-	-	-	-	-	128	160	-	127	159	-
Stage 2	-	-	-	-	-	-	126	159	-	127	159	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	415	-	-	401	-	-	~ 3	4	127	2	4	132
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 3	4	-	2	4	-
Stage 1	-	-	-	-	-	-	118	147	-	117	80	-
Stage 2	-	-	-	-	-	-	56	80	-	99	146	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	$ 1720.8	35.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	9	415	-	-	401	-	-	132
HCM Lane V/C Ratio	3.009	0.008	-	-	0.055	-	-	0.118
HCM Control Delay (s)	$ 1720.8	13.7	0	-	14.5	0	-	35.9
HCM Lane LOS	F	B	A	-	B	A	-	E
HCM 95th %tile Q(veh)	4.5	0	-	-	0.2	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	24	0	8	27
Future Vol, veh/h	0	2	24	0	8	27
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	-	-	-	100	-
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	0	2	26	0	9	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	73	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	936	1056	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1056	-	-	1601	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1056	1601	-
HCM Lane V/C Ratio	-	-	0.002	0.005	-
HCM Control Delay (s)	-	-	8.4	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	22	0	8	19
Future Vol, veh/h	0	2	22	0	8	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	-	-	-	100	-
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	0	2	24	0	9	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	63	24	0	0	24	0
Stage 1	24	-	-	-	-	-
Stage 2	39	-	-	-	-	-
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	1058	-	-	1604	-
Stage 1	1004	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1058	-	-	1604	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1058	1604	-
HCM Lane V/C Ratio	-	-	0.002	0.005	-
HCM Control Delay (s)	-	-	8.4	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	2.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	5	14	21
Demand Flow Rate, veh/h	5	5	14	21
Vehicles Circulating, veh/h	16	19	10	0
Vehicles Exiting, veh/h	5	5	11	24
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	2.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	5	5	14	21
Cap Entry Lane, veh/h	1358	1353	1366	1380
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	5	5	14	21
Cap Entry, veh/h	1358	1353	1366	1380
V/C Ratio	0.004	0.004	0.010	0.015
Control Delay, s/veh	2.7	2.7	2.7	2.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1464	77	75	1478	10	66	7	41	7	4	20
Future Vol, veh/h	23	1464	77	75	1478	10	66	7	41	7	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	1541	81	79	1556	11	69	7	43	7	4	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1567	0	0	1622	0	0	3362	3355	1582	3369	3384	1556
Stage 1	-	-	-	-	-	-	1630	1630	-	1714	1714	-
Stage 2	-	-	-	-	-	-	1732	1725	-	1655	1670	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	427	-	-	407	-	-	~ 5	8	136	~ 5	8	140
Stage 1	-	-	-	-	-	-	130	162	-	116	147	-
Stage 2	-	-	-	-	-	-	113	145	-	125	154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	427	-	-	407	-	-	~ 3	~ 6	136	~ 3	6	140
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 34	55	-	~	41	-
Stage 1	-	-	-	-	-	-	123	153	-	110	118	-
Stage 2	-	-	-	-	-	-	75	117	-	77	145	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.8	$ 451.9	~
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	34	112	427	-	-	407	-	-	~	~
HCM Lane V/C Ratio	2.043	0.451	0.057	-	-	0.194	-	-	~	~
HCM Control Delay (s)	$ 736.1	61.2	13.9	-	-	16	-	-	~	~
HCM Lane LOS	F	F	B	-	-	C	-	-	-	-
HCM 95th %tile Q(veh)	7.8	2	0.2	-	-	0.7	-	-	~	~

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	114	115	24
Future Vol, veh/h	0	7	0	114	115	24
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	0	8	0	124	125	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	138	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	916	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	916	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	916	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	6	0	2	0	0	3	8	105	1	6	112	20
Future Vol, veh/h	6	0	2	0	0	3	8	105	1	6	112	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	2	0	0	3	9	114	1	7	122	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	281	280	133	281	291	115	144	0	0	115	0	0
Stage 1	147	147	-	133	133	-	-	-	-	-	-	-
Stage 2	134	133	-	148	158	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	675	632	922	675	623	943	1451	-	-	1487	-	-
Stage 1	860	779	-	875	790	-	-	-	-	-	-	-
Stage 2	874	790	-	859	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	625	922	668	616	943	1451	-	-	1487	-	-
Mov Cap-2 Maneuver	667	625	-	668	616	-	-	-	-	-	-	-
Stage 1	855	775	-	870	785	-	-	-	-	-	-	-
Stage 2	866	785	-	853	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	8.8	0.5	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	717	943	1487	-	-
HCM Lane V/C Ratio	0.006	-	-	0.012	0.003	0.004	-	-
HCM Control Delay (s)	7.5	-	-	10.1	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	3	0	0	3	8	105	1	6	118	32
Future Vol, veh/h	6	0	3	0	0	3	8	105	1	6	118	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	3	0	0	3	9	114	1	7	128	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	294	293	146	294	310	115	163	0	0	115	0	0
Stage 1	160	160	-	133	133	-	-	-	-	-	-	-
Stage 2	134	133	-	161	177	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	662	621	906	662	608	943	1428	-	-	1487	-	-
Stage 1	847	769	-	875	790	-	-	-	-	-	-	-
Stage 2	874	790	-	846	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	654	614	906	654	601	943	1428	-	-	1487	-	-
Mov Cap-2 Maneuver	654	614	-	654	601	-	-	-	-	-	-	-
Stage 1	842	765	-	870	785	-	-	-	-	-	-	-
Stage 2	865	785	-	839	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	8.8	0.5	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	721	943	1487	-	-
HCM Lane V/C Ratio	0.006	-	-	0.014	0.003	0.004	-	-
HCM Control Delay (s)	7.5	-	-	10.1	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	28	0	3	0	0	7	14	79	1	12	81	22
Future Vol, veh/h	28	0	3	0	0	7	14	79	1	12	81	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	0	3	0	0	8	15	86	1	13	88	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	247	243	100	245	255	87	112	0	0	87	0	0
Stage 1	126	126	-	117	117	-	-	-	-	-	-	-
Stage 2	121	117	-	128	138	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	711	662	961	713	652	977	1490	-	-	1522	-	-
Stage 1	883	796	-	892	803	-	-	-	-	-	-	-
Stage 2	888	803	-	881	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	695	649	961	701	640	977	1490	-	-	1522	-	-
Mov Cap-2 Maneuver	695	649	-	701	640	-	-	-	-	-	-	-
Stage 1	874	789	-	883	795	-	-	-	-	-	-	-
Stage 2	872	795	-	871	779	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	8.7	1.1	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	714	977	1522	-	-
HCM Lane V/C Ratio	0.01	-	-	0.047	0.008	0.009	-	-
HCM Control Delay (s)	7.4	-	-	10.3	8.7	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	28	0	8	0	0	7	14	79	1	12	75	34
Future Vol, veh/h	28	0	8	0	0	7	14	79	1	12	75	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	0	9	0	0	8	15	86	1	13	82	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	248	244	101	248	262	87	119	0	0	87	0	0
Stage 1	127	127	-	117	117	-	-	-	-	-	-	-
Stage 2	121	117	-	131	145	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	710	661	960	710	646	977	1482	-	-	1522	-	-
Stage 1	882	795	-	892	803	-	-	-	-	-	-	-
Stage 2	888	803	-	877	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	648	960	694	634	977	1482	-	-	1522	-	-
Mov Cap-2 Maneuver	694	648	-	694	634	-	-	-	-	-	-	-
Stage 1	873	788	-	883	795	-	-	-	-	-	-	-
Stage 2	872	795	-	862	774	-	-	-	-	-	-	-

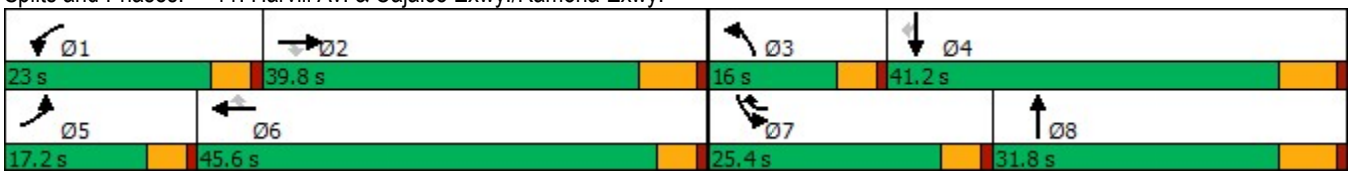
Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	8.7	1.1	0.7
HCM LOS	B	A		

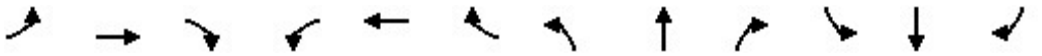
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	740	977	1522	-	-
HCM Lane V/C Ratio	0.01	-	-	0.053	0.008	0.009	-	-
HCM Control Delay (s)	7.5	-	-	10.1	8.7	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	176	1026	305	608	1129	853	355	522	414	250	85
Future Volume (vph)	176	1026	305	608	1129	853	355	522	414	250	85
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	17.2	39.8	39.8	23.0	45.6	25.4	16.0	31.8	25.4	41.2	41.2
Total Split (%)	14.3%	33.2%	33.2%	19.2%	38.0%	21.2%	13.3%	26.5%	21.2%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	12.6	33.6	33.6	18.4	41.1	66.1	11.4	25.6	20.5	34.7	34.7
Actuated g/C Ratio	0.11	0.28	0.28	0.15	0.34	0.55	0.10	0.21	0.17	0.29	0.29
v/c Ratio	0.97	1.06	0.50	1.18	0.95	0.96	1.11	1.03	0.72	0.25	0.15
Control Delay	111.0	86.0	10.6	142.4	54.7	46.3	132.3	82.9	54.4	33.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.0	86.0	10.6	142.4	54.7	46.3	132.3	82.9	54.4	33.3	0.6
LOS	F	F	B	F	D	D	F	F	D	C	A
Approach Delay		73.6			72.5			98.4		41.2	
Approach LOS		E			E			F		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 73.8	Intersection LOS: E
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1026	305	608	1129	853	355	522	251	414	250	85
Future Volume (veh/h)	176	1026	305	608	1129	853	355	522	251	414	250	85
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	183	1069	260	633	1176	825	370	544	243	431	260	83
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	194	1085	484	550	1264	790	341	529	236	494	944	421
Arrive On Green	0.11	0.30	0.30	0.16	0.35	0.35	0.10	0.22	0.22	0.14	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2429	1082	3510	3610	1610
Grp Volume(v), veh/h	183	1069	260	633	1176	825	370	404	383	431	260	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1705	1755	1805	1610
Q Serve(g_s), s	11.8	34.5	15.8	18.4	36.9	41.1	11.4	25.6	25.6	14.1	6.7	4.7
Cycle Q Clear(g_c), s	11.8	34.5	15.8	18.4	36.9	41.1	11.4	25.6	25.6	14.1	6.7	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	194	1085	484	550	1264	790	341	394	372	494	944	421
V/C Ratio(X)	0.94	0.98	0.54	1.15	0.93	1.04	1.09	1.03	1.03	0.87	0.28	0.20
Avail Cap(c_a), veh/h	194	1085	484	550	1264	790	341	394	372	622	1076	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	40.8	34.2	49.5	36.8	29.9	53.0	45.9	45.9	49.4	34.5	33.7
Incr Delay (d2), s/veh	47.7	23.6	1.2	87.2	12.2	44.1	73.6	52.3	54.7	9.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	18.0	6.1	14.4	17.3	29.6	8.3	16.6	16.0	6.6	2.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.8	64.4	35.4	136.7	49.0	74.0	126.6	98.2	100.6	58.8	34.6	34.0
LnGrp LOS	F	E	D	F	D	F	F	F	F	E	C	C
Approach Vol, veh/h		1512			2634			1157			774	
Approach Delay, s/veh		63.7			77.9			108.1			48.0	
Approach LOS		E			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	41.5	16.0	36.9	17.2	47.3	21.1	31.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	18.4	33.6	11.4	35.0	12.6	* 41	20.8	25.6
Max Q Clear Time (g_c+I1), s	20.4	36.5	13.4	8.7	13.8	43.1	16.1	27.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	0.0	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.3
HCM 6th LOS	E

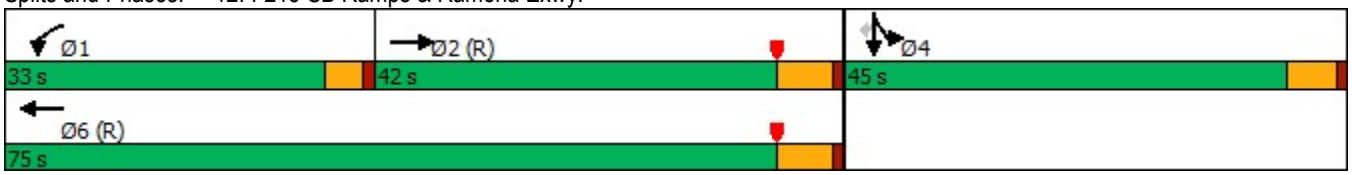
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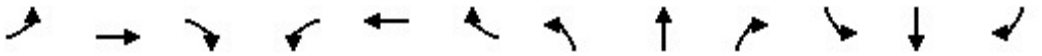
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1149	614	1842	1718	7	873
Future Volume (vph)	1149	614	1842	1718	7	873
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	42.0	33.0	75.0	45.0	45.0	45.0
Total Split (%)	35.0%	27.5%	62.5%	37.5%	37.5%	37.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	36.0	28.5	69.0	39.5	39.5	39.5
Actuated g/C Ratio	0.30	0.24	0.58	0.33	0.33	0.33
v/c Ratio	1.67	1.48	0.92	1.57	1.58	1.56
Control Delay	332.1	262.2	27.3	294.8	298.5	288.7
Queue Delay	0.1	0.2	45.9	11.9	11.9	0.0
Total Delay	332.2	262.4	73.2	306.8	310.4	288.7
LOS	F	F	E	F	F	F
Approach Delay	332.2		120.5		301.9	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 244.2	Intersection LOS: F
Intersection Capacity Utilization 247.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1149	600	614	1842	0	0	0	0	1718	7	873
Future Volume (veh/h)	0	1149	600	614	1842	0	0	0	0	1718	7	873
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	1185	459	633	1899	0				1776	0	839
Peak Hour Factor	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
Cap, veh/h	0	770	289	430	2076	0				1191	0	530
Arrive On Green	0.00	0.30	0.30	0.24	0.57	0.00				0.33	0.00	0.33
Sat Flow, veh/h	0	2662	964	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	822	822	633	1899	0				1776	0	839
Grp Sat Flow(s),veh/h/ln	0	1805	1726	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	36.0	36.0	28.5	56.6	0.0				39.5	0.0	39.5
Cycle Q Clear(g_c), s	0.0	36.0	36.0	28.5	56.6	0.0				39.5	0.0	39.5
Prop In Lane	0.00		0.56	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	542	518	430	2076	0				1191	0	530
V/C Ratio(X)	0.00	1.52	1.59	1.47	0.91	0.00				1.49	0.00	1.58
Avail Cap(c_a), veh/h	0	542	518	430	2076	0				1191	0	530
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	0.19	0.19	0.15	0.15	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	42.0	42.0	45.8	22.9	0.0				40.3	0.0	40.3
Incr Delay (d2), s/veh	0.0	235.0	265.9	214.7	1.3	0.0				225.4	0.0	271.3
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	50.4	52.7	37.8	21.2	0.0				54.0	0.0	54.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	277.0	307.9	260.5	24.2	0.0				265.6	0.0	311.5
LnGrp LOS	A	F	F	F	C	A				F	A	F
Approach Vol, veh/h		1644			2532						2615	
Approach Delay, s/veh		292.4			83.3						280.3	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.0	42.0		45.0		75.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	28.5	36.0		39.5		69.0
Max Q Clear Time (g_c+I1), s	30.5	38.0		41.5		58.6
Green Ext Time (p_c), s	0.0	0.0		0.0		6.4

Intersection Summary		
HCM 6th Ctrl Delay		209.8
HCM 6th LOS		F

Notes

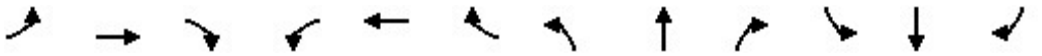
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	352	2515	1557	1492	898	28	644
Future Volume (vph)	352	2515	1557	1492	898	28	644
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	21.0	86.0	65.0	65.0	34.0	34.0	34.0
Total Split (%)	17.5%	71.7%	54.2%	54.2%	28.3%	28.3%	28.3%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	16.5	80.0	59.0	59.0	28.5	28.5	28.5
Actuated g/C Ratio	0.14	0.67	0.49	0.49	0.24	0.24	0.24
v/c Ratio	1.48	1.09	0.91	1.43	1.17	1.19	1.54
Control Delay	258.3	71.1	37.5	218.5	141.5	148.1	285.3
Queue Delay	0.0	6.9	45.9	0.0	3.3	3.3	0.0
Total Delay	258.3	78.1	83.4	218.5	144.8	151.4	285.3
LOS	F	E	F	F	F	F	F
Approach Delay		100.2	149.5			204.4	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay: 142.1	Intersection LOS: F
Intersection Capacity Utilization 247.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	2515	0	0	1557	1492	898	28	644	0	0	0
Future Volume (veh/h)	352	2515	0	0	1557	1492	898	28	644	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	367	2620	0	0	1622	1361	956	0	528			
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	249	2407	0	0	1775	790	860	0	382			
Arrive On Green	0.28	1.00	0.00	0.00	0.49	0.49	0.24	0.00	0.24			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	367	2620	0	0	1622	1361	956	0	528			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	16.5	80.0	0.0	0.0	49.8	59.0	28.5	0.0	28.5			
Cycle Q Clear(g_c), s	16.5	80.0	0.0	0.0	49.8	59.0	28.5	0.0	28.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	249	2407	0	0	1775	790	860	0	382			
V/C Ratio(X)	1.48	1.09	0.00	0.00	0.91	1.72	1.11	0.00	1.38			
Avail Cap(c_a), veh/h	249	2407	0	0	1775	790	860	0	382			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.5	0.0	0.0	0.0	28.2	30.5	45.8	0.0	45.7			
Incr Delay (d2), s/veh	215.8	40.7	0.0	0.0	8.8	330.4	66.3	0.0	187.0			
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	13.6	0.0	0.0	21.5	93.0	20.2	0.0	30.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.3	40.7	0.0	0.0	36.9	360.9	112.1	0.0	232.7			
LnGrp LOS	F	F	A	A	D	F	F	A	F			
Approach Vol, veh/h		2987			2983			1484				
Approach Delay, s/veh		67.6			184.7			155.0				
Approach LOS		E			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		86.0			21.0	65.0		34.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		80.0			16.5	59.0		28.5				
Max Q Clear Time (g_c+I1), s		82.0			18.5	61.0		30.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	131.9
HCM 6th LOS	F

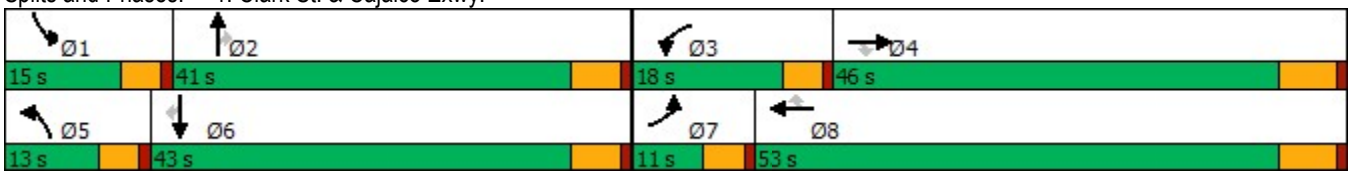
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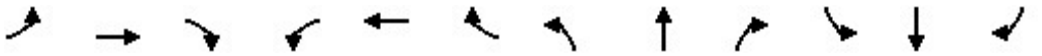
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	1266	86	215	1071	150	112	142	183	163	233	24
Future Volume (vph)	53	1266	86	215	1071	150	112	142	183	163	233	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	11.0	46.0	46.0	18.0	53.0	53.0	13.0	41.0	41.0	15.0	43.0	43.0
Total Split (%)	9.2%	38.3%	38.3%	15.0%	44.2%	44.2%	10.8%	34.2%	34.2%	12.5%	35.8%	35.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	40.0	40.0	13.5	49.5	49.5	7.4	17.4	17.4	10.5	20.5	20.5
Actuated g/C Ratio	0.06	0.39	0.39	0.13	0.48	0.48	0.07	0.17	0.17	0.10	0.20	0.20
v/c Ratio	0.52	0.95	0.13	0.96	0.65	0.19	0.47	0.47	0.46	0.94	0.65	0.06
Control Delay	66.6	46.8	1.1	96.2	24.3	6.3	53.5	42.2	10.0	100.7	45.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	46.8	1.1	96.2	24.3	6.3	53.5	42.2	10.0	100.7	45.9	0.2
LOS	E	D	A	F	C	A	D	D	A	F	D	A
Approach Delay		44.8			33.2			31.6			64.4	
Approach LOS		D			C			C			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1266	86	215	1071	150	112	142	183	163	233	24
Future Volume (veh/h)	53	1266	86	215	1071	150	112	142	183	163	233	24
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	56	1347	52	229	1139	130	119	151	164	173	248	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1456	649	252	1814	809	184	252	213	196	358	303
Arrive On Green	0.04	0.40	0.40	0.14	0.50	0.50	0.05	0.13	0.13	0.11	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	56	1347	52	229	1139	130	119	151	164	173	248	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	2.9	34.1	1.9	12.0	22.0	4.2	3.2	7.2	9.5	9.1	11.7	0.8
Cycle Q Clear(g_c), s	2.9	34.1	1.9	12.0	22.0	4.2	3.2	7.2	9.5	9.1	11.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	1456	649	252	1814	809	184	252	213	196	358	303
V/C Ratio(X)	0.77	0.93	0.08	0.91	0.63	0.16	0.65	0.60	0.77	0.88	0.69	0.05
Avail Cap(c_a), veh/h	121	1496	667	252	1814	809	307	704	597	196	744	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	27.3	17.7	40.7	17.4	12.9	44.7	39.3	40.2	42.2	36.4	32.0
Incr Delay (d2), s/veh	6.1	10.0	0.1	32.5	0.7	0.1	1.4	2.3	5.7	33.4	2.4	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	1.4	15.1	0.7	7.3	8.1	1.4	1.4	3.4	3.9	5.7	5.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	37.3	17.7	73.2	18.1	13.0	46.1	41.6	46.0	75.6	38.8	32.0
LnGrp LOS	D	D	B	E	B	B	D	D	D	E	D	C
Approach Vol, veh/h		1455			1498			434			437	
Approach Delay, s/veh		37.1			26.1			44.5			53.1	
Approach LOS		D			C			D			D	

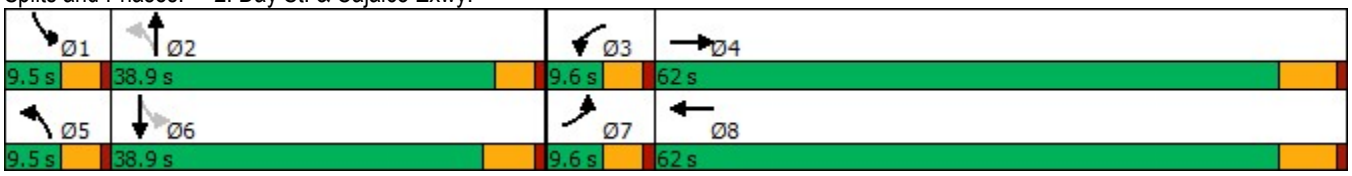
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	18.1	18.0	44.9	9.6	23.5	8.5	54.5
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	10.4	35.6	13.4	39.8	8.4	37.6	6.4	46.8
Max Q Clear Time (g_c+I1), s	11.1	11.5	14.0	36.1	5.2	13.7	4.9	24.0
Green Ext Time (p_c), s	0.0	1.3	0.0	2.6	0.0	1.3	0.0	8.3

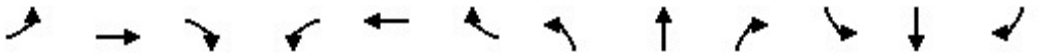
Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	1650	36	1480	4	11	65	13
Future Volume (vph)	34	1650	36	1480	4	11	65	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.9	9.5	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.4	5.1	56.4	16.0	12.0	18.7	16.5
Actuated g/C Ratio	0.06	0.61	0.06	0.61	0.17	0.13	0.20	0.18
v/c Ratio	0.35	1.47	0.37	1.36	0.02	0.38	0.27	0.13
Control Delay	55.8	235.4	56.7	190.8	29.2	13.7	33.2	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	235.4	56.7	190.8	29.2	13.7	33.2	18.4
LOS	E	F	E	F	C	B	C	B
Approach Delay		231.8		187.8		14.2		27.5
Approach LOS		F		F		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay: 198.5	Intersection LOS: F
Intersection Capacity Utilization 107.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1650	3	36	1480	51	4	11	101	65	13	28
Future Volume (veh/h)	34	1650	3	36	1480	51	4	11	101	65	13	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1701	3	37	1526	51	4	11	45	67	13	22
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	58	1134	2	60	1096	37	224	32	131	249	87	147
Arrive On Green	0.03	0.60	0.60	0.03	0.60	0.60	0.01	0.10	0.10	0.04	0.14	0.14
Sat Flow, veh/h	1810	1896	3	1810	1828	61	1810	326	1334	1810	634	1073
Grp Volume(v), veh/h	35	0	1704	37	0	1577	4	0	56	67	0	35
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	0	1889	1810	0	1660	1810	0	1707
Q Serve(g_s), s	1.8	0.0	55.8	1.9	0.0	55.9	0.2	0.0	2.9	3.0	0.0	1.7
Cycle Q Clear(g_c), s	1.8	0.0	55.8	1.9	0.0	55.9	0.2	0.0	2.9	3.0	0.0	1.7
Prop In Lane	1.00		0.00	1.00		0.03	1.00		0.80	1.00		0.63
Lane Grp Cap(c), veh/h	58	0	1136	60	0	1132	224	0	163	249	0	234
V/C Ratio(X)	0.61	0.00	1.50	0.62	0.00	1.39	0.02	0.00	0.34	0.27	0.00	0.15
Avail Cap(c_a), veh/h	97	0	1136	97	0	1132	311	0	609	265	0	606
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	18.7	44.5	0.0	18.7	37.6	0.0	39.3	34.7	0.0	35.4
Incr Delay (d2), s/veh	3.7	0.0	229.5	3.8	0.0	182.3	0.0	0.0	1.2	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	91.2	0.9	0.0	76.0	0.1	0.0	1.2	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	248.2	48.3	0.0	201.0	37.6	0.0	40.5	35.3	0.0	35.7
LnGrp LOS	D	A	F	D	A	F	D	A	D	D	A	D
Approach Vol, veh/h		1739			1614			60			102	
Approach Delay, s/veh		244.2			197.5			40.3			35.4	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	14.9	7.7	62.0	5.0	18.6	7.6	62.1
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	5.0	4.9	3.9	57.8	2.2	3.7	3.8	57.9
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	213.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1834	9	29	1573	5	14	0	35	0	0	6
Future Vol, veh/h	4	1834	9	29	1573	5	14	0	35	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1891	9	30	1622	5	14	0	36	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1627	0	0	1900	0	0	3592	3591	1896	3607	3593	1625
Stage 1	-	-	-	-	-	-	1904	1904	-	1685	1685	-
Stage 2	-	-	-	-	-	-	1688	1687	-	1922	1908	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	405	-	-	318	-	-	~ 3	6	88	3	6	128
Stage 1	-	-	-	-	-	-	90	118	-	120	152	-
Stage 2	-	-	-	-	-	-	120	151	-	88	118	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	405	-	-	318	-	-	0	0	88	0	0	128
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	90	118	-	120	2	-
Stage 2	-	-	-	-	-	-	~ 2	2	-	52	118	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	90.6	34.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	405	-	-	318	-	-	128
HCM Lane V/C Ratio	0.574	0.01	-	-	0.094	-	-	0.048
HCM Control Delay (s)	90.6	14	0	-	17.5	0	-	34.5
HCM Lane LOS	F	B	A	-	C	A	-	D
HCM 95th %tile Q(veh)	2.6	0	-	-	0.3	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	40	0	4	35
Future Vol, veh/h	0	10	40	0	4	35
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	-	-	-	100	-
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	0	11	43	0	4	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	43	0	0	43	0
Stage 1	43	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	917	1033	-	-	1579	-
Stage 1	985	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1033	-	-	1579	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	1579	-
HCM Lane V/C Ratio	-	-	0.011	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	30	0	4	31
Future Vol, veh/h	0	10	30	0	4	31
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	-	-	-	100	-
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	0	11	33	0	4	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	75	33	0	0	33	0
Stage 1	33	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	933	1046	-	-	1592	-
Stage 1	995	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1046	-	-	1592	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1046	1592	-
HCM Lane V/C Ratio	-	-	0.01	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	2.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	10	10	13	34
Demand Flow Rate, veh/h	10	10	13	34
Vehicles Circulating, veh/h	24	23	20	0
Vehicles Exiting, veh/h	10	10	14	33
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	2.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	10	10	13	34
Cap Entry Lane, veh/h	1346	1348	1352	1380
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	10	10	13	34
Cap Entry, veh/h	1346	1348	1352	1380
V/C Ratio	0.007	0.007	0.010	0.025
Control Delay, s/veh	2.7	2.7	2.7	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1752	83	53	1557	19	47	11	84	6	4	14
Future Vol, veh/h	16	1752	83	53	1557	19	47	11	84	6	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1844	87	56	1639	20	49	12	88	6	4	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1659	0	0	1931	0	0	3693	3693	1888	3723	3716	1639
Stage 1	-	-	-	-	-	-	1922	1922	-	1751	1751	-
Stage 2	-	-	-	-	-	-	1771	1771	-	1972	1965	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	394	-	-	309	-	-	~ 3	~ 5	89	~ 2	5	125
Stage 1	-	-	-	-	-	-	88	116	-	110	141	-
Stage 2	-	-	-	-	-	-	107	138	-	82	110	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	394	-	-	309	-	-	~ 2	~ 4	89	0	~ 4	125
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 32	49	-	~ -110	33	-
Stage 1	-	-	-	-	-	-	84	111	-	105	115	-
Stage 2	-	-	-	-	-	-	74	113	-	0	105	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	$ 360	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	32	81	394	-	-	309	-	-	+	77
HCM Lane V/C Ratio	1.546	1.235	0.043	-	-	0.181	-	-	-	0.246
HCM Control Delay (s)	$ 545.9	268	14.5	-	-	19.2	-	-	-	66.4
HCM Lane LOS	F	F	B	-	-	C	-	-	-	F
HCM 95th %tile Q(veh)	5.5	7.4	0.1	-	-	0.6	-	-	-	0.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	142	113	19
Future Vol, veh/h	0	11	0	142	113	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	0	12	0	154	123	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	134	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	920	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	920	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	920	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	30	0	10	1	0	7	4	104	0	4	120	9
Future Vol, veh/h	30	0	10	1	0	7	4	104	0	4	120	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	11	1	0	8	4	113	0	4	130	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	268	264	135	270	269	113	140	0	0	113	0	0
Stage 1	143	143	-	121	121	-	-	-	-	-	-	-
Stage 2	125	121	-	149	148	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	689	645	919	687	641	945	1456	-	-	1489	-	-
Stage 1	865	782	-	888	800	-	-	-	-	-	-	-
Stage 2	884	800	-	858	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	681	641	919	676	637	945	1456	-	-	1489	-	-
Mov Cap-2 Maneuver	681	641	-	676	637	-	-	-	-	-	-	-
Stage 1	862	780	-	885	798	-	-	-	-	-	-	-
Stage 2	874	798	-	846	777	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	9	0.3	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1456	-	-	728	900	1489	-	-
HCM Lane V/C Ratio	0.003	-	-	0.06	0.01	0.003	-	-
HCM Control Delay (s)	7.5	-	-	10.3	9	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	30	0	15	1	0	7	4	104	0	4	123	15
Future Vol, veh/h	30	0	15	1	0	7	4	104	0	4	123	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	16	1	0	8	4	113	0	4	134	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	275	271	142	279	279	113	150	0	0	113	0	0
Stage 1	150	150	-	121	121	-	-	-	-	-	-	-
Stage 2	125	121	-	158	158	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	681	639	911	677	632	945	1444	-	-	1489	-	-
Stage 1	857	777	-	888	800	-	-	-	-	-	-	-
Stage 2	884	800	-	849	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	673	635	911	662	628	945	1444	-	-	1489	-	-
Mov Cap-2 Maneuver	673	635	-	662	628	-	-	-	-	-	-	-
Stage 1	854	775	-	885	798	-	-	-	-	-	-	-
Stage 2	874	798	-	832	769	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.1	0.3	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	737	897	1489	-	-
HCM Lane V/C Ratio	0.003	-	-	0.066	0.01	0.003	-	-
HCM Control Delay (s)	7.5	-	-	10.2	9.1	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	6	1	0	13	10	43	0	7	110	14
Future Vol, veh/h	51	0	6	1	0	13	10	43	0	7	110	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	0	7	1	0	14	11	47	0	8	120	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	220	213	128	216	220	47	135	0	0	47	0	0
Stage 1	144	144	-	69	69	-	-	-	-	-	-	-
Stage 2	76	69	-	147	151	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	740	688	927	745	682	1028	1462	-	-	1573	-	-
Stage 1	864	782	-	946	841	-	-	-	-	-	-	-
Stage 2	938	841	-	860	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	679	927	732	673	1028	1462	-	-	1573	-	-
Mov Cap-2 Maneuver	723	679	-	732	673	-	-	-	-	-	-	-
Stage 1	857	778	-	938	834	-	-	-	-	-	-	-
Stage 2	918	834	-	850	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	8.7	1.4	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	740	999	1573	-	-
HCM Lane V/C Ratio	0.007	-	-	0.084	0.015	0.005	-	-
HCM Control Delay (s)	7.5	-	-	10.3	8.7	7.3	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	51	0	12	1	0	13	10	43	0	7	104	28
Future Vol, veh/h	51	0	12	1	0	13	10	43	0	7	104	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	0	13	1	0	14	11	47	0	8	113	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	220	213	128	220	228	47	143	0	0	47	0	0
Stage 1	144	144	-	69	69	-	-	-	-	-	-	-
Stage 2	76	69	-	151	159	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	740	688	927	740	675	1028	1452	-	-	1573	-	-
Stage 1	864	782	-	946	841	-	-	-	-	-	-	-
Stage 2	938	841	-	856	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	679	927	722	666	1028	1452	-	-	1573	-	-
Mov Cap-2 Maneuver	723	679	-	722	666	-	-	-	-	-	-	-
Stage 1	857	778	-	938	834	-	-	-	-	-	-	-
Stage 2	918	834	-	840	766	-	-	-	-	-	-	-

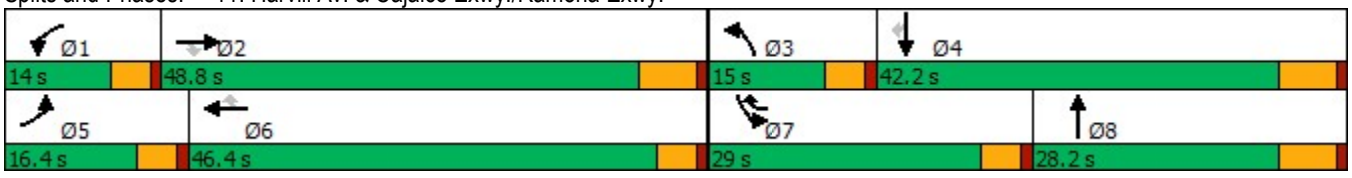
Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	8.7	1.4	0.4
HCM LOS	B	A		

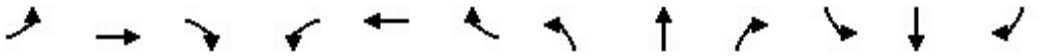
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	755	998	1573	-	-
HCM Lane V/C Ratio	0.007	-	-	0.091	0.015	0.005	-	-
HCM Control Delay (s)	7.5	-	-	10.2	8.7	7.3	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	1424	313	314	1026	465	360	214	963	355	187
Future Volume (vph)	128	1424	313	314	1026	465	360	214	963	355	187
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	16.4	48.8	48.8	14.0	46.4	29.0	15.0	28.2	29.0	42.2	42.2
Total Split (%)	13.7%	40.7%	40.7%	11.7%	38.7%	24.2%	12.5%	23.5%	24.2%	35.2%	35.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.0	42.6	42.6	9.4	42.7	71.6	10.4	22.0	24.4	36.0	36.0
Actuated g/C Ratio	0.09	0.36	0.36	0.08	0.36	0.60	0.09	0.18	0.20	0.30	0.30
v/c Ratio	0.79	1.13	0.45	1.17	0.82	0.45	1.21	1.33dr	1.38	0.33	0.31
Control Delay	84.6	106.9	11.8	155.6	41.6	8.3	167.7	97.1	217.0	33.7	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	106.9	11.8	155.6	41.6	8.3	167.7	97.1	217.0	33.7	6.5
LOS	F	F	B	F	D	A	F	F	F	C	A
Approach Delay		89.4			52.8			119.8		147.7	
Approach LOS		F			D			F		F	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.38		
Intersection Signal Delay: 98.3	Intersection LOS: F	
Intersection Capacity Utilization 117.3%	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: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1424	313	314	1026	465	360	214	545	963	355	187
Future Volume (veh/h)	128	1424	313	314	1026	465	360	214	545	963	355	187
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	131	1453	218	320	1047	411	367	218	518	983	362	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	1282	572	275	1250	885	304	331	295	714	1083	483
Arrive On Green	0.09	0.35	0.35	0.08	0.35	0.35	0.09	0.18	0.18	0.20	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1805	1610	3510	3610	1610
Grp Volume(v), veh/h	131	1453	218	320	1047	411	367	218	518	983	362	176
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.6	42.6	12.1	9.4	32.0	18.5	10.4	13.5	22.0	24.4	9.4	10.3
Cycle Q Clear(g_c), s	8.6	42.6	12.1	9.4	32.0	18.5	10.4	13.5	22.0	24.4	9.4	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	1282	572	275	1250	885	304	331	295	714	1083	483
V/C Ratio(X)	0.83	1.13	0.38	1.16	0.84	0.46	1.21	0.66	1.75	1.38	0.33	0.36
Avail Cap(c_a), veh/h	178	1282	572	275	1260	890	304	331	295	714	1083	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	38.7	28.9	55.3	36.1	16.3	54.8	45.5	49.0	47.8	32.7	33.0
Incr Delay (d2), s/veh	22.5	70.4	0.4	106.0	5.1	0.4	119.7	4.7	353.3	178.5	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	30.1	4.5	8.1	14.2	6.3	9.5	6.2	37.4	27.9	4.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	109.1	29.3	161.3	41.2	16.7	174.5	50.3	402.3	226.3	32.9	33.5
LnGrp LOS	E	F	C	F	D	B	F	D	F	F	C	C
Approach Vol, veh/h		1802			1778			1103			1521	
Approach Delay, s/veh		97.1			57.2			256.9			157.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	48.8	15.0	42.2	15.0	47.8	29.0	28.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	9.4	42.6	10.4	36.0	11.8	* 42	24.4	22.0
Max Q Clear Time (g_c+I1), s	11.4	44.6	12.4	12.3	10.6	34.0	26.4	24.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	4.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	129.0
HCM 6th LOS	F

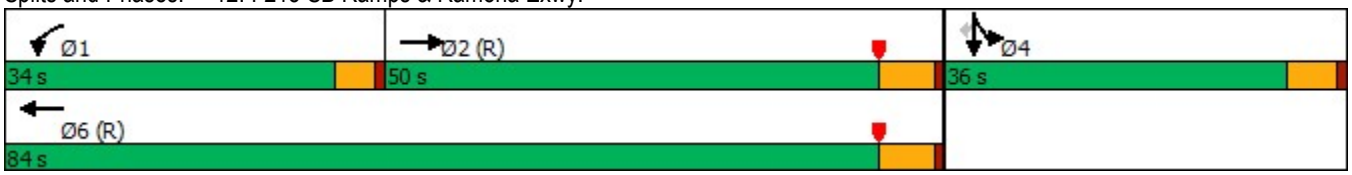
Notes

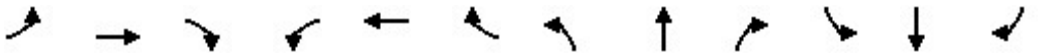
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1863	868	1429	1770	2	409
Future Volume (vph)	1863	868	1429	1770	2	409
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	50.0	34.0	84.0	36.0	36.0	36.0
Total Split (%)	41.7%	28.3%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	44.0	29.5	78.0	30.5	30.5	30.5
Actuated g/C Ratio	0.37	0.25	0.65	0.25	0.25	0.25
v/c Ratio	2.34	2.06	0.64	2.14	2.14	0.93
Control Delay	624.3	513.5	18.3	545.5	546.3	65.9
Queue Delay	1.4	0.3	13.6	15.4	15.3	0.0
Total Delay	625.7	513.8	31.9	560.8	561.6	65.9
LOS	F	F	C	F	F	E
Approach Delay	625.7		214.1		468.2	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.34	
Intersection Signal Delay: 451.6	Intersection LOS: F
Intersection Capacity Utilization 292.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1863	1063	868	1429	0	0	0	0	1770	2	409
Future Volume (veh/h)	0	1863	1063	868	1429	0	0	0	0	1770	2	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	1961	1015	914	1504	0				1864	0	383
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	870	414	445	2346	0				920	0	409
Arrive On Green	0.00	0.37	0.37	0.25	0.65	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2468	1129	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1450	1526	914	1504	0				1864	0	383
Grp Sat Flow(s),veh/h/ln	0	1805	1697	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	44.0	44.0	29.5	30.0	0.0				30.5	0.0	27.9
Cycle Q Clear(g_c), s	0.0	44.0	44.0	29.5	30.0	0.0				30.5	0.0	27.9
Prop In Lane	0.00		0.67	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	662	622	445	2347	0				920	0	409
V/C Ratio(X)	0.00	2.19	2.45	2.05	0.64	0.00				2.03	0.00	0.94
Avail Cap(c_a), veh/h	0	662	622	445	2347	0				920	0	409
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	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.0	38.0	45.3	12.6	0.0				44.7	0.0	43.8
Incr Delay (d2), s/veh	0.0	536.2	654.2	475.3	0.1	0.0				465.7	0.0	31.0
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	116.7	130.1	71.3	10.2	0.0				72.6	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	574.2	692.2	520.6	12.7	0.0				510.5	0.0	74.8
LnGrp LOS	A	F	F	F	B	A				F	A	E
Approach Vol, veh/h		2976			2418						2247	
Approach Delay, s/veh		634.8			204.7						436.2	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	50.0		36.0		84.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	29.5	44.0		30.5		78.0						
Max Q Clear Time (g_c+I1), s	31.5	46.0		32.5		32.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		8.3						

Intersection Summary												
HCM 6th Ctrl Delay			440.3									
HCM 6th LOS			F									

Notes

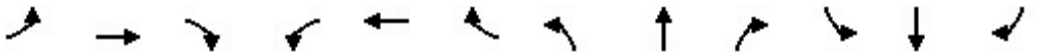
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	795	2837	1613	1746	684	0	648
Future Volume (vph)	795	2837	1613	1746	684	0	648
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	31.0	94.0	63.0	63.0	26.0	26.0	26.0
Total Split (%)	25.8%	78.3%	52.5%	52.5%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	26.5	88.0	57.0	57.0	20.5	20.5	20.5
Actuated g/C Ratio	0.22	0.73	0.48	0.48	0.17	0.17	0.17
v/c Ratio	2.08	1.12	0.98	1.81	1.22	1.22	2.03
Control Delay	515.9	80.0	48.8	388.3	167.9	169.2	499.9
Queue Delay	0.2	2.4	41.2	0.0	0.7	0.7	0.0
Total Delay	516.1	82.4	90.0	388.3	168.7	169.9	499.9
LOS	F	F	F	F	F	F	F
Approach Delay		177.3	245.1			330.1	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.08	
Intersection Signal Delay: 229.1	Intersection LOS: F
Intersection Capacity Utilization 292.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	795	2837	0	0	1613	1746	684	0	648	0	0	0
Future Volume (veh/h)	795	2837	0	0	1613	1746	684	0	648	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	828	2955	0	0	1680	1627	712	0	525			
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	400	2647	0	0	1715	763	618	0	275			
Arrive On Green	0.44	1.00	0.00	0.00	0.47	0.47	0.17	0.00	0.17			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	828	2955	0	0	1680	1627	712	0	525			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	26.5	88.0	0.0	0.0	54.8	57.0	20.5	0.0	20.5			
Cycle Q Clear(g_c), s	26.5	88.0	0.0	0.0	54.8	57.0	20.5	0.0	20.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	400	2647	0	0	1715	763	618	0	275			
V/C Ratio(X)	2.07	1.12	0.00	0.00	0.98	2.13	1.15	0.00	1.91			
Avail Cap(c_a), veh/h	400	2647	0	0	1715	763	618	0	275			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.5	0.0	0.0	0.0	30.9	31.5	49.8	0.0	49.8			
Incr Delay (d2), s/veh	483.2	52.9	0.0	0.0	17.4	513.5	85.8	0.0	422.2			
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	61.5	19.4	0.0	0.0	25.7	128.8	16.3	0.0	40.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	516.7	52.9	0.0	0.0	48.4	545.0	135.6	0.0	471.9			
LnGrp LOS	F	F	A	A	D	F	F	A	F			
Approach Vol, veh/h		3783			3307			1237				
Approach Delay, s/veh		154.4			292.7			278.3				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		94.0			31.0	63.0		26.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		88.0			26.5	57.0		20.5				
Max Q Clear Time (g_c+I1), s		90.0			28.5	59.0		22.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	227.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX 6.2: EAPC (2026) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

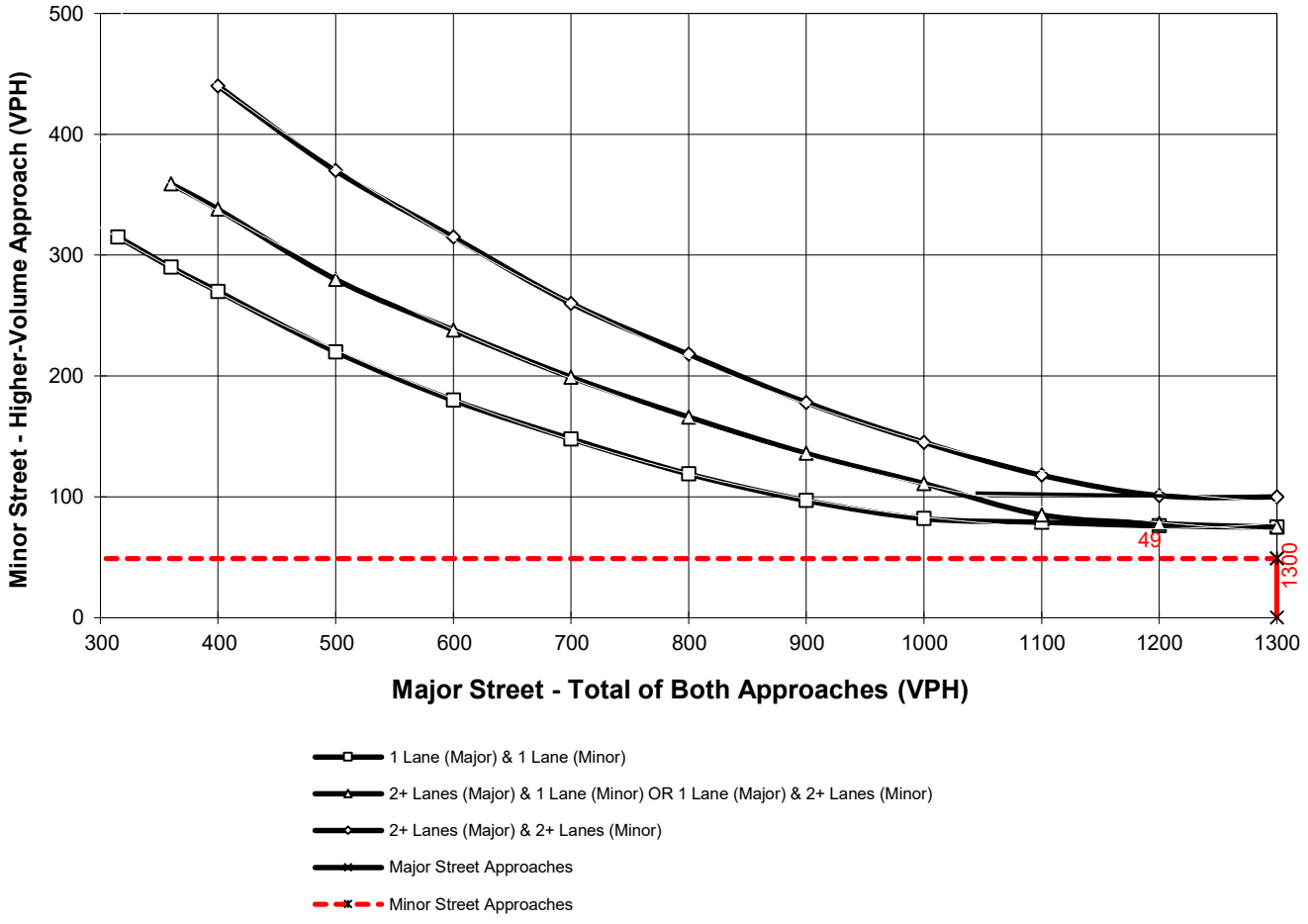
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2026) Conditions - Weekday PM Peak Hour**

Major Street Name = **Cajalco Rd.**
Total of Both Approaches (VPH) = **3455**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Decker Rd.**
High Volume Approach (VPH) = **49**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction:	County of Riverside			CHK JB	DATE 04/25/23
Major Street:	Decker Rd.			Critical Approach Speed (Major)	25 mph
Minor Street:	Driveway 1			Critical Approach Speed (Minor)	25 mph

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

Major Street Future ADT = **1,016** vpd Minor Street Future ADT = **85** vpd

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

or **URBAN (U)**

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

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,016**	*1* **85**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,016**	*1* **85**	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** 4% **B** 7%	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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				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 = **846** vpd Minor Street Future ADT = **85** 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 **846** / *1* **85**	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 **846** / *1* **85**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 4% B: 7%				

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 (2026)
				CALC JB	DATE 04/25/23
				CHK JB	DATE 04/25/23

Jurisdiction: **County of Riverside**
Major Street: **Decker Rd.**
Minor Street: **Park Driveway**
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 = **537** vpd
Minor Street Future ADT = **224** 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 **537**	*1* **224**	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 **537**	*1* **224**	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** 7% **B** 4%	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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,795** vpd Minor Street Future ADT = **162** 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	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
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied XX						
Number of lanes for moving traffic on each approach						
	1	*1*	8,000	5,600	2,400	1,680
	2 + **2,795**	*1* **162**	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						
	1	*1*	12,000	8,400	1,200	850
	2 + **2,795**	*1* **162**	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** 10%	**B** 19%	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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,571** vpd

Minor Street Future ADT = **319** 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			
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 / *1*	8,000	5,600	2,400	1,680
2 + **2,571** / *1* **319**	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 / *1*	12,000	8,400	1,200	850
2 + **2,571** / *1* **319**	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** 19% **B** 26%				

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-Alternative**
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,679** vpd Minor Street Future ADT = **404** 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			
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 / *1*	8,000	5,600	2,400	1,680
2 + **2,679** / *1* **404**	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 / *1*	12,000	8,400	1,200	850
2 + **2,679** / *1* **404**	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** 24% **B** 27%				

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 (2026)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				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 = **2,197** vpd Minor Street Future ADT = **419** 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 **2,197** / *1* **419**	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 **2,197** / *1* **419**	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: 17% B: 18%				

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-Alternative
				CALC JB	DATE 04/25/23
				CHK JB	DATE 04/25/23

Jurisdiction: **County of Riverside**
Major Street: **Seaton Av.**
Minor Street: **Driveway 5**
Critical Approach Speed (Major) 45 mph
Critical Approach Speed (Minor) 45 mph

Major Street Approach Lanes = **2** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,229** vpd
Minor Street Future ADT = **495** 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 + **2,229**	*1* **495**	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 + **2,229**	*1* **495**	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** 29% **B** 22%

2 CONDITIONS 80%

2 CONDITIONS 80%

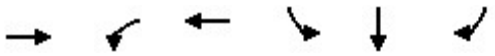
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

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APPENDIX 6.3: EAPC (2026) CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1804	633	1899	885	893	900
v/c Ratio	1.67	1.48	0.92	1.57	1.58	1.56
Control Delay	332.1	262.2	27.3	294.8	298.5	288.7
Queue Delay	0.1	0.2	45.9	11.9	11.9	0.0
Total Delay	332.2	262.4	73.2	306.8	310.4	288.7
Queue Length 50th (ft)	~1056	~658	636	~1023	~1034	~956
Queue Length 95th (ft)	#1197	m#756	m601	#1282	#1294	#1207
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1083	428	2075	564	566	577
Starvation Cap Reductn	0	8	519	0	0	0
Spillback Cap Reductn	26	0	0	368	369	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.71	1.51	1.22	4.52	4.53	1.56

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.

m Volume for 95th percentile queue is metered by upstream signal.



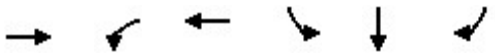
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	367	2620	1622	1554	477	487	671
v/c Ratio	1.48	1.09	0.91	1.43	1.17	1.19	1.54
Control Delay	258.3	71.1	37.5	218.5	141.5	148.1	285.3
Queue Delay	0.0	6.9	45.9	0.0	3.3	3.3	0.0
Total Delay	258.3	78.1	83.4	218.5	144.8	151.4	285.3
Queue Length 50th (ft)	~387	~1186	592	~1386	~464	~478	~694
Queue Length 95th (ft)	m177	m526	#721	#1655	#684	#700	#928
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	248	2406	1774	1086	407	409	435
Starvation Cap Reductn	0	1220	0	0	0	0	0
Spillback Cap Reductn	0	0	372	0	108	109	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.48	2.21	1.16	1.43	1.60	1.62	1.54

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3080	914	1504	931	934	431
v/c Ratio	2.34	2.06	0.64	2.14	2.14	0.93
Control Delay	624.3	513.5	18.3	545.5	546.3	65.9
Queue Delay	1.4	0.3	13.6	15.4	15.3	0.0
Total Delay	625.7	513.8	31.9	560.8	561.6	65.9
Queue Length 50th (ft)	~2049	~1091	341	~1209	~1214	283
Queue Length 95th (ft)	#2171	m#1101	m320	#1471	#1475	#485
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1319	443	2346	435	436	461
Starvation Cap Reductn	0	14	850	0	0	0
Spillback Cap Reductn	368	0	0	293	293	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	3.24	2.13	1.01	6.56	6.53	0.93

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	828	2955	1680	1819	356	357	675
v/c Ratio	2.08	1.12	0.98	1.81	1.22	1.22	2.03
Control Delay	515.9	80.0	48.8	388.3	167.9	169.2	499.9
Queue Delay	0.2	2.4	41.2	0.0	0.7	0.7	0.0
Total Delay	516.1	82.4	90.0	388.3	168.7	169.9	499.9
Queue Length 50th (ft)	~1045	~1391	654	~1934	~355	~356	~783
Queue Length 95th (ft)	m293	m400	#836	#2203	#553	#555	#1017
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	398	2647	1714	1005	292	292	332
Starvation Cap Reductn	9	1466	0	0	0	0	0
Spillback Cap Reductn	0	0	469	0	17	17	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.13	2.50	1.35	1.81	1.29	1.30	2.03

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.

m Volume for 95th percentile queue is metered by upstream signal.

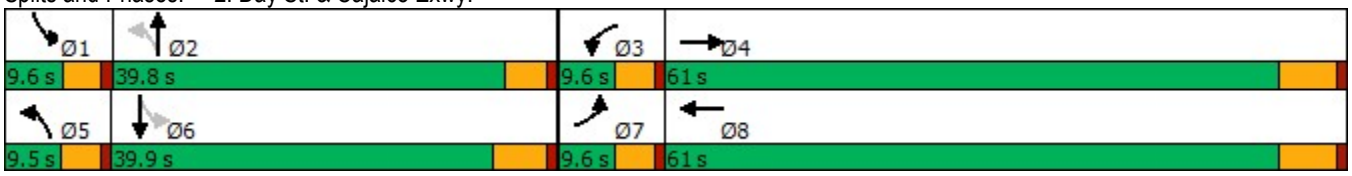
APPENDIX 6.4: EAPC (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

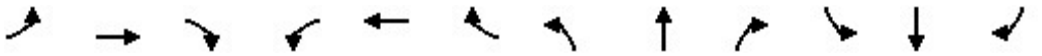
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	1402	7	1457	1	10	129	13
Future Volume (vph)	36	1402	7	1457	1	10	129	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	61.0	9.6	61.0	9.5	39.8	9.6	39.9
Total Split (%)	8.0%	50.8%	8.0%	50.8%	7.9%	33.2%	8.0%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	52.5	5.3	49.2	12.0	12.1	17.1	14.9
Actuated g/C Ratio	0.06	0.63	0.06	0.59	0.14	0.15	0.21	0.18
v/c Ratio	0.33	0.62	0.06	0.76	0.00	0.17	0.50	0.18
Control Delay	52.7	11.9	46.6	17.4	28.0	18.6	38.4	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	11.9	46.6	17.4	28.0	18.6	38.4	15.8
LOS	D	B	D	B	C	B	D	B
Approach Delay		12.9		17.5		18.8		31.4
Approach LOS		B		B		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.2	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1402	1	7	1457	69	1	10	32	129	13	45
Future Volume (veh/h)	36	1402	1	7	1457	69	1	10	32	129	13	45
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	38	1476	1	7	1534	41	1	11	11	136	14	26
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	65	2111	1	16	1899	51	229	84	84	332	96	178
Arrive On Green	0.04	0.56	0.56	0.01	0.53	0.53	0.00	0.10	0.10	0.07	0.16	0.16
Sat Flow, veh/h	1810	3797	3	1810	3592	96	1810	872	872	1810	595	1106
Grp Volume(v), veh/h	38	739	738	7	770	805	1	0	22	136	0	40
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1810	1805	1883	1810	0	1743	1810	0	1701
Q Serve(g_s), s	1.6	21.8	21.8	0.3	27.1	27.2	0.0	0.0	0.9	5.1	0.0	1.6
Cycle Q Clear(g_c), s	1.6	21.8	21.8	0.3	27.1	27.2	0.0	0.0	0.9	5.1	0.0	1.6
Prop In Lane	1.00		0.00	1.00		0.05	1.00		0.50	1.00		0.65
Lane Grp Cap(c), veh/h	65	1056	1056	16	954	996	229	0	167	332	0	273
V/C Ratio(X)	0.58	0.70	0.70	0.43	0.81	0.81	0.00	0.00	0.13	0.41	0.00	0.15
Avail Cap(c_a), veh/h	117	1348	1347	117	1280	1336	344	0	792	332	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	12.5	12.5	38.1	14.9	15.0	31.5	0.0	32.0	27.6	0.0	27.9
Incr Delay (d2), s/veh	3.0	1.1	1.1	6.5	2.8	2.8	0.0	0.0	0.4	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.3	7.3	0.2	9.3	9.7	0.0	0.0	0.4	2.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	13.6	13.6	44.5	17.8	17.8	31.5	0.0	32.3	28.4	0.0	28.1
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1515			1582			23			176	
Approach Delay, s/veh		14.3			17.9			32.3			28.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	13.2	5.3	49.1	4.6	18.2	7.4	47.1
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.1	* 35	5.0	54.8	5.0	34.1	5.0	54.8
Max Q Clear Time (g_c+I1), s	7.1	2.9	2.3	23.8	2.0	3.6	3.6	29.2
Green Ext Time (p_c), s	0.0	0.1	0.0	11.3	0.0	0.1	0.0	11.6

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

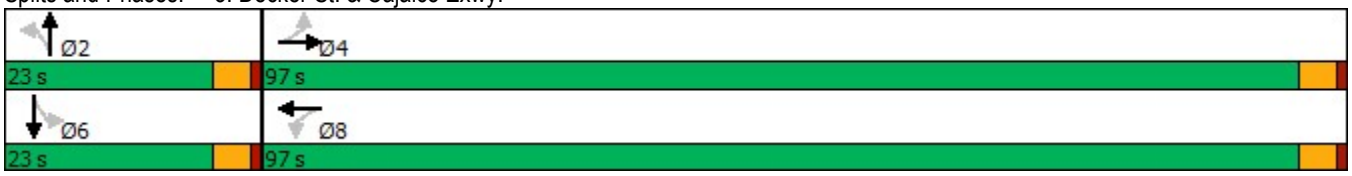
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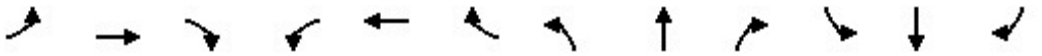
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	3	1558	21	1533	8	0	0
Future Volume (vph)	3	1558	21	1533	8	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	32.5	32.5	32.5	32.5		7.7	7.7
Actuated g/C Ratio	0.65	0.65	0.65	0.65		0.15	0.15
v/c Ratio	0.02	0.70	0.14	0.68		0.10	0.05
Control Delay	4.0	7.6	6.5	7.4		14.4	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	4.0	7.6	6.5	7.4		14.4	0.3
LOS	A	A	A	A		B	A
Approach Delay		7.6		7.4		14.4	0.3
Approach LOS		A		A		B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Decker St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1558	14	21	1533	3	8	0	18	0	0	15
Future Volume (veh/h)	3	1558	14	21	1533	3	8	0	18	0	0	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		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	3	1623	15	22	1597	3	8	0	19	0	0	16
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	306	2552	24	298	2574	5	130	22	123	0	0	175
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.11	0.00	0.11	0.00	0.00	0.11
Sat Flow, veh/h	323	3665	34	311	3697	7	269	207	1130	0	0	1610
Grp Volume(v), veh/h	3	799	839	22	780	820	27	0	0	0	0	16
Grp Sat Flow(s),veh/h/ln	323	1805	1894	311	1805	1899	1606	0	0	0	0	1610
Q Serve(g_s), s	0.2	11.1	11.1	1.9	10.6	10.7	0.0	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	10.9	11.1	11.1	13.1	10.6	10.7	0.7	0.0	0.0	0.0	0.0	0.4
Prop In Lane	1.00		0.02	1.00		0.00	0.30		0.70	0.00		1.00
Lane Grp Cap(c), veh/h	306	1257	1319	298	1257	1322	275	0	0	0	0	175
V/C Ratio(X)	0.01	0.64	0.64	0.07	0.62	0.62	0.10	0.00	0.00	0.00	0.00	0.09
Avail Cap(c_a), veh/h	729	3621	3799	705	3621	3809	729	0	0	0	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	3.8	3.8	7.4	3.7	3.7	18.6	0.0	0.0	0.0	0.0	18.5
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.1	0.5	0.5	0.2	0.0	0.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.1	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	4.3	4.3	7.5	4.2	4.2	18.8	0.0	0.0	0.0	0.0	18.7
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		1641			1622			27			16	
Approach Delay, s/veh		4.3			4.3			18.8			18.7	
Approach LOS		A			A			B			B	

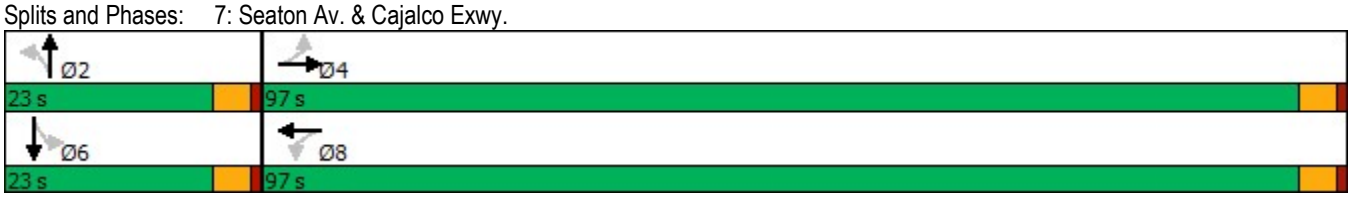
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		36.6		9.5		36.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		2.7		13.1		2.4		15.1				
Green Ext Time (p_c), s		0.1		17.0		0.0		17.1				

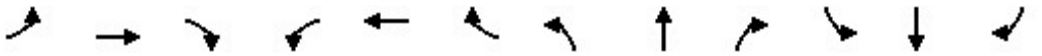
Intersection Summary												
HCM 6th Ctrl Delay			4.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	1464	75	1478	66	7	7	4
Future Volume (vph)	23	1464	75	1478	66	7	7	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	37.1	37.1	37.1	37.1	9.4	9.4	9.4	9.4
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.17	0.17	0.17	0.17
v/c Ratio	0.17	0.69	0.59	0.66	0.29	0.16	0.03	0.09
Control Delay	7.0	7.6	26.7	7.2	28.8	12.7	26.4	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.6	26.7	7.2	28.8	12.7	26.4	15.0
LOS	A	A	C	A	C	B	C	B
Approach Delay		7.6		8.2		22.0		17.5
Approach LOS		A		A		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Seaton Av. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1464	77	75	1478	10	66	7	41	7	4	20
Future Volume (veh/h)	23	1464	77	75	1478	10	66	7	41	7	4	20
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	24	1541	81	79	1556	11	69	7	43	7	4	21
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	310	2580	135	295	2716	19	251	23	144	228	27	141
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	333	3489	183	316	3674	26	1408	230	1415	1376	264	1386
Grp Volume(v), veh/h	24	794	828	79	764	803	69	0	50	7	0	25
Grp Sat Flow(s),veh/h/ln	333	1805	1867	316	1805	1895	1408	0	1645	1376	0	1650
Q Serve(g_s), s	2.0	11.6	11.7	8.8	10.8	10.8	2.7	0.0	1.6	0.3	0.0	0.8
Cycle Q Clear(g_c), s	12.8	11.6	11.7	20.6	10.8	10.8	3.4	0.0	1.6	1.9	0.0	0.8
Prop In Lane	1.00		0.10	1.00		0.01	1.00		0.86	1.00		0.84
Lane Grp Cap(c), veh/h	310	1334	1380	295	1334	1401	251	0	167	228	0	168
V/C Ratio(X)	0.08	0.60	0.60	0.27	0.57	0.57	0.28	0.00	0.30	0.03	0.00	0.15
Avail Cap(c_a), veh/h	608	2952	3053	578	2952	3099	568	0	538	539	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	3.4	3.5	8.3	3.3	3.3	24.7	0.0	23.5	24.4	0.0	23.2
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.5	0.4	0.4	0.6	0.0	1.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.6	0.4	0.5	0.6	0.9	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	3.9	3.9	8.8	3.7	3.7	25.3	0.0	24.5	24.5	0.0	23.6
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1646			1646			119			32	
Approach Delay, s/veh		3.9			4.0			25.0			23.8	
Approach LOS		A			A			C			C	

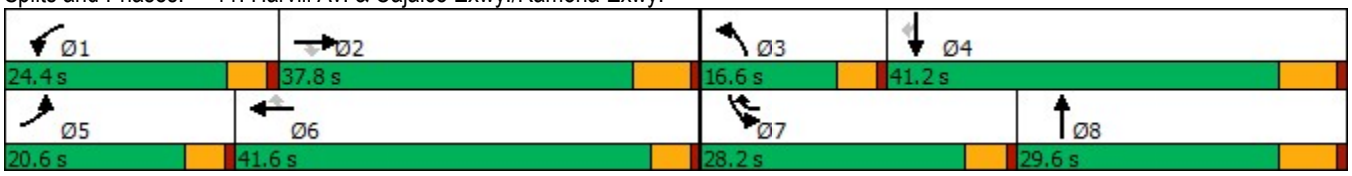
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.2		46.3		10.2		46.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		5.4		14.8		3.9		22.6				
Green Ext Time (p_c), s		0.3		17.8		0.1		19.2				

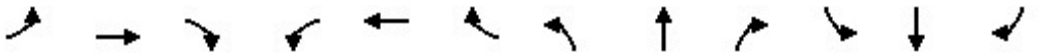
Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	176	1026	305	608	1129	853	355	522	414	250	85
Future Volume (vph)	176	1026	305	608	1129	853	355	522	414	250	85
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	20.6	37.8	37.8	24.4	41.6	28.2	16.6	29.6	28.2	41.2	41.2
Total Split (%)	17.2%	31.5%	31.5%	20.3%	34.7%	23.5%	13.8%	24.7%	23.5%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	14.5	29.6	29.6	19.8	36.6	64.1	12.0	23.4	23.1	34.5	34.5
Actuated g/C Ratio	0.12	0.25	0.25	0.17	0.31	0.55	0.10	0.20	0.20	0.29	0.29
v/c Ratio	0.82	0.75	0.49	1.04	0.66	0.97	1.00	1.04	0.61	0.23	0.16
Control Delay	78.9	44.2	6.6	95.2	37.5	46.5	100.8	85.3	47.6	32.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	44.2	6.6	95.2	37.5	46.5	100.8	85.3	47.6	32.5	3.8
LOS	E	D	A	F	D	D	F	F	D	C	A
Approach Delay		40.6			54.0			90.2		37.6	
Approach LOS		D			D			F		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 55.4	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1026	305	608	1129	853	355	522	251	414	250	85
Future Volume (veh/h)	176	1026	305	608	1129	853	355	522	251	414	250	85
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	183	1069	162	633	1176	472	370	544	136	431	260	47
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	215	1408	398	692	1821	742	423	617	154	511	892	378
Arrive On Green	0.12	0.25	0.25	0.19	0.32	0.32	0.12	0.21	0.21	0.14	0.23	0.23
Sat Flow, veh/h	1810	5700	1610	3619	5700	1610	3619	2937	731	3619	3800	1610
Grp Volume(v), veh/h	183	1069	162	633	1176	472	370	351	329	431	260	47
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1768	1810	1900	1610
Q Serve(g_s), s	10.2	17.9	8.7	17.6	18.2	23.0	10.3	18.4	18.5	11.9	5.8	2.4
Cycle Q Clear(g_c), s	10.2	17.9	8.7	17.6	18.2	23.0	10.3	18.4	18.5	11.9	5.8	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	215	1408	398	692	1821	742	423	399	372	511	892	378
V/C Ratio(X)	0.85	0.76	0.41	0.91	0.65	0.64	0.88	0.88	0.88	0.84	0.29	0.12
Avail Cap(c_a), veh/h	282	1753	495	697	2058	809	423	433	403	831	1295	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	35.9	32.4	40.7	30.0	21.1	44.6	39.3	39.4	43.0	32.3	31.0
Incr Delay (d2), s/veh	14.1	1.5	0.7	16.2	0.6	1.5	17.5	17.5	19.3	2.1	0.2	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	5.2	8.0	3.3	9.0	7.8	8.0	5.4	10.0	9.6	5.2	2.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	37.4	33.1	56.9	30.6	22.6	62.2	56.8	58.7	45.1	32.5	31.1
LnGrp LOS	E	D	C	E	C	C	E	E	E	D	C	C
Approach Vol, veh/h		1414			2281			1050			738	
Approach Delay, s/veh		39.6			36.2			59.3			39.8	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	31.6	16.6	30.3	16.8	39.0	19.1	27.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	19.8	31.6	12.0	35.0	16.0	* 37	23.6	23.4
Max Q Clear Time (g_c+I1), s	19.6	19.9	12.3	7.8	12.2	25.0	13.9	20.5
Green Ext Time (p_c), s	0.0	5.5	0.0	1.6	0.1	7.0	0.6	1.1

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

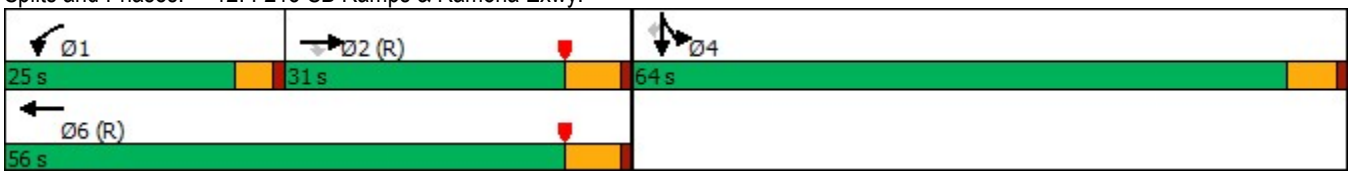
Notes

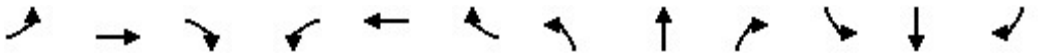
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1149	600	614	1842	1718	7	873
Future Volume (vph)	1149	600	614	1842	1718	7	873
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	31.0	31.0	25.0	56.0	64.0	64.0	64.0
Total Split (%)	25.8%	25.8%	20.8%	46.7%	53.3%	53.3%	53.3%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	25.0	25.0	20.5	50.0	58.5	58.5	58.5
Actuated g/C Ratio	0.21	0.21	0.17	0.42	0.49	0.49	0.49
v/c Ratio	1.00	0.75	1.03	0.80	0.67	0.67	1.09
Control Delay	73.3	9.7	102.1	30.4	25.9	28.1	89.0
Queue Delay	0.0	0.0	0.0	22.7	52.0	57.3	0.0
Total Delay	73.3	9.7	102.1	53.1	77.9	85.4	89.0
LOS	E	A	F	D	E	F	F
Approach Delay	51.5			65.3		83.3	
Approach LOS	D			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 68.6	Intersection LOS: E
Intersection Capacity Utilization 170.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰	↲	↱
Traffic Volume (veh/h)	0	1149	600	614	1842	0	0	0	0	1718	7	873
Future Volume (veh/h)	0	1149	600	614	1842	0	0	0	0	1718	7	873
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	1185	0	633	1899	0				1776	0	467
Peak Hour Factor	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
Cap, veh/h	0	1188		618	2375	0				2646	0	785
Arrive On Green	0.00	0.21	0.00	0.17	0.42	0.00				0.49	0.00	0.49
Sat Flow, veh/h	0	5700	1610	3619	5700	0				5429	0	1610
Grp Volume(v), veh/h	0	1185	0	633	1899	0				1776	0	467
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	24.9	0.0	20.5	35.0	0.0				29.9	0.0	25.1
Cycle Q Clear(g_c), s	0.0	24.9	0.0	20.5	35.0	0.0				29.9	0.0	25.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1188		618	2375	0				2646	0	785
V/C Ratio(X)	0.00	1.00		1.02	0.80	0.00				0.67	0.00	0.59
Avail Cap(c_a), veh/h	0	1188		618	2375	0				2646	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	0.64	0.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	47.5	0.0	49.8	30.6	0.0				23.4	0.0	22.2
Incr Delay (d2), s/veh	0.0	20.4	0.0	30.0	1.3	0.0				1.4	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.5	0.0	11.5	15.1	0.0				12.2	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	67.9	0.0	79.7	31.9	0.0				24.8	0.0	25.5
LnGrp LOS	A	E		F	C	A				C	A	C
Approach Vol, veh/h		1185	A		2532						2243	
Approach Delay, s/veh		67.9			43.9						24.9	
Approach LOS		E			D						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	31.0		64.0		56.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	20.5	25.0		58.5		50.0
Max Q Clear Time (g_c+I1), s	22.5	26.9		31.9		37.0
Green Ext Time (p_c), s	0.0	0.0		11.4		7.2

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

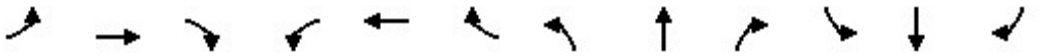
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	352	2515	1557	1492	898	28	644
Future Volume (vph)	352	2515	1557	1492	898	28	644
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	18.5	67.4	48.9		52.6	52.6	52.6
Total Split (%)	15.4%	56.2%	40.8%		43.8%	43.8%	43.8%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
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)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	14.0	61.4	42.9	120.0	47.1	47.1	47.1
Actuated g/C Ratio	0.12	0.51	0.36	1.00	0.39	0.39	0.39
v/c Ratio	0.90	0.99	0.87	0.97	0.71	0.72	0.99
Control Delay	81.6	48.2	42.5	19.7	37.7	38.2	66.5
Queue Delay	0.0	41.0	20.6	0.0	0.3	0.4	0.0
Total Delay	81.6	89.2	63.1	19.7	38.0	38.5	66.5
LOS	F	F	E	B	D	D	E
Approach Delay		88.3	41.9			49.8	
Approach LOS		F	D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 61.3	Intersection LOS: E
Intersection Capacity Utilization 170.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	2515	0	0	1557	1492	898	28	644	0	0	0
Future Volume (veh/h)	352	2515	0	0	1557	1492	898	28	644	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	367	2620	0	0	1622	0	956	0	528			
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	410	2825	0	0	2026		1301	0	579			
Arrive On Green	0.23	1.00	0.00	0.00	0.39	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	367	2620	0	0	1622	0	956	0	528			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	12.2	0.0	0.0	0.0	33.3	0.0	27.6	0.0	37.5			
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.0	33.3	0.0	27.6	0.0	37.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	410	2825	0	0	2026		1301	0	579			
V/C Ratio(X)	0.90	0.93	0.00	0.00	0.80		0.73	0.00	0.91			
Avail Cap(c_a), veh/h	410	2825	0	0	2026		1420	0	632			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.44	0.44	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.3	0.0	0.0	0.0	32.4	0.0	33.5	0.0	36.6			
Incr Delay (d2), s/veh	11.3	3.3	0.0	0.0	3.4	0.0	1.8	0.0	16.8			
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	5.1	0.9	0.0	0.0	13.7	0.0	11.9	0.0	16.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	3.3	0.0	0.0	35.9	0.0	35.3	0.0	53.4			
LnGrp LOS	E	A	A	A	D		D	A	D			
Approach Vol, veh/h		2987			1622	A		1484				
Approach Delay, s/veh		9.8			35.9			41.8				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.4			18.5	52.9		48.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.4			14.0	42.9		47.1				
Max Q Clear Time (g_c+I1), s		2.0			14.2	35.3		39.5				
Green Ext Time (p_c), s		24.3			0.0	4.3		3.6				

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

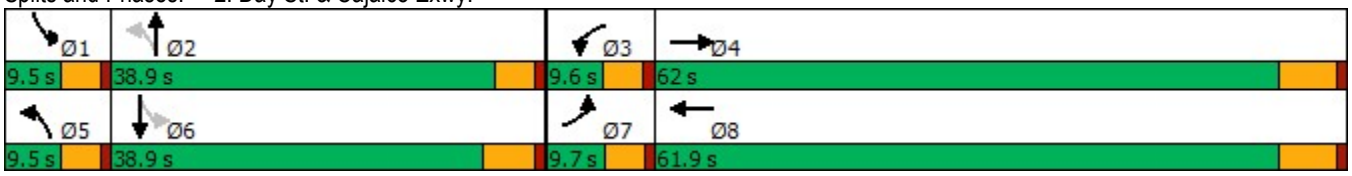
User approved volume balancing among the lanes for turning movement.

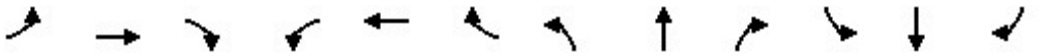
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	1650	36	1480	4	11	65	13
Future Volume (vph)	34	1650	36	1480	4	11	65	13
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.7	62.0	9.6	61.9	9.5	38.9	9.5	38.9
Total Split (%)	8.1%	51.7%	8.0%	51.6%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	48.6	5.3	48.5	16.4	12.4	19.0	16.8
Actuated g/C Ratio	0.06	0.57	0.06	0.57	0.19	0.15	0.22	0.20
v/c Ratio	0.31	0.78	0.33	0.77	0.01	0.35	0.24	0.12
Control Delay	52.4	18.4	53.2	18.1	29.0	13.4	31.8	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	18.4	53.2	18.1	29.0	13.4	31.8	18.4
LOS	D	B	D	B	C	B	C	B
Approach Delay		19.1		18.9		13.9		26.6
Approach LOS		B		B		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1650	3	36	1480	51	4	11	101	65	13	28
Future Volume (veh/h)	34	1650	3	36	1480	51	4	11	101	65	13	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1701	3	37	1526	27	4	11	45	67	13	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	61	2081	4	63	1996	35	249	35	142	280	120	139
Arrive On Green	0.03	0.55	0.55	0.03	0.55	0.55	0.01	0.11	0.11	0.05	0.15	0.15
Sat Flow, veh/h	1810	3792	7	1810	3629	64	1810	326	1334	1810	805	928
Grp Volume(v), veh/h	35	852	852	37	758	795	4	0	56	67	0	28
Grp Sat Flow(s),veh/h/ln	1810	1900	1899	1810	1805	1888	1810	0	1660	1810	0	1733
Q Serve(g_s), s	1.5	29.6	29.6	1.6	26.3	26.4	0.2	0.0	2.5	2.6	0.0	1.1
Cycle Q Clear(g_c), s	1.5	29.6	29.6	1.6	26.3	26.4	0.2	0.0	2.5	2.6	0.0	1.1
Prop In Lane	1.00		0.00	1.00		0.03	1.00		0.80	1.00		0.54
Lane Grp Cap(c), veh/h	61	1043	1042	63	993	1039	249	0	177	280	0	259
V/C Ratio(X)	0.57	0.82	0.82	0.59	0.76	0.77	0.02	0.00	0.32	0.24	0.00	0.11
Avail Cap(c_a), veh/h	114	1314	1313	112	1246	1303	351	0	703	305	0	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	14.9	14.9	38.4	14.1	14.1	31.9	0.0	33.3	29.2	0.0	29.7
Incr Delay (d2), s/veh	3.1	3.3	3.3	3.2	2.2	2.1	0.0	0.0	1.0	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	10.8	10.8	0.7	8.9	9.3	0.1	0.0	1.0	1.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	18.2	18.2	41.5	16.3	16.3	31.9	0.0	34.3	29.6	0.0	29.8
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1739			1590			60			95	
Approach Delay, s/veh		18.7			16.9			34.2			29.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	14.4	7.4	50.5	4.9	17.9	7.3	50.6
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.1	55.7
Max Q Clear Time (g_c+I1), s	4.6	4.5	3.6	31.6	2.2	3.1	3.5	28.4
Green Ext Time (p_c), s	0.0	0.3	0.0	12.7	0.0	0.1	0.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

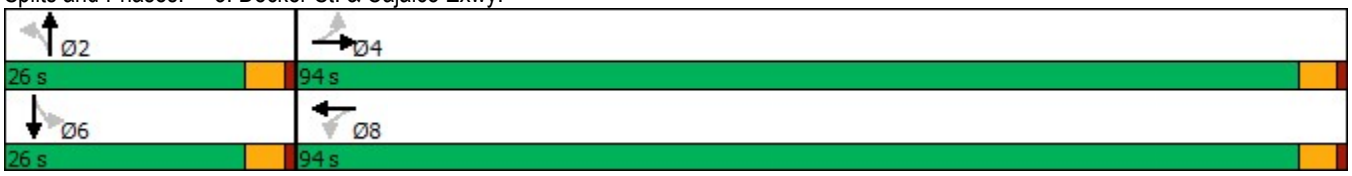
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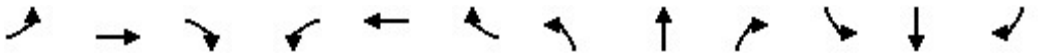
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	4	1834	29	1573	14	0	0
Future Volume (vph)	4	1834	29	1573	14	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	43.0	43.0	43.0	43.0		8.0	8.0
Actuated g/C Ratio	0.71	0.71	0.71	0.71		0.13	0.13
v/c Ratio	0.03	0.75	0.24	0.64		0.21	0.02
Control Delay	3.5	7.7	8.8	6.1		17.0	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	3.5	7.7	8.8	6.1		17.0	0.2
LOS	A	A	A	A		B	A
Approach Delay		7.7		6.1		17.0	0.2
Approach LOS		A		A		B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Decker St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1834	9	29	1573	5	14	0	35	0	0	6
Future Volume (veh/h)	4	1834	9	29	1573	5	14	0	35	0	0	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	1891	6	30	1622	3	14	0	21	0	0	4
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	303	2749	9	247	2754	5	130	20	87	0	0	147
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.09	0.00	0.09	0.00	0.00	0.09
Sat Flow, veh/h	315	3691	12	242	3697	7	416	221	956	0	0	1610
Grp Volume(v), veh/h	4	924	973	30	792	833	35	0	0	0	0	4
Grp Sat Flow(s),veh/h/ln	315	1805	1898	242	1805	1899	1593	0	0	0	0	1610
Q Serve(g_s), s	0.3	14.7	14.7	4.1	10.9	10.9	0.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	11.3	14.7	14.7	18.8	10.9	10.9	1.0	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.01	1.00		0.00	0.40		0.60	0.00		1.00
Lane Grp Cap(c), veh/h	303	1344	1414	247	1344	1414	237	0	0	0	0	147
V/C Ratio(X)	0.01	0.69	0.69	0.12	0.59	0.59	0.15	0.00	0.00	0.00	0.00	0.03
Avail Cap(c_a), veh/h	582	2944	3096	461	2944	3097	699	0	0	0	0	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	3.7	3.7	8.6	3.2	3.2	23.1	0.0	0.0	0.0	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.2	0.4	0.4	0.3	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	0.2	0.3	0.3	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	4.3	4.3	8.8	3.6	3.6	23.4	0.0	0.0	0.0	0.0	22.8
LnGrp LOS	A	A	A	A	A	A	C	A	A	A	A	C
Approach Vol, veh/h		1901			1655			35			4	
Approach Delay, s/veh		4.3			3.7			23.4			22.8	
Approach LOS		A			A			C			C	

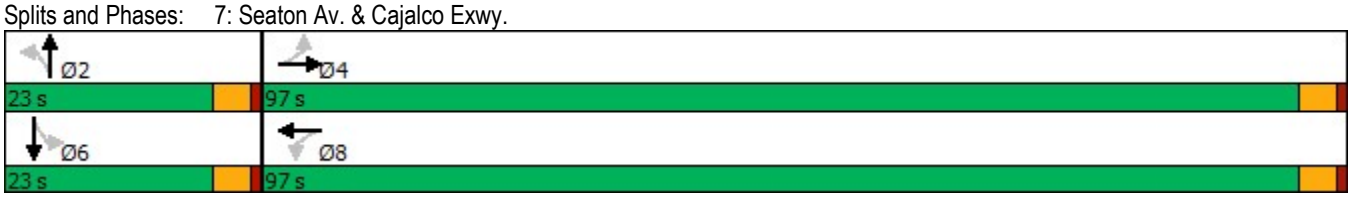
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		45.4		9.5		45.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		89.5		21.5		89.5				
Max Q Clear Time (g_c+I1), s		3.0		16.7		2.1		20.8				
Green Ext Time (p_c), s		0.1		24.2		0.0		18.4				

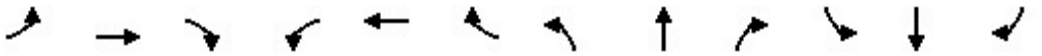
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	1752	53	1557	47	11	6	4
Future Volume (vph)	16	1752	53	1557	47	11	6	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	49.9	49.9	49.9	49.9	9.3	9.3	9.3	9.3
Actuated g/C Ratio	0.72	0.72	0.72	0.72	0.13	0.13	0.13	0.13
v/c Ratio	0.11	0.75	0.51	0.64	0.26	0.39	0.03	0.08
Control Delay	4.8	7.7	23.3	6.0	37.3	26.1	35.7	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	7.7	23.3	6.0	37.3	26.1	35.7	21.6
LOS	A	A	C	A	D	C	D	C
Approach Delay		7.7		6.6		29.8		24.9
Approach LOS		A		A		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Seaton Av. & Cajalco Exwy.



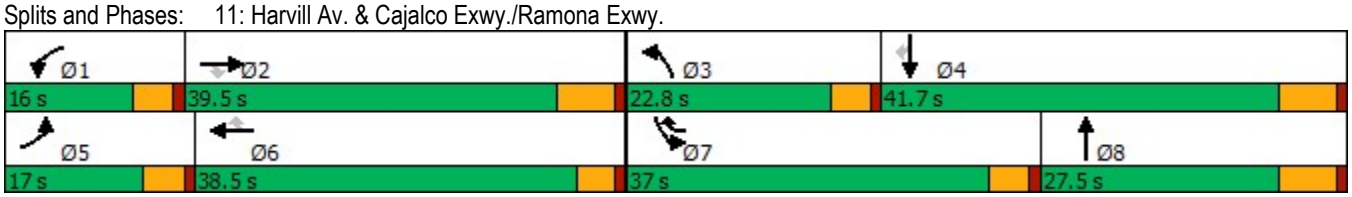


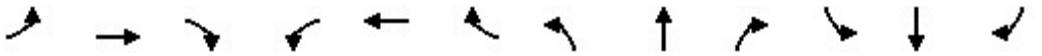
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1752	83	53	1557	19	47	11	84	6	4	14
Future Volume (veh/h)	16	1752	83	53	1557	19	47	11	84	6	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	17	1844	50	56	1639	12	49	12	46	6	4	10
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	298	2760	75	246	2823	21	226	28	109	187	40	99
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	307	3591	97	243	3673	27	1422	344	1319	1366	481	1203
Grp Volume(v), veh/h	17	923	971	56	805	846	49	0	58	6	0	14
Grp Sat Flow(s),veh/h/ln	307	1805	1883	243	1805	1895	1422	0	1663	1366	0	1684
Q Serve(g_s), s	1.5	14.7	14.9	8.7	11.3	11.3	2.0	0.0	2.0	0.3	0.0	0.5
Cycle Q Clear(g_c), s	12.8	14.7	14.9	23.6	11.3	11.3	2.5	0.0	2.0	2.3	0.0	0.5
Prop In Lane	1.00		0.05	1.00		0.01	1.00		0.79	1.00		0.71
Lane Grp Cap(c), veh/h	298	1387	1447	246	1387	1457	226	0	137	187	0	139
V/C Ratio(X)	0.06	0.67	0.67	0.23	0.58	0.58	0.22	0.00	0.42	0.03	0.00	0.10
Avail Cap(c_a), veh/h	532	2760	2879	430	2760	2898	543	0	508	492	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	3.3	3.3	9.0	2.9	2.9	26.8	0.0	26.4	27.4	0.0	25.7
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.5	0.4	0.4	0.5	0.0	2.1	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.4	0.3	0.3	0.3	0.7	0.0	0.8	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	3.9	3.9	9.4	3.3	3.3	27.3	0.0	28.4	27.5	0.0	26.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1911			1707			107			20	
Approach Delay, s/veh		3.9			3.5			27.9			26.4	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		51.0		9.5		51.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		4.5		16.9		4.3		25.6				
Green Ext Time (p_c), s		0.3		25.2		0.0		20.9				
Intersection Summary												
HCM 6th Ctrl Delay			4.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	1424	313	314	1026	465	360	214	963	355	187
Future Volume (vph)	128	1424	313	314	1026	465	360	214	963	355	187
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	17.0	39.5	39.5	16.0	38.5	37.0	22.8	27.5	37.0	41.7	41.7
Total Split (%)	14.2%	32.9%	32.9%	13.3%	32.1%	30.8%	19.0%	22.9%	30.8%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.3	33.3	33.3	11.4	35.1	72.0	15.9	21.3	32.4	37.8	37.8
Actuated g/C Ratio	0.09	0.28	0.28	0.10	0.29	0.60	0.13	0.18	0.27	0.32	0.32
v/c Ratio	0.77	0.92	0.48	0.94	0.63	0.45	0.77	1.29dr	1.01	0.30	0.30
Control Delay	81.2	52.4	7.4	89.0	39.1	8.3	61.2	79.9	74.9	32.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	52.4	7.4	89.0	39.1	8.3	61.2	79.9	74.9	32.5	5.7
LOS	F	D	A	F	D	A	E	E	E	C	A
Approach Delay		46.8			39.8			73.8		56.3	
Approach LOS		D			D			E		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 51.9	Intersection LOS: D
Intersection Capacity Utilization 105.5%	ICU Level of Service G
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1424	313	314	1026	465	360	214	545	963	355	187
Future Volume (veh/h)	128	1424	313	314	1026	465	360	214	545	963	355	187
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	131	1453	166	320	1047	239	367	218	280	983	362	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	1570	444	345	1617	893	430	338	287	980	1254	531
Arrive On Green	0.09	0.28	0.28	0.10	0.28	0.28	0.12	0.18	0.18	0.27	0.33	0.33
Sat Flow, veh/h	1810	5700	1610	3619	5700	1610	3619	1900	1610	3619	3800	1610
Grp Volume(v), veh/h	131	1453	166	320	1047	239	367	218	280	983	362	97
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.5	29.7	10.0	10.5	19.3	9.3	11.9	12.7	20.7	32.4	8.4	5.1
Cycle Q Clear(g_c), s	8.5	29.7	10.0	10.5	19.3	9.3	11.9	12.7	20.7	32.4	8.4	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	1570	444	345	1617	893	430	338	287	980	1254	531
V/C Ratio(X)	0.83	0.93	0.37	0.93	0.65	0.27	0.85	0.64	0.98	1.00	0.29	0.18
Avail Cap(c_a), veh/h	188	1586	448	345	1619	893	550	338	287	980	1254	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	42.2	35.0	53.7	37.6	13.9	51.7	45.7	48.9	43.6	29.7	28.6
Incr Delay (d2), s/veh	19.9	9.6	0.5	30.2	0.9	0.2	8.4	4.2	46.7	29.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	14.6	3.8	6.1	8.7	3.1	5.7	6.2	11.7	17.8	3.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	51.7	35.5	84.0	38.5	14.1	60.1	49.8	95.6	73.2	29.8	28.7
LnGrp LOS	E	D	D	F	D	B	E	D	F	F	C	C
Approach Vol, veh/h		1750			1606			865			1442	
Approach Delay, s/veh		51.8			43.9			69.0			59.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	39.2	18.8	45.7	15.0	40.2	37.0	27.5
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	11.4	33.3	18.2	35.5	12.4	* 34	32.4	21.3
Max Q Clear Time (g_c+I1), s	12.5	31.7	13.9	10.4	10.5	21.3	34.4	22.7
Green Ext Time (p_c), s	0.0	1.3	0.3	2.4	0.0	5.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Notes

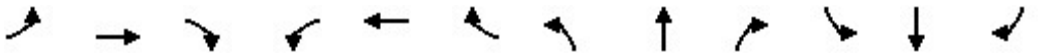
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1863	1063	868	1429	1770	2	409
Future Volume (vph)	1863	1063	868	1429	1770	2	409
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0		32.0	77.0	43.0	43.0	43.0
Total Split (%)	37.5%		26.7%	64.2%	35.8%	35.8%	35.8%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
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)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	Max	Max	Max
Act Effct Green (s)	39.0	120.0	27.5	71.0	37.5	37.5	37.5
Actuated g/C Ratio	0.32	1.00	0.23	0.59	0.31	0.31	0.31
v/c Ratio	1.06	0.69	1.11	0.45	1.11	1.09	0.78
Control Delay	77.8	2.5	115.7	19.2	99.9	104.8	42.7
Queue Delay	17.3	0.0	0.3	1.4	3.7	9.4	0.0
Total Delay	95.1	2.5	116.1	20.6	103.6	114.2	42.7
LOS	F	A	F	C	F	F	D
Approach Delay	61.4			56.7		95.0	
Approach LOS	E			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 69.9	Intersection LOS: E
Intersection Capacity Utilization 149.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1863	1063	868	1429	0	0	0	0	1770	2	409
Future Volume (veh/h)	0	1863	1063	868	1429	0	0	0	0	1770	2	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	1961	0	914	1504	0				1864	0	215
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	1852		829	3372	0				1696	0	503
Arrive On Green	0.00	0.49	0.00	0.46	0.89	0.00				0.63	0.00	0.47
Sat Flow, veh/h	0	5700	1610	3619	5700	0				5429	0	1610
Grp Volume(v), veh/h	0	1961	0	914	1504	0				1864	0	215
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	39.0	0.0	27.5	5.9	0.0				37.5	0.0	10.6
Cycle Q Clear(g_c), s	0.0	39.0	0.0	27.5	5.9	0.0				37.5	0.0	10.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1853		829	3373	0				1696	0	503
V/C Ratio(X)	0.00	1.06		1.10	0.45	0.00				1.10	0.00	0.43
Avail Cap(c_a), veh/h	0	1853		829	3373	0				1696	0	503
HCM Platoon Ratio	1.00	1.50	1.00	2.00	1.50	1.00				2.00	1.50	1.50
Upstream Filter(I)	0.00	0.19	0.00	0.15	0.15	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.7	0.0	32.5	3.1	0.0				22.5	0.0	24.7
Incr Delay (d2), s/veh	0.0	29.4	0.0	49.2	0.1	0.0				54.1	0.0	2.6
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	18.8	0.0	13.7	1.5	0.0				16.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	60.1	0.0	81.7	3.2	0.0				76.6	0.0	27.4
LnGrp LOS	A	F		F	A	A				F	A	C
Approach Vol, veh/h		1961	A		2418						2079	
Approach Delay, s/veh		60.1			32.8						71.5	
Approach LOS		E			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	32.0	45.0		43.0		77.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	27.5	39.0		37.5		71.0
Max Q Clear Time (g_c+I1), s	29.5	41.0		39.5		7.9
Green Ext Time (p_c), s	0.0	0.0		0.0		8.0

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

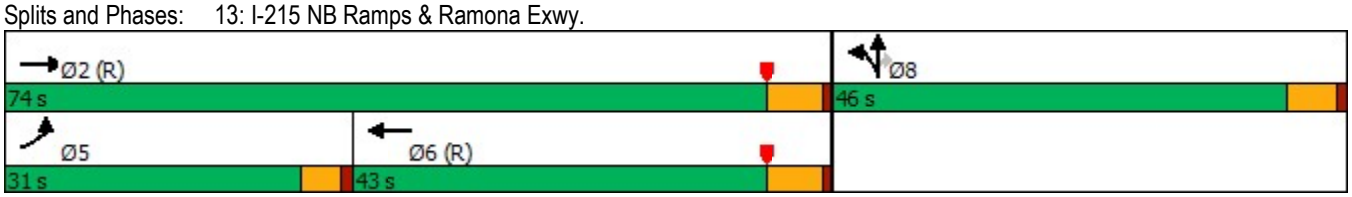
User approved volume balancing among the lanes for turning movement.

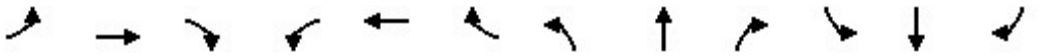
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	795	2837	1613	1746	684	0	648
Future Volume (vph)	795	2837	1613	1746	684	0	648
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	31.0	74.0	43.0		46.0	46.0	46.0
Total Split (%)	25.8%	61.7%	35.8%		38.3%	38.3%	38.3%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
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)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	26.5	68.0	37.0	120.0	40.5	40.5	40.5
Actuated g/C Ratio	0.22	0.57	0.31	1.00	0.34	0.34	0.34
v/c Ratio	1.07	1.01	1.05	1.14	0.62	0.62	1.14
Control Delay	106.6	39.5	77.5	78.5	38.8	38.9	117.2
Queue Delay	0.0	37.3	20.5	0.0	0.0	0.0	0.0
Total Delay	106.6	76.8	98.0	78.5	38.8	38.9	117.2
LOS	F	E	F	E	D	D	F
Approach Delay		83.3	87.9			76.9	
Approach LOS		F	F			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 84.2	Intersection LOS: F
Intersection Capacity Utilization 149.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	795	2837	0	0	1613	1746	684	0	648	0	0	0
Future Volume (veh/h)	795	2837	0	0	1613	1746	684	0	648	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	828	2955	0	0	1680	0	712	0	362			
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	775	3344	0	0	2004		939	0	418			
Arrive On Green	0.44	1.00	0.00	0.00	0.39	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	828	2955	0	0	1680	0	712	0	362			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	26.5	0.0	0.0	0.0	35.3	0.0	21.8	0.0	25.8			
Cycle Q Clear(g_c), s	26.5	0.0	0.0	0.0	35.3	0.0	21.8	0.0	25.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	775	3344	0	0	2004		939	0	418			
V/C Ratio(X)	1.07	0.88	0.00	0.00	0.84		0.76	0.00	0.87			
Avail Cap(c_a), veh/h	775	3344	0	0	2004		1221	0	543			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.5	0.0	0.0	0.0	33.4	0.0	41.0	0.0	42.4			
Incr Delay (d2), s/veh	33.6	0.4	0.0	0.0	4.4	0.0	2.0	0.0	11.2			
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	11.3	0.1	0.0	0.0	14.6	0.0	9.6	0.0	11.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	0.4	0.0	0.0	37.8	0.0	43.0	0.0	53.7			
LnGrp LOS	F	A	A	A	D		D	A	D			
Approach Vol, veh/h		3783			1680	A		1074				
Approach Delay, s/veh		15.0			37.8			46.6				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.4			31.0	52.4		36.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		68.0			26.5	37.0		40.5				
Max Q Clear Time (g_c+I1), s		2.0			28.5	37.3		27.8				
Green Ext Time (p_c), s		33.6			0.0	0.0		3.4				

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

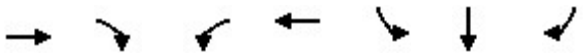
Notes

User approved volume balancing among the lanes for turning movement.

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

APPENDIX 6.5: EAPC (2026) CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1185	619	633	1899	1187	591	900
v/c Ratio	1.00	0.75	1.03	0.80	0.67	0.67	1.09
Control Delay	73.3	9.7	102.1	30.4	25.9	28.1	89.0
Queue Delay	0.0	0.0	0.0	22.7	52.0	57.3	0.0
Total Delay	73.3	9.7	102.1	53.1	77.9	85.4	89.0
Queue Length 50th (ft)	308	0	~216	295	341	338	~761
Queue Length 95th (ft)	#404	115	m#316	393	414	471	#1012
Internal Link Dist (ft)	1408			344		1111	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1187	826	616	2375	1759	882	822
Starvation Cap Reductn	0	0	0	548	0	0	0
Spillback Cap Reductn	0	0	0	0	1089	546	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.75	1.03	1.04	1.77	1.76	1.09

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.

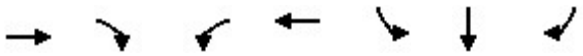
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	367	2620	1622	1554	477	487	671
v/c Ratio	0.90	0.99	0.87	0.97	0.71	0.72	0.99
Control Delay	81.6	48.2	42.5	19.7	37.7	38.2	66.5
Queue Delay	0.0	41.0	20.6	0.0	0.3	0.4	0.0
Total Delay	81.6	89.2	63.1	19.7	38.0	38.5	66.5
Queue Length 50th (ft)	153	598	426	0	323	332	475
Queue Length 95th (ft)	m150	m#626	493	#200	460	470	#737
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	408	2654	1854	1594	673	676	675
Starvation Cap Reductn	0	855	0	0	0	0	0
Spillback Cap Reductn	0	0	286	0	23	23	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.46	1.03	0.97	0.73	0.75	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1961	1119	914	1504	1248	617	431
v/c Ratio	1.06	0.69	1.11	0.45	1.11	1.09	0.78
Control Delay	77.8	2.5	115.7	19.2	99.9	104.8	42.7
Queue Delay	17.3	0.0	0.3	1.4	3.7	9.4	0.0
Total Delay	95.1	2.5	116.1	20.6	103.6	114.2	42.7
Queue Length 50th (ft)	~556	0	~404	231	~551	~538	259
Queue Length 95th (ft)	#643	0	m#358	m236	#681	#764	#397
Internal Link Dist (ft)	1408			344		1111	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1852	1615	827	3372	1128	565	551
Starvation Cap Reductn	0	0	48	1577	0	0	0
Spillback Cap Reductn	145	0	0	0	539	270	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.69	1.17	0.84	2.12	2.09	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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	828	2955	1680	1819	356	357	675
v/c Ratio	1.07	1.01	1.05	1.14	0.62	0.62	1.14
Control Delay	106.6	39.5	77.5	78.5	38.8	38.9	117.2
Queue Delay	0.0	37.3	20.5	0.0	0.0	0.0	0.0
Total Delay	106.6	76.8	98.0	78.5	38.8	38.9	117.2
Queue Length 50th (ft)	~378	~771	~519	~363	242	242	~577
Queue Length 95th (ft)	m#338	m604	#616	#627	350	351	#812
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	773	2939	1599	1594	578	578	590
Starvation Cap Reductn	0	876	0	0	0	0	0
Spillback Cap Reductn	0	0	191	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	1.43	1.19	1.14	0.62	0.62	1.14

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.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 7.1: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 7.1 Summary-AM

	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	51.1	58.3	66.6	40.3	56.2	54.6	31.3	100.8	28.7	25.7	87.5	68.2	24.0	101.6	30.8	17.5
		LOS:	D	E	E	D	E	D	C	F	C	C	F	F	C	F	C	B
2 Day St. & Cajalco Rd.	TS	Delay:	40.0	36.5	197.2	>200.0	38.9	0.0	40.1	36.9	0.0	35.6	49.5	0.0	>200.0	52.9	0.0	>200.0
		LOS:	D	D	F	F	D	A	D	D	A	D	D	A	F	D	A	F
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.0	0.2	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	F														
4 Decker Rd. & Driveway 1		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
5 Decker Rd. & Driveway 2		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
6 Decker Rd. & Park Driveway		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.2	0.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	F														
8 Seaton Av. & Driveway 3		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
9 Seaton Av. & Driveway 4		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
10 Seaton Av. & Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:																
11 Harvill Av. & Cajalco Expressway	TS	Delay:	152.6	58.6	90.3	124.5	>200.0	112.4	114.1	78.6	33.7	33.0	>200.0	79.2	36.5	>200.0	60.3	99.3
		LOS:	F	E	F	F	F	F	F	E	C	C	F	F	D	F	E	F
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	>200.0	>200.0	124.3	--	--	--	>200.0	0.0	>200.0	0.0	>200.0	>200.0	>200.0	29.1	0.0
		LOS:		F	F	F				F	A	F	A	F	F	F	C	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	>200.0	--	113.6	225.3	176.0	0.0	>200.0	--	--	--	>200.0	82.5	0.0	0.0	48.3	>200.0
		LOS:	F		F	F	F	A	F				F	F	A	A	D	F

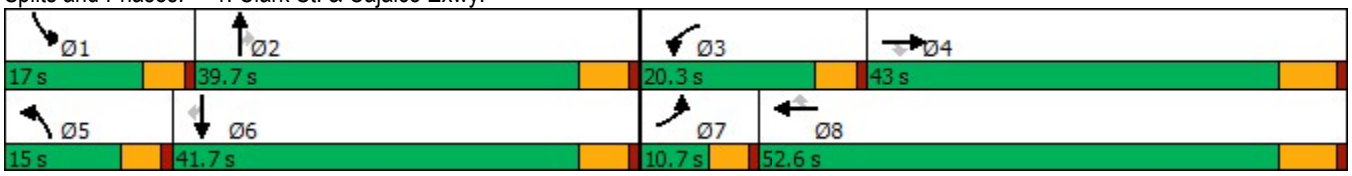
Table Appendix 7.1 Summary-PM

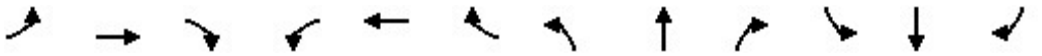
		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Clark St. & Cajalco Rd.	TS	Delay:	46.0	68.2	51.6	33.7	48.4	42.2	47.2	113.7	43.8	35.4	53.4	53.2	18.4	111.0	20.3	13.9
			LOS:	D	E	D	C	D	D	D	F	D	D	D	F	B	F	C	B
2	Day St. & Cajalco Rd.	TS	Delay:	41.0	35.4	>200.0	>200.0	37.7	0.0	41.3	35.1	0.0	35.8	48.9	0.0	>200.0	49.0	0.0	>200.0
			LOS:	D	D	F	F	D	A	D	D	A	D	D	A	F	D	A	F
3	Decker Rd. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.0	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	F	F														
4	Decker Rd. & Driveway 1		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
5	Decker Rd. & Driveway 2		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
6	Decker Rd. & Park Driveway		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
7	Seaton Av. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.1	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	F	F														
8	Seaton Av. & Driveway 3		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
9	Seaton Av. & Driveway 4		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
9	Seaton Av. & Driveway 4 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
10	Seaton Av. & Driveway 5		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
10	Seaton Av. & Driveway 5 - Without Driveway 3 Alternative		Delay:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:																
11	Harvill Av. & Cajalco Expressway	TS	Delay:	>200.0	>200.0	124.5	72.3	>200.0	47.5	>200.0	>200.0	35.9	34.4	82.0	151.5	39.5	>200.0	51.0	20.2
			LOS:	F	F	F	E	F	D	F	F	D	C	F	F	D	F	D	C
12	I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	>200.0	>200.0	>200.0	--	--	--	>200.0	0.0	93.1	0.0	>200.0	>200.0	>200.0	14.4	0.0
			LOS:		F	F	F				F	A	F	A	F	F	F	B	A
13	I-215 NB Ramps & Ramona Exwy.	TS	Delay:	>200.0	--	>200.0	>200.0	182.2	0.0	>200.0	--	--	--	>200.0	102.8	0.0	0.0	77.5	>200.0
			LOS:	F		F	F	F	A	F				F	F	A	A	F	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1109	145	228	1183	227	169	409	216	174	210	71
Future Volume (vph)	72	1109	145	228	1183	227	169	409	216	174	210	71
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	10.7	43.0	43.0	20.3	52.6	52.6	15.0	39.7	39.7	17.0	41.7	41.7
Total Split (%)	8.9%	35.8%	35.8%	16.9%	43.8%	43.8%	12.5%	33.1%	33.1%	14.2%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	36.9	36.9	15.7	46.5	46.5	9.4	30.7	30.7	12.4	33.7	33.7
Actuated g/C Ratio	0.05	0.32	0.32	0.13	0.40	0.40	0.08	0.26	0.26	0.11	0.29	0.29
v/c Ratio	0.82	1.04	0.26	1.01	0.88	0.33	0.64	0.88	0.43	0.97	0.41	0.13
Control Delay	109.1	78.5	6.9	110.8	41.8	9.3	63.4	60.7	14.6	111.7	36.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.1	78.5	6.9	110.8	41.8	9.3	63.4	60.7	14.6	111.7	36.1	0.5
LOS	F	E	A	F	D	A	E	E	B	F	D	A
Approach Delay		72.3			46.9			48.8			59.5	
Approach LOS		E			D			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1109	145	228	1183	227	169	409	216	174	210	71
Future Volume (veh/h)	72	1109	145	228	1183	227	169	409	216	174	210	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	1192	81	245	1272	126	182	440	124	187	226	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1156	516	247	1458	650	241	483	409	195	557	472
Arrive On Green	0.07	0.42	0.42	0.18	0.53	0.53	0.09	0.33	0.33	0.14	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	77	1192	81	245	1272	126	182	440	124	187	226	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.8	36.8	3.6	15.5	35.5	4.8	5.8	25.5	6.6	11.8	10.0	1.7
Cycle Q Clear(g_c), s	4.8	36.8	3.6	15.5	35.5	4.8	5.8	25.5	6.6	11.8	10.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	1156	516	247	1458	650	241	483	409	195	557	472
V/C Ratio(X)	0.80	1.03	0.16	0.99	0.87	0.19	0.76	0.91	0.30	0.96	0.41	0.08
Avail Cap(c_a), veh/h	96	1156	516	247	1458	650	318	567	481	195	600	509
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	33.5	23.8	47.2	24.7	17.4	51.4	37.2	30.9	49.1	28.2	25.6
Incr Delay (d2), s/veh	34.6	34.7	0.1	54.4	6.1	0.1	4.8	17.4	0.4	51.7	0.5	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	3.0	19.1	1.3	10.1	13.2	1.7	2.6	13.0	2.4	7.8	4.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	68.2	24.0	101.6	30.8	17.5	56.2	54.6	31.3	100.8	28.7	25.7
LnGrp LOS	F	F	C	F	C	B	E	D	C	F	C	C
Approach Vol, veh/h		1350			1643			746			451	
Approach Delay, s/veh		66.6			40.3			51.1			58.3	
Approach LOS		E			D			D			E	

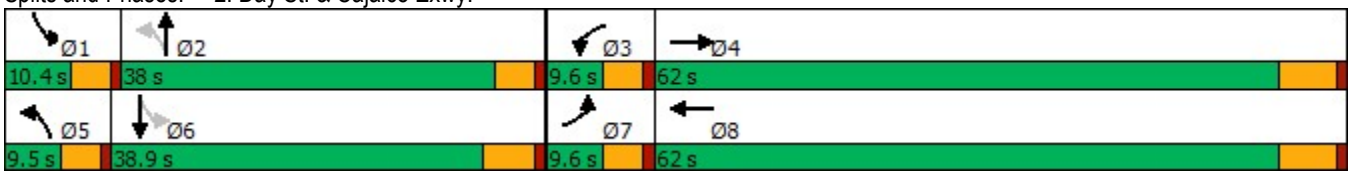
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.6	20.3	43.0	12.5	39.1	10.7	52.6
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	12.4	34.3	15.7	36.8	10.4	36.3	6.1	46.4
Max Q Clear Time (g_c+I1), s	13.8	27.5	17.5	38.8	7.8	12.0	6.8	37.5
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.1	1.3	0.0	5.3

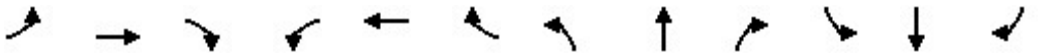
Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1538	8	1598	1	11	142	14
Future Volume (vph)	39	1538	8	1598	1	11	142	14
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.0	10.4	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	31.7%	8.7%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	60.0	5.1	56.4	14.4	11.6	19.4	17.1
Actuated g/C Ratio	0.06	0.65	0.06	0.61	0.16	0.13	0.21	0.18
v/c Ratio	0.42	1.31	0.08	1.54	0.00	0.20	0.55	0.19
Control Delay	59.1	168.0	47.9	267.9	29.0	19.0	40.6	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	168.0	47.9	267.9	29.0	19.0	40.6	15.4
LOS	E	F	D	F	C	B	D	B
Approach Delay		165.3		266.9		19.2		32.8
Approach LOS		F		F		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay: 204.3	Intersection LOS: F
Intersection Capacity Utilization 113.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1538	1	8	1598	83	1	11	35	142	14	49
Future Volume (veh/h)	39	1538	1	8	1598	83	1	11	35	142	14	49
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	41	1619	1	8	1682	81	1	12	14	149	15	43
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	63	1162	1	18	1055	51	207	75	88	301	67	192
Arrive On Green	0.03	0.61	0.61	0.01	0.59	0.59	0.00	0.09	0.09	0.06	0.15	0.15
Sat Flow, veh/h	1810	1899	1	1810	1798	87	1810	799	933	1810	434	1243
Grp Volume(v), veh/h	41	0	1620	8	0	1763	1	0	26	149	0	58
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	0	1884	1810	0	1732	1810	0	1676
Q Serve(g_s), s	2.1	0.0	58.2	0.4	0.0	55.8	0.0	0.0	1.3	5.9	0.0	2.9
Cycle Q Clear(g_c), s	2.1	0.0	58.2	0.4	0.0	55.8	0.0	0.0	1.3	5.9	0.0	2.9
Prop In Lane	1.00		0.00	1.00		0.05	1.00		0.54	1.00		0.74
Lane Grp Cap(c), veh/h	63	0	1162	18	0	1106	207	0	163	301	0	259
V/C Ratio(X)	0.65	0.00	1.39	0.44	0.00	1.59	0.00	0.00	0.16	0.50	0.00	0.22
Avail Cap(c_a), veh/h	95	0	1162	95	0	1106	299	0	607	301	0	584
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	0.0	18.4	46.8	0.0	19.6	38.9	0.0	39.6	35.6	0.0	35.2
Incr Delay (d2), s/veh	4.2	0.0	182.5	6.1	0.0	271.4	0.0	0.0	0.5	1.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	78.3	0.2	0.0	102.5	0.0	0.0	0.6	3.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	0.0	200.9	52.9	0.0	291.0	38.9	0.0	40.1	36.9	0.0	35.6
LnGrp LOS	D	A	F	D	A	F	D	A	D	D	A	D
Approach Vol, veh/h		1661			1771			27			207	
Approach Delay, s/veh		197.2			290.0			40.0			36.5	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	14.7	5.6	64.4	4.6	20.5	7.9	62.0
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.9	* 33	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	7.9	3.3	2.4	60.2	2.0	4.9	4.1	57.8
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		231.8
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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1710	16	23	1682	4	9	0	20	0	0	16
Future Vol, veh/h	4	1710	16	23	1682	4	9	0	20	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1781	17	24	1752	4	9	0	21	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1756	0	0	1798	0	0	3609	3602	1790	3610	3608	1754
Stage 1	-	-	-	-	-	-	1798	1798	-	1802	1802	-
Stage 2	-	-	-	-	-	-	1811	1804	-	1808	1806	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	361	-	-	348	-	-	~ 3	5	102	3	5	107
Stage 1	-	-	-	-	-	-	103	133	-	103	133	-
Stage 2	-	-	-	-	-	-	102	132	-	102	132	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	361	-	-	348	-	-	-	0	102	-	0	107
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	103	133	-	103	0	-
Stage 2	-	-	-	-	-	-	-	0	-	81	132	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	361	-	-	348	-	-	-
HCM Lane V/C Ratio	-	0.012	-	-	0.069	-	-	-
HCM Control Delay (s)	-	15.1	0	-	16.1	0	-	-
HCM Lane LOS	-	C	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	34.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1611	80	87	1626	15	67	8	49	7	4	23
Future Vol, veh/h	25	1611	80	87	1626	15	67	8	49	7	4	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	1696	84	92	1712	16	71	8	52	7	4	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1728	0	0	1780	0	0	3708	3702	1738	3716	3728	1712
Stage 1	-	-	-	-	-	-	1790	1790	-	1896	1896	-
Stage 2	-	-	-	-	-	-	1918	1912	-	1820	1832	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	370	-	-	354	-	-	~ 3	~ 5	109	~ 3	5	113
Stage 1	-	-	-	-	-	-	105	135	-	91	119	-
Stage 2	-	-	-	-	-	-	88	117	-	100	128	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	370	-	-	354	-	-	~ 2	~ 3	109	~ 1	~ 3	113
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	39	-	~ -96	20	-
Stage 1	-	-	-	-	-	-	98	126	-	85	88	-
Stage 2	-	-	-	-	-	-	~ 49	87	-	46	119	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	$ 994.3	
HCM LOS			F	-

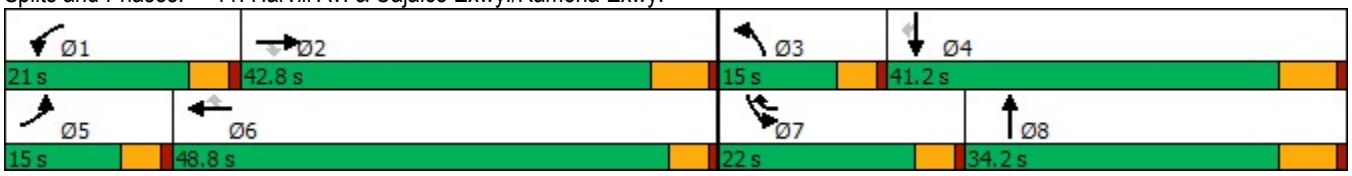
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	87	370	-	-	354	-	-	+	67
HCM Lane V/C Ratio	3.918	0.69	0.071	-	-	0.259	-	-	-	0.424
HCM Control Delay (s)	$ 1746.9	109.7	15.5	-	-	18.7	-	-	-	93.6
HCM Lane LOS	F	F	C	-	-	C	-	-	-	F
HCM 95th %tile Q(veh)	9.4	3.3	0.2	-	-	1	-	-	-	1.6

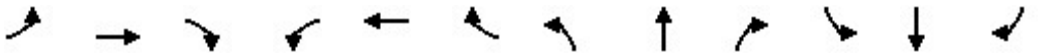
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	194	1134	335	669	1246	938	391	574	456	275	94
Future Volume (vph)	194	1134	335	669	1246	938	391	574	456	275	94
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	15.0	42.8	42.8	21.0	48.8	22.0	15.0	34.2	22.0	41.2	41.2
Total Split (%)	12.5%	35.7%	35.7%	17.5%	40.7%	18.3%	12.5%	28.5%	18.3%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.4	36.6	36.6	16.4	44.3	66.2	10.4	28.0	17.4	35.0	35.0
Actuated g/C Ratio	0.09	0.30	0.30	0.14	0.37	0.55	0.09	0.23	0.14	0.29	0.29
v/c Ratio	1.29	1.07	0.52	1.46	0.97	1.06	1.34	1.04	0.94	0.27	0.17
Control Delay	215.1	88.9	11.5	254.8	56.9	72.4	216.7	84.5	78.0	33.6	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	215.1	88.9	11.5	254.8	56.9	72.4	216.7	84.5	78.0	33.6	1.4
LOS	F	F	B	F	E	E	F	F	E	C	A
Approach Delay		88.1			108.4			126.1		54.5	
Approach LOS		F			F			F		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 99.8	Intersection LOS: F
Intersection Capacity Utilization 106.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1134	335	669	1246	938	391	574	276	456	275	94
Future Volume (veh/h)	194	1134	335	669	1246	938	391	574	276	456	275	94
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	202	1181	291	697	1298	913	407	598	270	475	286	92
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	155	1136	507	473	1314	816	300	556	251	502	1038	463
Arrive On Green	0.09	0.31	0.31	0.13	0.36	0.36	0.09	0.23	0.23	0.14	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2418	1091	3510	3610	1610
Grp Volume(v), veh/h	202	1181	291	697	1298	913	407	446	422	475	286	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1704	1755	1805	1610
Q Serve(g_s), s	10.4	38.3	18.4	16.4	43.5	44.3	10.4	28.0	28.0	16.3	7.5	5.3
Cycle Q Clear(g_c), s	10.4	38.3	18.4	16.4	43.5	44.3	10.4	28.0	28.0	16.3	7.5	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	155	1136	507	473	1314	816	300	415	392	502	1038	463
V/C Ratio(X)	1.31	1.04	0.57	1.47	0.99	1.12	1.36	1.07	1.08	0.95	0.28	0.20
Avail Cap(c_a), veh/h	155	1136	507	473	1314	816	300	415	392	502	1038	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	41.7	34.9	52.6	38.4	30.0	55.6	46.8	46.9	51.7	33.5	32.8
Incr Delay (d2), s/veh	176.6	37.5	1.6	224.3	21.8	69.3	180.8	65.6	67.2	27.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	22.0	7.1	21.7	21.9	37.1	12.0	19.5	18.6	8.8	3.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	232.2	79.2	36.5	276.9	60.3	99.3	236.4	112.4	114.1	78.6	33.7	33.0
LnGrp LOS	F	F	D	F	E	F	F	F	F	E	C	C
Approach Vol, veh/h		1674			2908			1275			853	
Approach Delay, s/veh		90.3			124.5			152.6			58.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	44.5	15.0	41.2	15.0	50.5	22.0	34.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	16.4	36.6	10.4	35.0	10.4	* 44	17.4	28.0
Max Q Clear Time (g_c+I1), s	18.4	40.3	12.4	9.5	12.4	46.3	18.3	30.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	112.9
HCM 6th LOS	F

Notes

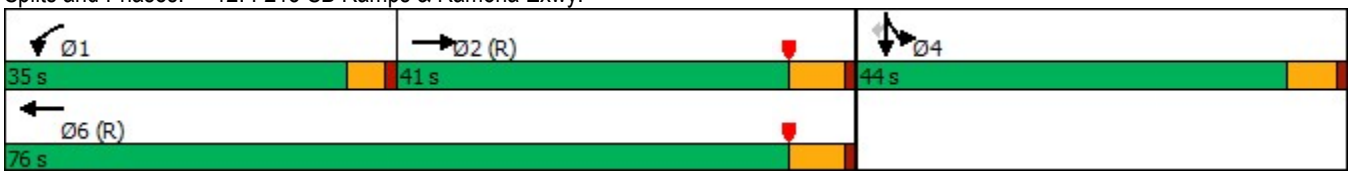
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

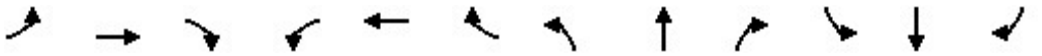
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1269	772	2026	1890	8	963
Future Volume (vph)	1269	772	2026	1890	8	963
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	41.0	35.0	76.0	44.0	44.0	44.0
Total Split (%)	34.2%	29.2%	63.3%	36.7%	36.7%	36.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	35.0	30.5	70.0	38.5	38.5	38.5
Actuated g/C Ratio	0.29	0.25	0.58	0.32	0.32	0.32
v/c Ratio	1.88	1.74	0.99	1.77	1.78	1.76
Control Delay	427.6	369.9	33.4	382.0	386.9	375.8
Queue Delay	0.1	0.2	39.5	14.2	14.2	0.0
Total Delay	427.7	370.1	72.8	396.2	401.1	375.8
LOS	F	F	E	F	F	F
Approach Delay	427.7		154.8		391.0	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.88
Intersection Signal Delay: 313.2 — Intersection LOS: F
Intersection Capacity Utilization 271.1% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1269	660	772	2026	0	0	0	0	1890	8	963
Future Volume (veh/h)	0	1269	660	772	2026	0	0	0	0	1890	8	963
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	1308	520	796	2089	0				1954	0	932
Peak Hour Factor	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
Cap, veh/h	0	747	282	460	2106	0				1161	0	517
Arrive On Green	0.00	0.29	0.29	0.25	0.58	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	2658	968	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	901	927	796	2089	0				1954	0	932
Grp Sat Flow(s),veh/h/ln	0	1805	1726	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	35.0	35.0	30.5	68.7	0.0				38.5	0.0	38.5
Cycle Q Clear(g_c), s	0.0	35.0	35.0	30.5	68.7	0.0				38.5	0.0	38.5
Prop In Lane	0.00		0.56	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	526	503	460	2106	0				1161	0	517
V/C Ratio(X)	0.00	1.71	1.84	1.73	0.99	0.00				1.68	0.00	1.80
Avail Cap(c_a), veh/h	0	526	503	460	2106	0				1161	0	517
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	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	42.5	42.5	44.7	24.7	0.0				40.8	0.0	40.8
Incr Delay (d2), s/veh	0.0	320.8	379.5	329.7	4.3	0.0				311.1	0.0	369.5
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	61.6	67.2	55.1	26.3	0.0				66.5	0.0	67.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	363.3	422.0	374.4	29.1	0.0				351.8	0.0	410.3
LnGrp LOS	A	F	F	F	C	A				F	A	F
Approach Vol, veh/h		1828			2885						2886	
Approach Delay, s/veh		393.1			124.3						370.7	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	35.0	41.0		44.0		76.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	30.5	35.0		38.5		70.0
Max Q Clear Time (g_c+I1), s	32.5	37.0		40.5		70.7
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	282.6
HCM 6th LOS	F

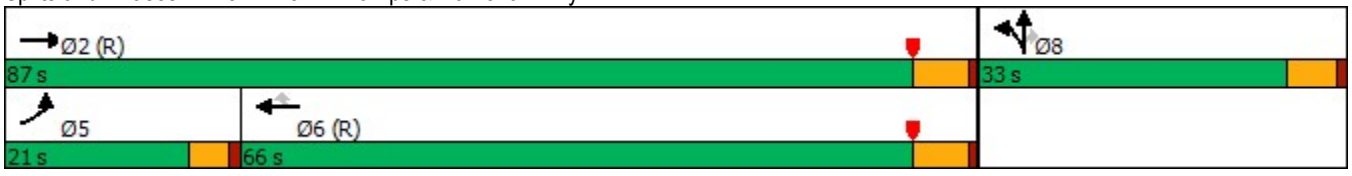
Notes

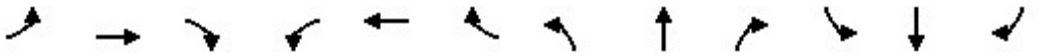
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	392	2766	1713	1641	987	31	708
Future Volume (vph)	392	2766	1713	1641	987	31	708
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	21.0	87.0	66.0	66.0	33.0	33.0	33.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	27.5%	27.5%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	16.5	81.0	60.0	60.0	27.5	27.5	27.5
Actuated g/C Ratio	0.14	0.68	0.50	0.50	0.23	0.23	0.23
v/c Ratio	1.65	1.18	0.99	1.58	1.33	1.36	1.75
Control Delay	327.8	112.3	48.6	284.8	203.8	213.1	374.0
Queue Delay	0.0	2.3	39.7	0.0	5.1	5.1	0.0
Total Delay	327.8	114.6	88.3	284.8	208.9	218.3	374.0
LOS	F	F	F	F	F	F	F
Approach Delay		141.0	184.4			279.5	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.75	
Intersection Signal Delay: 187.7	Intersection LOS: F
Intersection Capacity Utilization 271.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	2766	0	0	1713	1641	987	31	708	0	0	0
Future Volume (veh/h)	392	2766	0	0	1713	1641	987	31	708	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	408	2881	0	0	1784	1516	1051	0	595			
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	249	2437	0	0	1805	804	829	0	369			
Arrive On Green	0.28	1.00	0.00	0.00	0.50	0.50	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	408	2881	0	0	1784	1516	1051	0	595			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	16.5	81.0	0.0	0.0	58.6	60.0	27.5	0.0	27.5			
Cycle Q Clear(g_c), s	16.5	81.0	0.0	0.0	58.6	60.0	27.5	0.0	27.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	249	2437	0	0	1805	804	829	0	369			
V/C Ratio(X)	1.64	1.18	0.00	0.00	0.99	1.89	1.27	0.00	1.61			
Avail Cap(c_a), veh/h	249	2437	0	0	1805	804	829	0	369			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.5	0.0	0.0	0.0	29.7	30.0	46.3	0.0	46.2			
Incr Delay (d2), s/veh	289.6	82.5	0.0	0.0	18.6	403.6	129.8	0.0	287.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	25.9	27.9	0.0	0.0	27.4	110.8	26.8	0.0	40.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	333.1	82.5	0.0	0.0	48.3	433.6	176.0	0.0	334.2			
LnGrp LOS	F	F	A	A	D	F	F	A	F			
Approach Vol, veh/h		3289			3300			1646				
Approach Delay, s/veh		113.6			225.3			233.2				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		87.0			21.0	66.0		33.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		81.0			16.5	60.0		27.5				
Max Q Clear Time (g_c+I1), s		83.0			18.5	62.0		29.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	182.2
HCM 6th LOS	F

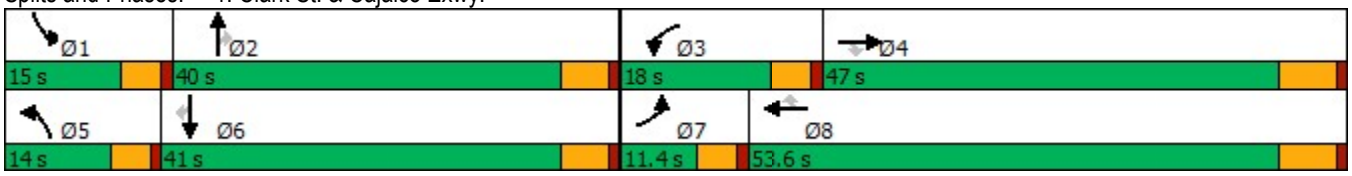
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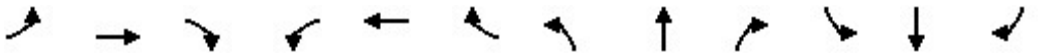
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1388	106	237	1173	164	168	156	202	180	256	69
Future Volume (vph)	58	1388	106	237	1173	164	168	156	202	180	256	69
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	11.4	47.0	47.0	18.0	53.6	53.6	14.0	40.0	40.0	15.0	41.0	41.0
Total Split (%)	9.5%	39.2%	39.2%	15.0%	44.7%	44.7%	11.7%	33.3%	33.3%	12.5%	34.2%	34.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	41.0	41.0	13.5	50.2	50.2	8.6	19.4	19.4	10.5	21.2	21.2
Actuated g/C Ratio	0.06	0.39	0.39	0.13	0.48	0.48	0.08	0.18	0.18	0.10	0.20	0.20
v/c Ratio	0.56	1.05	0.16	1.09	0.73	0.21	0.62	0.48	0.49	1.07	0.71	0.16
Control Delay	70.1	71.0	2.4	130.7	27.4	7.3	58.1	42.1	13.0	133.8	49.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	71.0	2.4	130.7	27.4	7.3	58.1	42.1	13.0	133.8	49.7	0.8
LOS	E	E	A	F	C	A	E	D	B	F	D	A
Approach Delay		66.3			40.8			36.0			73.0	
Approach LOS		E			D			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 53.6	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1388	106	237	1173	164	168	156	202	180	256	69
Future Volume (veh/h)	58	1388	106	237	1173	164	168	156	202	180	256	69
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	62	1477	74	252	1248	144	179	166	184	191	272	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1476	658	243	1800	803	246	274	233	189	339	287
Arrive On Green	0.04	0.41	0.41	0.13	0.50	0.50	0.07	0.14	0.14	0.10	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	62	1477	74	252	1248	144	179	166	184	191	272	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.4	40.8	2.8	13.4	26.4	4.9	5.0	8.2	11.0	10.4	13.7	3.3
Cycle Q Clear(g_c), s	3.4	40.8	2.8	13.4	26.4	4.9	5.0	8.2	11.0	10.4	13.7	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	1476	658	243	1800	803	246	274	233	189	339	287
V/C Ratio(X)	0.77	1.00	0.11	1.04	0.69	0.18	0.73	0.60	0.79	1.01	0.80	0.22
Avail Cap(c_a), veh/h	123	1476	658	243	1800	803	331	659	558	189	678	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	29.5	18.3	43.2	19.2	13.8	45.5	40.0	41.2	44.7	39.3	35.1
Incr Delay (d2), s/veh	6.2	23.7	0.1	67.8	1.2	0.1	3.0	2.1	6.0	69.0	4.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	20.6	1.0	10.3	9.9	1.6	2.2	3.9	4.5	8.1	6.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	53.2	18.4	111.0	20.3	13.9	48.4	42.2	47.2	113.7	43.8	35.4
LnGrp LOS	D	F	B	F	C	B	D	D	D	F	D	D
Approach Vol, veh/h		1613			1644			529			526	
Approach Delay, s/veh		51.6			33.7			46.0			68.2	
Approach LOS		D			C			D			E	

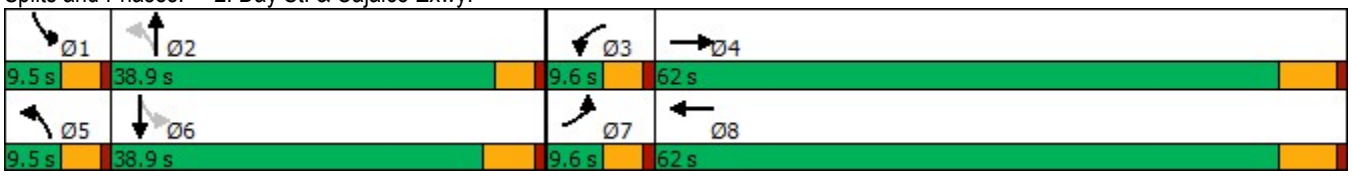
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	19.8	18.0	47.0	11.6	23.2	9.0	56.0
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	10.4	34.6	13.4	40.8	9.4	35.6	6.8	47.4
Max Q Clear Time (g_c+I1), s	12.4	13.0	15.4	42.8	7.0	15.7	5.4	28.4
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.1	1.6	0.0	8.5

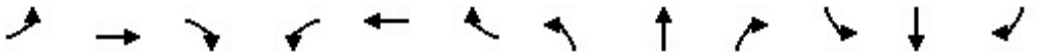
Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	1811	40	1623	5	12	71	15
Future Volume (vph)	37	1811	40	1623	5	12	71	15
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.9	9.5	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.4	5.1	56.4	16.0	12.0	18.7	16.5
Actuated g/C Ratio	0.06	0.61	0.06	0.61	0.17	0.13	0.20	0.18
v/c Ratio	0.38	1.61	0.41	1.50	0.02	0.40	0.31	0.14
Control Delay	57.1	299.0	58.6	248.9	29.2	13.5	34.1	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	299.0	58.6	248.9	29.2	13.5	34.1	18.2
LOS	E	F	E	F	C	B	C	B
Approach Delay		294.2		244.5		14.1		27.9
Approach LOS		F		F		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 254.4	Intersection LOS: F
Intersection Capacity Utilization 121.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1811	4	40	1623	57	5	12	111	71	15	31
Future Volume (veh/h)	37	1811	4	40	1623	57	5	12	111	71	15	31
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	38	1867	4	41	1673	57	5	12	55	73	15	25
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	61	1123	2	63	1085	37	228	30	137	248	91	152
Arrive On Green	0.03	0.59	0.59	0.03	0.59	0.59	0.01	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	1810	1895	4	1810	1827	62	1810	296	1359	1810	640	1067
Grp Volume(v), veh/h	38	0	1871	41	0	1730	5	0	67	73	0	40
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	0	1889	1810	0	1655	1810	0	1708
Q Serve(g_s), s	2.0	0.0	55.8	2.1	0.0	55.9	0.2	0.0	3.6	3.3	0.0	1.9
Cycle Q Clear(g_c), s	2.0	0.0	55.8	2.1	0.0	55.9	0.2	0.0	3.6	3.3	0.0	1.9
Prop In Lane	1.00		0.00	1.00		0.03	1.00		0.82	1.00		0.63
Lane Grp Cap(c), veh/h	61	0	1125	63	0	1122	228	0	166	248	0	243
V/C Ratio(X)	0.63	0.00	1.66	0.65	0.00	1.54	0.02	0.00	0.40	0.29	0.00	0.16
Avail Cap(c_a), veh/h	96	0	1125	96	0	1122	312	0	601	257	0	600
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	19.2	44.9	0.0	19.1	37.7	0.0	39.7	34.5	0.0	35.5
Incr Delay (d2), s/veh	3.9	0.0	302.2	4.1	0.0	248.4	0.0	0.0	1.6	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	113.5	1.0	0.0	96.4	0.1	0.0	1.5	1.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	0.0	321.4	49.0	0.0	267.5	37.7	0.0	41.3	35.1	0.0	35.8
LnGrp LOS	D	A	F	D	A	F	D	A	D	D	A	D
Approach Vol, veh/h		1909			1771			72			113	
Approach Delay, s/veh		315.9			262.5			41.0			35.4	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	15.3	7.9	62.0	5.1	19.2	7.7	62.1
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	5.3	5.6	4.1	57.8	2.2	3.9	4.0	57.9
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	278.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	2013	10	32	1726	6	15	0	39	0	0	7
Future Vol, veh/h	5	2013	10	32	1726	6	15	0	39	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	2075	10	33	1779	6	15	0	40	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1785	0	0	2085	0	0	3942	3941	2080	3958	3943	1782
Stage 1	-	-	-	-	-	-	2090	2090	-	1848	1848	-
Stage 2	-	-	-	-	-	-	1852	1851	-	2110	2095	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	352	-	-	269	-	-	~ 2	3	68	2	3	103
Stage 1	-	-	-	-	-	-	70	95	-	97	126	-
Stage 2	-	-	-	-	-	-	96	126	-	68	95	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	352	-	-	269	-	-	-	0	68	-	0	103
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	70	95	-	97	0	-
Stage 2	-	-	-	-	-	-	-	0	-	28	95	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	352	-	-	269	-	-	-
HCM Lane V/C Ratio	-	0.015	-	-	0.123	-	-	-
HCM Control Delay (s)	-	15.4	0	-	20.2	0	-	-
HCM Lane LOS	-	C	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1927	87	62	1713	21	47	12	96	7	5	15
Future Vol, veh/h	17	1927	87	62	1713	21	47	12	96	7	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	2028	92	65	1803	22	49	13	101	7	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1825	0	0	2120	0	0	4065	4065	2074	4100	4089	1803
Stage 1	-	-	-	-	-	-	2110	2110	-	1933	1933	-
Stage 2	-	-	-	-	-	-	1955	1955	-	2167	2156	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	340	-	-	261	-	-	~ 1	~ 3	~ 69	~ 1	~ 3	100
Stage 1	-	-	-	-	-	-	68	93	-	86	114	-
Stage 2	-	-	-	-	-	-	84	111	-	63	88	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	340	-	-	261	-	-	0	~ 2	~ 69	-	~ 2	100
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 19	35	-	~ -287	14	-
Stage 1	-	-	-	-	-	-	64	88	-	81	86	-
Stage 2	-	-	-	-	-	-	50	83	-	-	83	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.8	$ 723.8	
HCM LOS			F	-

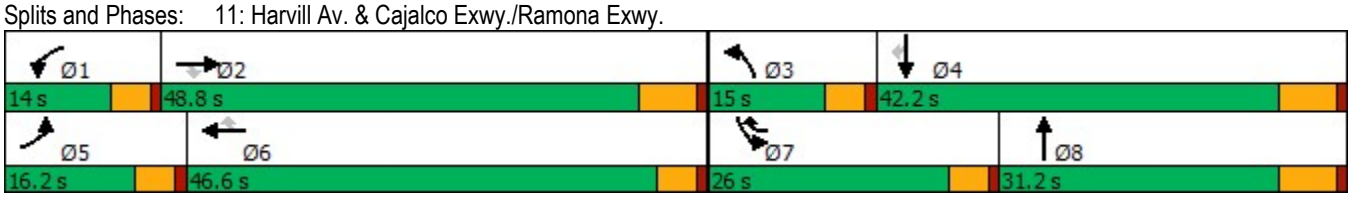
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	19	62	340	-	-	261	-	-	-	39
HCM Lane V/C Ratio	2.604	1.834	0.053	-	-	0.25	-	-	-	0.54
HCM Control Delay (s)	$ 1148.8	$ 538.9	16.2	-	-	23.3	-	-	-	175.8
HCM Lane LOS	F	F	C	-	-	C	-	-	-	F
HCM 95th %tile Q(veh)	6.6	10.5	0.2	-	-	1	-	-	-	1.9

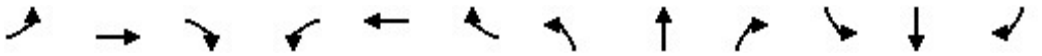
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	141	1570	525	345	1133	511	396	235	1060	562	206
Future Volume (vph)	141	1570	525	345	1133	511	396	235	1060	562	206
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	16.2	48.8	48.8	14.0	46.6	26.0	15.0	31.2	26.0	42.2	42.2
Total Split (%)	13.5%	40.7%	40.7%	11.7%	38.8%	21.7%	12.5%	26.0%	21.7%	35.2%	35.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.2	42.6	42.6	9.4	42.5	68.4	10.4	25.0	21.4	36.0	36.0
Actuated g/C Ratio	0.09	0.36	0.36	0.08	0.35	0.57	0.09	0.21	0.18	0.30	0.30
v/c Ratio	0.86	1.25	0.71	1.28	0.91	0.51	1.33	1.33dr	1.73	0.53	0.34
Control Delay	93.5	153.7	21.7	196.8	48.1	10.6	212.9	90.9	368.0	37.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.5	153.7	21.7	196.8	48.1	10.6	212.9	90.9	368.0	37.1	8.7
LOS	F	F	C	F	D	B	F	F	F	D	A
Approach Delay		118.9			64.2			130.2		225.9	
Approach LOS		F			E			F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.73	
Intersection Signal Delay: 132.7	Intersection LOS: F
Intersection Capacity Utilization 127.4%	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: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1570	525	345	1133	511	396	235	600	1060	562	206
Future Volume (veh/h)	141	1570	525	345	1133	511	396	235	600	1060	562	206
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	144	1602	435	352	1156	458	404	240	574	1082	573	195
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1297	578	273	1238	837	302	374	333	622	1076	480
Arrive On Green	0.09	0.36	0.36	0.08	0.34	0.34	0.09	0.21	0.21	0.18	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1805	1610	3510	3610	1610
Grp Volume(v), veh/h	144	1602	435	352	1156	458	404	240	574	1082	573	195
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	9.5	43.4	28.7	9.4	37.4	23.0	10.4	14.7	25.0	21.4	16.0	11.7
Cycle Q Clear(g_c), s	9.5	43.4	28.7	9.4	37.4	23.0	10.4	14.7	25.0	21.4	16.0	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	1297	578	273	1238	837	302	374	333	622	1076	480
V/C Ratio(X)	0.85	1.24	0.75	1.29	0.93	0.55	1.34	0.64	1.72	1.74	0.53	0.41
Avail Cap(c_a), veh/h	174	1297	578	273	1258	846	302	374	333	622	1076	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	38.7	34.0	55.7	38.4	19.4	55.2	43.8	47.9	49.7	35.4	33.9
Incr Delay (d2), s/veh	28.2	112.8	5.5	154.5	12.6	0.7	172.3	3.7	337.5	339.5	0.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	38.3	11.4	9.9	17.7	8.1	11.7	6.7	40.8	38.3	6.8	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.0	151.5	39.5	210.2	51.0	20.2	227.5	47.5	385.4	389.2	35.9	34.4
LnGrp LOS	F	F	D	F	D	C	F	D	F	F	D	C
Approach Vol, veh/h		2181			1966			1218			1850	
Approach Delay, s/veh		124.5			72.3			266.4			242.4	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	49.6	15.0	42.2	16.0	47.6	26.0	31.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	9.4	42.6	10.4	36.0	11.6	* 42	21.4	25.0
Max Q Clear Time (g_c+I1), s	11.4	45.4	12.4	18.0	11.5	39.4	23.4	27.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.8	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	164.5
HCM 6th LOS	F

Notes

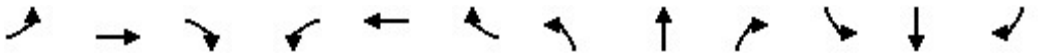
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2054	955	1572	1946	2	455
Future Volume (vph)	2054	955	1572	1946	2	455
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	34.0	83.0	37.0	37.0	37.0
Total Split (%)	40.8%	28.3%	69.2%	30.8%	30.8%	30.8%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	43.0	29.5	77.0	31.5	31.5	31.5
Actuated g/C Ratio	0.36	0.25	0.64	0.26	0.26	0.26
v/c Ratio	2.63	2.27	0.71	2.28	2.28	1.01
Control Delay	755.1	600.5	20.1	604.4	606.3	82.2
Queue Delay	1.6	0.0	48.1	17.5	17.5	0.0
Total Delay	756.7	600.5	68.2	621.8	623.8	82.2
LOS	F	F	E	F	F	F
Approach Delay	756.7		269.3		520.4	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.63	
Intersection Signal Delay: 536.0	Intersection LOS: F
Intersection Capacity Utilization 321.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2054	1169	955	1572	0	0	0	0	1946	2	455
Future Volume (veh/h)	0	2054	1169	955	1572	0	0	0	0	1946	2	455
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	2162	1127	1005	1655	0				2049	0	431
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	848	406	445	2316	0				950	0	423
Arrive On Green	0.00	0.36	0.36	0.25	0.64	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	2463	1133	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1602	1687	1005	1655	0				2049	0	431
Grp Sat Flow(s),veh/h/ln	0	1805	1696	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	43.0	43.0	29.5	36.4	0.0				31.5	0.0	31.5
Cycle Q Clear(g_c), s	0.0	43.0	43.0	29.5	36.4	0.0				31.5	0.0	31.5
Prop In Lane	0.00		0.67	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	647	608	445	2316	0				950	0	423
V/C Ratio(X)	0.00	2.48	2.78	2.26	0.71	0.00				2.16	0.00	1.02
Avail Cap(c_a), veh/h	0	647	608	445	2316	0				950	0	423
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	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.5	38.5	45.3	14.2	0.0				44.3	0.0	44.3
Incr Delay (d2), s/veh	0.0	665.2	799.3	567.3	0.2	0.0				524.1	0.0	48.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	137.3	151.6	82.7	12.5	0.0				82.7	0.0	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	703.7	837.8	612.6	14.4	0.0				568.3	0.0	93.1
LnGrp LOS	A	F	F	F	B	A				F	A	F
Approach Vol, veh/h		3289			2660						2480	
Approach Delay, s/veh		772.5			240.4						485.7	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	34.0	49.0		37.0		83.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	29.5	43.0		31.5		77.0
Max Q Clear Time (g_c+I1), s	31.5	45.0		33.5		38.4
Green Ext Time (p_c), s	0.0	0.0		0.0		9.6

Intersection Summary		
HCM 6th Ctrl Delay		520.2
HCM 6th LOS		F

Notes

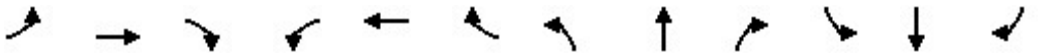
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	879	3120	1774	1920	752	0	713
Future Volume (vph)	879	3120	1774	1920	752	0	713
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	31.0	94.0	63.0	63.0	26.0	26.0	26.0
Total Split (%)	25.8%	78.3%	52.5%	52.5%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	26.5	88.0	57.0	57.0	20.5	20.5	20.5
Actuated g/C Ratio	0.22	0.73	0.48	0.48	0.17	0.17	0.17
v/c Ratio	2.30	1.23	1.08	1.99	1.34	1.34	2.24
Control Delay	612.4	129.4	77.4	469.1	213.0	214.4	589.4
Queue Delay	0.2	2.5	10.3	0.0	2.2	2.2	0.0
Total Delay	612.7	131.9	87.7	469.1	215.2	216.6	589.4
LOS	F	F	F	F	F	F	F
Approach Delay		237.6	286.0			397.8	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.30	
Intersection Signal Delay: 282.7	Intersection LOS: F
Intersection Capacity Utilization 321.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	879	3120	0	0	1774	1920	752	0	713	0	0	0
Future Volume (veh/h)	879	3120	0	0	1774	1920	752	0	713	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	916	3250	0	0	1848	1808	783	0	593			
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	400	2647	0	0	1715	763	618	0	275			
Arrive On Green	0.44	1.00	0.00	0.00	0.47	0.47	0.17	0.00	0.17			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	916	3250	0	0	1848	1808	783	0	593			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	26.5	88.0	0.0	0.0	57.0	57.0	20.5	0.0	20.5			
Cycle Q Clear(g_c), s	26.5	88.0	0.0	0.0	57.0	57.0	20.5	0.0	20.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	400	2647	0	0	1715	763	618	0	275			
V/C Ratio(X)	2.29	1.23	0.00	0.00	1.08	2.37	1.27	0.00	2.16			
Avail Cap(c_a), veh/h	400	2647	0	0	1715	763	618	0	275			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.5	0.0	0.0	0.0	31.5	31.5	49.8	0.0	49.8			
Incr Delay (d2), s/veh	582.2	102.8	0.0	0.0	46.0	619.8	132.4	0.0	532.0			
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	72.5	37.8	0.0	0.0	33.3	151.4	20.3	0.0	48.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	615.7	102.8	0.0	0.0	77.5	651.3	182.2	0.0	581.8			
LnGrp LOS	F	F	A	A	F	F	F	A	F			
Approach Vol, veh/h		4166			3656			1376				
Approach Delay, s/veh		215.6			361.3			354.4				
Approach LOS		F			F			F				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		94.0			31.0	63.0		26.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		88.0			26.5	57.0		20.5				
Max Q Clear Time (g_c+I1), s		90.0			28.5	59.0		22.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			294.3									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX 7.2: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Table Appendix 7.2 Summary-AM

		Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Clark St. & Cajalco Rd.	TS	Delay:	52.0	60.8	69.7	40.9	56.6	56.0	31.7	105.9	29.0	26.0	88.9	71.5	23.8	105.1	31.0	17.4
			LOS:	D	E	E	D	E	E	C	F	C	C	F	F	C	F	C	B
2	Day St. & Cajalco Rd.	TS	Delay:	39.9	37.0	>200.0	>200.0	38.8	0.0	39.9	37.4	0.0	35.7	49.3	0.0	>200.0	52.8	0.0	>200.0
			LOS:	D	D	F	F	D	A	D	D	A	D	D	A	F	D	A	F
3	Decker Rd. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.0	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	F	F														
4	Decker Rd. & Driveway 1	CSS	Delay:	0.0	1.8	--	8.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:				A												
5	Decker Rd. & Driveway 2	CSS	Delay:	0.0	2.3	--	8.5	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:				A												
6	Decker Rd. & Park Driveway	RB	Delay:	2.8	2.8	2.8	2.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	A	A	A	A												
7	Seaton Av. & Cajalco Rd.	CSS	Delay:	>100.0	18.7	0.2	1.7	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:	F	C														
8	Seaton Av. & Driveway 3	CSS	Delay:	0.0	0.0	9.4	--	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			A													
9	Seaton Av. & Driveway 4	CSS	Delay:	0.8	0.3	11.1	9.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
9	Seaton Av. & Driveway 4 - Without Driveway 3 Alternative	CSS	Delay:	0.8	0.2	11.2	9.0	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
10	Seaton Av. & Driveway 5	CSS	Delay:	1.7	0.6	11.5	8.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
10	Seaton Av. & Driveway 5 - Without Driveway 3 Alternative	CSS	Delay:	1.7	0.6	11.3	8.8	--	--	--	--	--	--	--	--	--	--	--	--
			LOS:			B	A												
11	Harvill Av. & Cajalco Expressway	TS	Delay:	149.8	63.4	97.5	129.5	>200.0	104.6	106.3	87.8	33.7	33.2	>200.0	87.5	36.6	276.9	70.8	103.9
			LOS:	F	E	F	F	F	F	F	F	C	C	F	F	D	F	F	F
12	I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	>200.0	>200.0	125.3	--	--	--	>200.0	0.0	>200.0	0.0	>200.0	>200.0	>200.0	31.4	0.0
			LOS:		F	F	F				F	A	F	A	F	F	F	F	A
13	I-215 NB Ramps & Ramona Exwy.	TS	Delay:	>200.0	--	>200.0	>200.0	185.3	0.0	>200.0	--	--	--	>200.0	82.8	0.0	0.0	53.8	>200.0
			LOS:	F		F	F	F	A	F				F	F	A	A	F	F

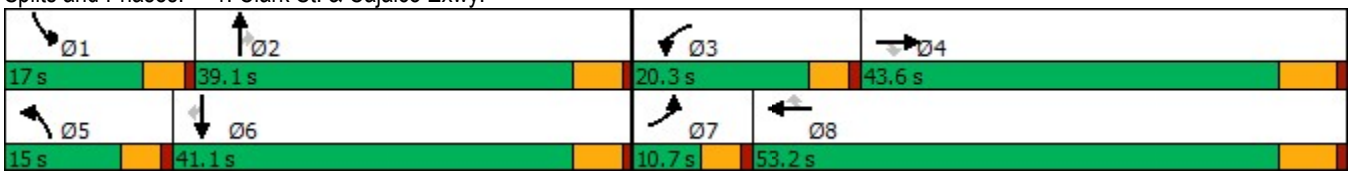
Table Appendix 7.2 Summary-PM

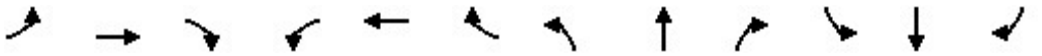
	Traffic Control [2]	Type	Approach Delay [1] and LOS NB	SB	EB	WB	Movement Delay [1] and LOS NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 Clark St. & Cajalco Rd.	TS	Delay:	46.0	69.5	54.8	34.8	48.5	42.1	47.2	117.1	43.6	35.4	53.5	56.7	18.4	116.4	20.9	14.0
		LOS:	D	E	D	C	D	D	D	F	D	D	D	F	B	F	C	B
2 Day St. & Cajalco Rd.	TS	Delay:	41.1	35.3	>200.0	>200.0	37.7	0.0	41.3	35.1	0.0	35.8	48.9	0.0	>200.0	49.0	0.0	>200.0
		LOS:	D	D	F	F	D	A	D	D	A	D	D	A	F	D	A	F
3 Decker Rd. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.0	0.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	F														
4 Decker Rd. & Driveway 1	CSS	Delay:	0.0	0.7	--	8.8	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
5 Decker Rd. & Driveway 2	CSS	Delay:	0.0	0.8	--	8.7	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:				A												
6 Decker Rd. & Park Driveway	RB	Delay:	2.9	3.0	2.9	2.9	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	A	A	A	A												
7 Seaton Av. & Cajalco Rd.	CSS	Delay:	>100.0	>100.0	0.2	1.4	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:	F	F														
8 Seaton Av. & Driveway 3	CSS	Delay:	0.0	0.0	9.3	--	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			A													
9 Seaton Av. & Driveway 4	CSS	Delay:	0.3	0.2	11.9	9.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
9 Seaton Av. & Driveway 4 - Without Driveway 3 Alternative	CSS	Delay:	0.3	0.2	11.9	9.5	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5	CSS	Delay:	2.2	0.3	11.9	8.8	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
10 Seaton Av. & Driveway 5 - Without Driveway 3 Alternative	CSS	Delay:	2.2	0.3	11.9	8.8	--	--	--	--	--	--	--	--	--	--	--	--
		LOS:			B	A												
11 Harvill Av. & Cajalco Expressway	TS	Delay:	>200.0	>200.0	146.5	66.1	>200.0	46.9	>200.0	>200.0	35.4	34.2	>200.0	168.6	39.0	>200.0	43.3	18.1
		LOS:	F	F	F	E	F	D	F	F	D	C	F	F	D	F	D	B
12 I-215 SB Ramps & Ramona Exwy.	TS	Delay:	--	>200.0	>200.0	>200.0	--	--	--	>200.0	0.0	123.1	0.0	>200.0	>200.0	>200.0	13.9	0.0
		LOS:		F	F	F				F	A	F	A	F	F	F	B	A
13 I-215 NB Ramps & Ramona Exwy.	TS	Delay:	>200.0	--	>200.0	>200.0	>200.0	0.0	>200.0	--	--	--	>200.0	97.6	0.0	0.0	78.4	>200.0
		LOS:	F		F	F	F	A	F				F	F	A	A	F	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1133	145	229	1197	228	169	409	219	176	210	71
Future Volume (vph)	72	1133	145	229	1197	228	169	409	219	176	210	71
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	10.7	43.6	43.6	20.3	53.2	53.2	15.0	39.1	39.1	17.0	41.1	41.1
Total Split (%)	8.9%	36.3%	36.3%	16.9%	44.3%	44.3%	12.5%	32.6%	32.6%	14.2%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	37.5	37.5	15.7	47.1	47.1	9.4	30.6	30.6	12.4	33.5	33.5
Actuated g/C Ratio	0.05	0.32	0.32	0.13	0.40	0.40	0.08	0.26	0.26	0.11	0.29	0.29
v/c Ratio	0.82	1.05	0.25	1.02	0.89	0.33	0.65	0.89	0.44	0.99	0.42	0.13
Control Delay	110.0	81.1	6.8	112.7	41.8	9.3	63.7	62.3	15.2	115.8	36.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.0	81.1	6.8	112.7	41.8	9.3	63.7	62.3	15.2	115.8	36.5	0.5
LOS	F	F	A	F	D	A	E	E	B	F	D	A
Approach Delay		74.6			47.1			49.6			61.5	
Approach LOS		E			D			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 57.8	Intersection LOS: E
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1133	145	229	1197	228	169	409	219	176	210	71
Future Volume (veh/h)	72	1133	145	229	1197	228	169	409	219	176	210	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	1218	81	246	1287	127	182	440	127	189	226	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1169	521	246	1469	655	240	481	407	194	555	470
Arrive On Green	0.07	0.42	0.42	0.18	0.53	0.53	0.09	0.33	0.33	0.14	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	77	1218	81	246	1287	127	182	440	127	189	226	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.8	37.4	3.6	15.7	36.2	4.8	5.9	25.7	6.8	12.0	10.1	1.7
Cycle Q Clear(g_c), s	4.8	37.4	3.6	15.7	36.2	4.8	5.9	25.7	6.8	12.0	10.1	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	1169	521	246	1469	655	240	481	407	194	555	470
V/C Ratio(X)	0.81	1.04	0.16	1.00	0.88	0.19	0.76	0.92	0.31	0.97	0.41	0.08
Avail Cap(c_a), veh/h	96	1169	521	246	1469	655	316	554	470	194	587	498
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	33.5	23.7	47.6	24.7	17.3	51.7	37.6	31.2	49.5	28.5	25.9
Incr Delay (d2), s/veh	35.7	38.0	0.1	57.5	6.3	0.1	4.9	18.4	0.4	56.4	0.5	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	3.0	20.0	1.3	10.4	13.5	1.7	2.7	13.3	2.5	8.2	4.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.9	71.5	23.8	105.1	31.0	17.4	56.6	56.0	31.7	105.9	29.0	26.0
LnGrp LOS	F	F	C	F	C	B	E	E	C	F	C	C
Approach Vol, veh/h		1376			1660			749			453	
Approach Delay, s/veh		69.7			40.9			52.0			60.8	
Approach LOS		E			D			D			E	

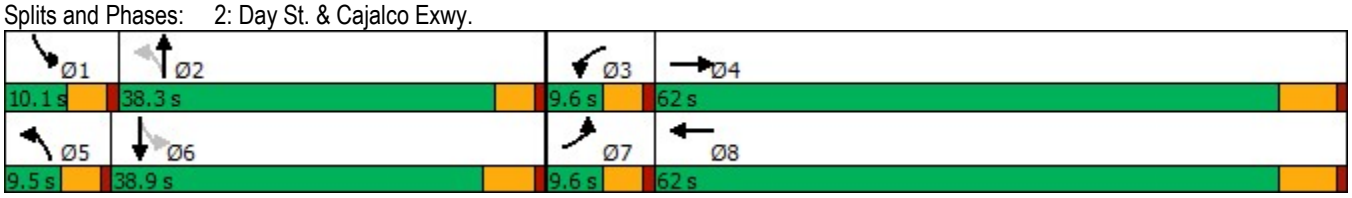
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.6	20.3	43.6	12.5	39.1	10.7	53.2
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	12.4	33.7	15.7	37.4	10.4	35.7	6.1	47.0
Max Q Clear Time (g_c+I1), s	14.0	27.7	17.7	39.4	7.9	12.1	6.8	38.2
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.1	1.3	0.0	5.4

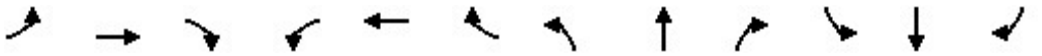
Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1565	8	1614	1	11	143	14
Future Volume (vph)	39	1565	8	1614	1	11	143	14
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.3	10.1	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	31.9%	8.4%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	60.1	5.1	56.4	14.4	11.6	19.2	16.9
Actuated g/C Ratio	0.06	0.65	0.06	0.61	0.16	0.13	0.21	0.18
v/c Ratio	0.42	1.34	0.08	1.55	0.00	0.20	0.57	0.19
Control Delay	59.0	176.7	47.8	273.1	29.0	18.9	41.6	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	176.7	47.8	273.1	29.0	18.9	41.6	15.4
LOS	E	F	D	F	C	B	D	B
Approach Delay		173.8		272.1		19.1		33.5
Approach LOS		F		F		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 210.6	Intersection LOS: F
Intersection Capacity Utilization 114.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1565	1	8	1614	83	1	11	35	143	14	49
Future Volume (veh/h)	39	1565	1	8	1614	83	1	11	35	143	14	49
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	41	1647	1	8	1699	81	1	12	14	151	15	43
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	63	1165	1	18	1060	51	207	75	88	296	66	189
Arrive On Green	0.03	0.61	0.61	0.01	0.59	0.59	0.00	0.09	0.09	0.06	0.15	0.15
Sat Flow, veh/h	1810	1899	1	1810	1799	86	1810	799	933	1810	434	1243
Grp Volume(v), veh/h	41	0	1648	8	0	1780	1	0	26	151	0	58
Grp Sat Flow(s),veh/h/ln	1810	0	1900	1810	0	1885	1810	0	1732	1810	0	1676
Q Serve(g_s), s	2.1	0.0	58.2	0.4	0.0	55.8	0.0	0.0	1.3	5.6	0.0	2.9
Cycle Q Clear(g_c), s	2.1	0.0	58.2	0.4	0.0	55.8	0.0	0.0	1.3	5.6	0.0	2.9
Prop In Lane	1.00		0.00	1.00		0.05	1.00		0.54	1.00		0.74
Lane Grp Cap(c), veh/h	63	0	1166	18	0	1110	207	0	163	296	0	255
V/C Ratio(X)	0.65	0.00	1.41	0.44	0.00	1.60	0.00	0.00	0.16	0.51	0.00	0.23
Avail Cap(c_a), veh/h	96	0	1166	96	0	1110	300	0	614	296	0	586
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	18.3	46.6	0.0	19.5	38.8	0.0	39.4	36.0	0.0	35.3
Incr Delay (d2), s/veh	4.2	0.0	191.1	6.1	0.0	275.8	0.0	0.0	0.5	1.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	81.1	0.2	0.0	104.1	0.0	0.0	0.6	3.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	209.3	52.8	0.0	295.3	38.8	0.0	39.9	37.4	0.0	35.7
LnGrp LOS	D	A	F	D	A	F	D	A	D	D	A	D
Approach Vol, veh/h		1689			1788			27			209	
Approach Delay, s/veh		205.5			294.2			39.9			37.0	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	14.7	5.5	64.4	4.6	20.2	7.9	62.0
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.6	* 34	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	7.6	3.3	2.4	60.2	2.0	4.9	4.1	57.8
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	237.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1728	26	44	1693	4	13	0	35	0	0	16
Future Vol, veh/h	4	1728	26	44	1693	4	13	0	35	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1800	27	46	1764	4	14	0	36	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1768	0	0	1827	0	0	3689	3682	1814	3698	3693	1766
Stage 1	-	-	-	-	-	-	1822	1822	-	1858	1858	-
Stage 2	-	-	-	-	-	-	1867	1860	-	1840	1835	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	357	-	-	339	-	-	~ 3	5	98	3	5	105
Stage 1	-	-	-	-	-	-	100	130	-	95	125	-
Stage 2	-	-	-	-	-	-	94	124	-	98	128	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	357	-	-	339	-	-	-	0	98	-	0	105
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	100	130	-	95	0	-
Stage 2	-	-	-	-	-	-	-	0	-	62	128	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	357	-	-	339	-	-	-
HCM Lane V/C Ratio	-	0.012	-	-	0.135	-	-	-
HCM Control Delay (s)	-	15.2	0	-	17.3	0	-	-
HCM Lane LOS	-	C	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0.5	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	44	0	17	53
Future Vol, veh/h	0	4	44	0	17	53
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	-	-	-	100	-
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	0	4	48	0	18	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	142	48	0	0	48	0
Stage 1	48	-	-	-	-	-
Stage 2	94	-	-	-	-	-
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	856	1027	-	-	1572	-
Stage 1	980	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	847	1027	-	-	1572	-
Mov Cap-2 Maneuver	847	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1027	1572	-
HCM Lane V/C Ratio	-	-	0.004	0.012	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	40	0	17	36
Future Vol, veh/h	0	4	40	0	17	36
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	-	-	-	100	-
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	0	4	43	0	18	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	118	43	0	0	43	0
Stage 1	43	-	-	-	-	-
Stage 2	75	-	-	-	-	-
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	883	1033	-	-	1579	-
Stage 1	985	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1033	-	-	1579	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	1579	-
HCM Lane V/C Ratio	-	-	0.004	0.012	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	2.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	12	23	42
Demand Flow Rate, veh/h	12	12	23	42
Vehicles Circulating, veh/h	30	35	24	0
Vehicles Exiting, veh/h	12	12	18	47
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.8	2.8	2.8	2.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	12	12	23	42
Cap Entry Lane, veh/h	1338	1331	1346	1380
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	12	12	23	42
Cap Entry, veh/h	1338	1331	1346	1380
V/C Ratio	0.009	0.009	0.017	0.030
Control Delay, s/veh	2.8	2.8	2.8	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	236.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	1624	100	133	1645	15	80	8	72	7	6	24
Future Vol, veh/h	26	1624	100	133	1645	15	80	8	72	7	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	1709	105	140	1732	16	84	8	76	7	6	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1748	0	0	1814	0	0	3852	3844	1762	3870	3880	1732
Stage 1	-	-	-	-	-	-	1816	1816	-	2012	2012	-
Stage 2	-	-	-	-	-	-	2036	2028	-	1858	1868	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	364	-	-	343	-	-	~ 2	~ 4	106	~ 2	~ 4	110
Stage 1	-	-	-	-	-	-	101	131	-	77	104	-
Stage 2	-	-	-	-	-	-	~ 75	102	-	95	123	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	364	-	-	343	-	-	~ 1	~ 2	106	0	~ 2	110
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	24	-	165	~ -46	-
Stage 1	-	-	-	-	-	-	94	121	-	71	62	-
Stage 2	-	-	-	-	-	-	~ 31	60	-	23	114	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.7	$ 5502.6	18.7
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	4	79	364	-	-	343	-	-	165	342
HCM Lane V/C Ratio	21.053	1.066	0.075	-	-	0.408	-	-	0.045	0.092
HCM Control Delay (s)	$ 10791.1	214	15.7	-	-	22.5	-	-	27.8	16.6
HCM Lane LOS	F	F	C	-	-	C	-	-	D	C
HCM 95th %tile Q(veh)	12.5	6	0.2	-	-	1.9	-	-	0.1	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	160	169	50
Future Vol, veh/h	0	15	0	160	169	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	16	0	174	184	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	211	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	834	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	834	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	834	-	-
HCM Lane V/C Ratio	-	0.02	-	-
HCM Control Delay (s)	-	9.4	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	4	0	0	3	17	144	1	7	152	42
Future Vol, veh/h	13	0	4	0	0	3	17	144	1	7	152	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	4	0	0	3	18	157	1	8	165	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	399	398	188	400	421	158	211	0	0	158	0	0
Stage 1	204	204	-	194	194	-	-	-	-	-	-	-
Stage 2	195	194	-	206	227	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	565	543	859	564	527	893	1372	-	-	1434	-	-
Stage 1	803	737	-	812	744	-	-	-	-	-	-	-
Stage 2	811	744	-	801	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	555	533	859	553	517	893	1372	-	-	1434	-	-
Mov Cap-2 Maneuver	555	533	-	553	517	-	-	-	-	-	-	-
Stage 1	793	733	-	801	734	-	-	-	-	-	-	-
Stage 2	797	734	-	792	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	9	0.8	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	605	893	1434	-	-
HCM Lane V/C Ratio	0.013	-	-	0.031	0.004	0.005	-	-
HCM Control Delay (s)	7.7	-	-	11.1	9	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	13	0	6	0	0	3	17	144	1	7	165	67
Future Vol, veh/h	13	0	6	0	0	3	17	144	1	7	165	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	0	7	0	0	3	18	157	1	8	179	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	427	426	216	429	462	158	252	0	0	158	0	0
Stage 1	232	232	-	194	194	-	-	-	-	-	-	-
Stage 2	195	194	-	235	268	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	541	524	829	540	500	893	1325	-	-	1434	-	-
Stage 1	775	716	-	812	744	-	-	-	-	-	-	-
Stage 2	811	744	-	773	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	514	829	528	490	893	1325	-	-	1434	-	-
Mov Cap-2 Maneuver	531	514	-	528	490	-	-	-	-	-	-	-
Stage 1	764	712	-	801	734	-	-	-	-	-	-	-
Stage 2	797	734	-	763	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	9	0.8	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1325	-	-	599	893	1434	-	-
HCM Lane V/C Ratio	0.014	-	-	0.034	0.004	0.005	-	-
HCM Control Delay (s)	7.8	-	-	11.2	9	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↱			↱	
Traffic Vol, veh/h	59	0	6	0	0	8	29	96	1	13	99	46
Future Vol, veh/h	59	0	6	0	0	8	29	96	1	13	99	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	0	7	0	0	9	32	104	1	14	108	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	334	330	133	334	355	105	158	0	0	105	0	0
Stage 1	161	161	-	169	169	-	-	-	-	-	-	-
Stage 2	173	169	-	165	186	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	623	592	922	623	574	955	1434	-	-	1499	-	-
Stage 1	846	769	-	838	763	-	-	-	-	-	-	-
Stage 2	834	763	-	842	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	602	574	922	604	556	955	1434	-	-	1499	-	-
Mov Cap-2 Maneuver	602	574	-	604	556	-	-	-	-	-	-	-
Stage 1	827	762	-	820	746	-	-	-	-	-	-	-
Stage 2	808	746	-	828	743	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	8.8	1.7	0.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	622	955	1499	-	-
HCM Lane V/C Ratio	0.022	-	-	0.114	0.009	0.009	-	-
HCM Control Delay (s)	7.6	-	-	11.5	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	59	0	17	0	0	8	29	96	1	13	87	71
Future Vol, veh/h	59	0	17	0	0	8	29	96	1	13	87	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	0	18	0	0	9	32	104	1	14	95	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	335	331	134	340	369	105	172	0	0	105	0	0
Stage 1	162	162	-	169	169	-	-	-	-	-	-	-
Stage 2	173	169	-	171	200	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	622	592	920	618	563	955	1417	-	-	1499	-	-
Stage 1	845	768	-	838	763	-	-	-	-	-	-	-
Stage 2	834	763	-	836	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	601	573	920	591	545	955	1417	-	-	1499	-	-
Mov Cap-2 Maneuver	601	573	-	591	545	-	-	-	-	-	-	-
Stage 1	826	761	-	819	745	-	-	-	-	-	-	-
Stage 2	808	745	-	812	732	-	-	-	-	-	-	-

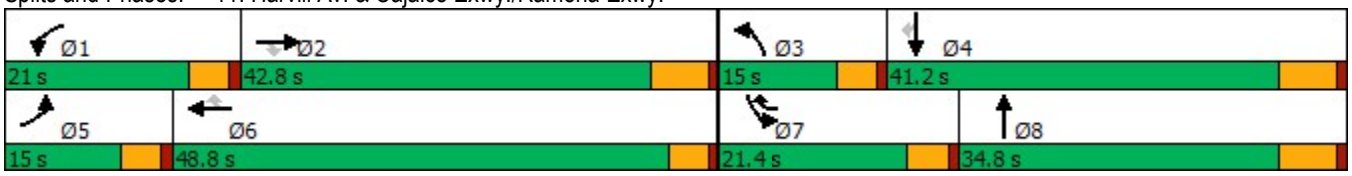
Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	8.8	1.7	0.6
HCM LOS	B	A		

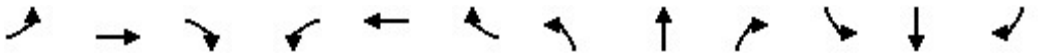
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	652	955	1499	-	-
HCM Lane V/C Ratio	0.022	-	-	0.127	0.009	0.009	-	-
HCM Control Delay (s)	7.6	-	-	11.3	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	198	1162	337	669	1296	938	396	574	456	275	105
Future Volume (vph)	198	1162	337	669	1296	938	396	574	456	275	105
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	15.0	42.8	42.8	21.0	48.8	21.4	15.0	34.8	21.4	41.2	41.2
Total Split (%)	12.5%	35.7%	35.7%	17.5%	40.7%	17.8%	12.5%	29.0%	17.8%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	10.4	36.6	36.6	16.4	44.3	65.6	10.4	28.6	16.8	35.0	35.0
Actuated g/C Ratio	0.09	0.30	0.30	0.14	0.37	0.55	0.09	0.24	0.14	0.29	0.29
v/c Ratio	1.32	1.10	0.52	1.46	1.01	1.07	1.36	1.02	0.97	0.27	0.19
Control Delay	224.4	97.9	12.0	254.8	65.9	75.5	224.5	78.5	85.3	33.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	224.4	97.9	12.0	254.8	65.9	75.5	224.5	78.5	85.3	33.6	2.2
LOS	F	F	B	F	E	E	F	E	F	C	A
Approach Delay		95.6			112.5			124.9		57.9	
Approach LOS		F			F			F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 103.7	Intersection LOS: F
Intersection Capacity Utilization 106.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1162	337	669	1296	938	396	574	276	456	275	105
Future Volume (veh/h)	198	1162	337	669	1296	938	396	574	276	456	275	105
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	206	1210	293	697	1350	913	412	598	270	475	286	103
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	155	1136	507	473	1314	808	300	568	256	485	1038	463
Arrive On Green	0.09	0.31	0.31	0.13	0.36	0.36	0.09	0.24	0.24	0.14	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2418	1091	3510	3610	1610
Grp Volume(v), veh/h	206	1210	293	697	1350	913	412	446	422	475	286	103
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1704	1755	1805	1610
Q Serve(g_s), s	10.4	38.3	18.6	16.4	44.3	44.3	10.4	28.6	28.6	16.4	7.5	5.9
Cycle Q Clear(g_c), s	10.4	38.3	18.6	16.4	44.3	44.3	10.4	28.6	28.6	16.4	7.5	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	155	1136	507	473	1314	808	300	424	400	485	1038	463
V/C Ratio(X)	1.33	1.07	0.58	1.47	1.03	1.13	1.37	1.05	1.05	0.98	0.28	0.22
Avail Cap(c_a), veh/h	155	1136	507	473	1314	808	300	424	400	485	1038	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	41.7	34.9	52.6	38.7	30.3	55.6	46.6	46.6	52.3	33.5	33.0
Incr Delay (d2), s/veh	186.8	45.8	1.6	224.3	32.1	73.6	187.8	58.0	59.7	35.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	23.3	7.2	21.7	24.2	37.7	12.3	19.1	18.2	9.3	3.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	242.5	87.5	36.6	276.9	70.8	103.9	243.4	104.6	106.3	87.8	33.7	33.2
LnGrp LOS	F	F	D	F	F	F	F	F	F	F	C	C
Approach Vol, veh/h		1709			2960			1280			864	
Approach Delay, s/veh		97.5			129.5			149.8			63.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	44.5	15.0	41.2	15.0	50.5	21.4	34.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	16.4	36.6	10.4	35.0	10.4	* 44	16.8	28.6
Max Q Clear Time (g_c+I1), s	18.4	40.3	12.4	9.5	12.4	46.3	18.4	30.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	116.9
HCM 6th LOS	F

Notes

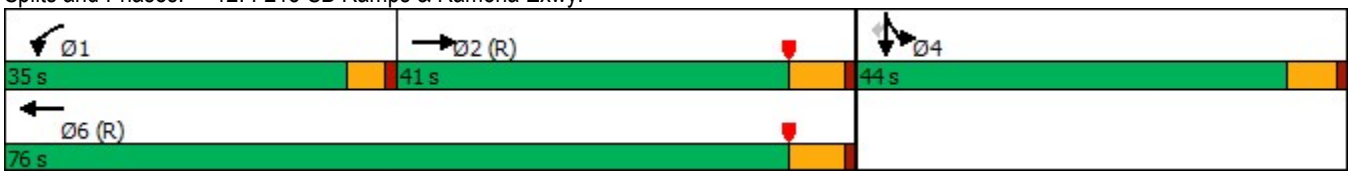
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

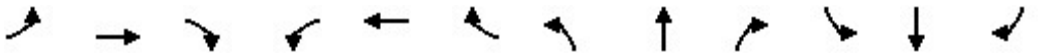
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1286	772	2047	1890	8	993
Future Volume (vph)	1286	772	2047	1890	8	993
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	41.0	35.0	76.0	44.0	44.0	44.0
Total Split (%)	34.2%	29.2%	63.3%	36.7%	36.7%	36.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	35.0	30.5	70.0	38.5	38.5	38.5
Actuated g/C Ratio	0.29	0.25	0.58	0.32	0.32	0.32
v/c Ratio	1.91	1.74	1.00	1.77	1.78	1.82
Control Delay	440.4	369.9	35.7	382.0	386.9	399.7
Queue Delay	0.1	0.2	37.3	14.2	14.2	0.0
Total Delay	440.5	370.1	73.0	396.2	401.1	399.7
LOS	F	F	E	F	F	F
Approach Delay	440.5		154.4		399.0	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.91
Intersection Signal Delay: 319.7 — Intersection LOS: F
Intersection Capacity Utilization 273.8% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1286	672	772	2047	0	0	0	0	1890	8	993
Future Volume (veh/h)	0	1286	672	772	2047	0	0	0	0	1890	8	993
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	1326	533	796	2110	0				1954	0	963
Peak Hour Factor	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
Cap, veh/h	0	746	284	460	2106	0				1161	0	517
Arrive On Green	0.00	0.29	0.29	0.25	0.58	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	2652	973	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	914	945	796	2110	0				1954	0	963
Grp Sat Flow(s),veh/h/ln	0	1805	1725	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	35.0	35.0	30.5	70.0	0.0				38.5	0.0	38.5
Cycle Q Clear(g_c), s	0.0	35.0	35.0	30.5	70.0	0.0				38.5	0.0	38.5
Prop In Lane	0.00		0.56	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	526	503	460	2106	0				1161	0	517
V/C Ratio(X)	0.00	1.74	1.88	1.73	1.00	0.00				1.68	0.00	1.86
Avail Cap(c_a), veh/h	0	526	503	460	2106	0				1161	0	517
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	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	42.5	42.5	44.7	25.0	0.0				40.8	0.0	40.8
Incr Delay (d2), s/veh	0.0	331.7	396.2	329.7	6.4	0.0				311.1	0.0	396.2
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	63.2	69.4	55.1	27.4	0.0				66.5	0.0	71.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	374.2	438.7	374.4	31.4	0.0				351.8	0.0	437.0
LnGrp LOS	A	F	F	F	F	A				F	A	F
Approach Vol, veh/h		1859			2906						2917	
Approach Delay, s/veh		407.0			125.3						379.9	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	35.0	41.0		44.0		76.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	30.5	35.0		38.5		70.0
Max Q Clear Time (g_c+I1), s	32.5	37.0		40.5		72.0
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		290.2
HCM 6th LOS		F

Notes

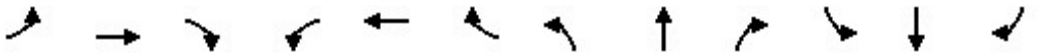
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	408	2768	1717	1641	1004	31	708
Future Volume (vph)	408	2768	1717	1641	1004	31	708
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	87.0	65.0	65.0	33.0	33.0	33.0
Total Split (%)	18.3%	72.5%	54.2%	54.2%	27.5%	27.5%	27.5%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.5	81.0	59.0	59.0	27.5	27.5	27.5
Actuated g/C Ratio	0.15	0.68	0.49	0.49	0.23	0.23	0.23
v/c Ratio	1.62	1.18	1.01	1.60	1.36	1.38	1.75
Control Delay	315.4	112.6	54.2	294.8	212.9	222.3	374.0
Queue Delay	0.0	2.3	35.1	0.0	5.6	5.6	0.0
Total Delay	315.4	114.9	89.3	294.8	218.5	227.9	374.0
LOS	F	F	F	F	F	F	F
Approach Delay		140.7	189.7			284.5	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.75	
Intersection Signal Delay: 190.9	Intersection LOS: F
Intersection Capacity Utilization 273.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	408	2768	0	0	1717	1641	1004	31	708	0	0	0
Future Volume (veh/h)	408	2768	0	0	1717	1641	1004	31	708	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	425	2883	0	0	1789	1516	1069	0	595			
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	264	2437	0	0	1775	790	829	0	369			
Arrive On Green	0.29	1.00	0.00	0.00	0.49	0.49	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	425	2883	0	0	1789	1516	1069	0	595			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	17.5	81.0	0.0	0.0	59.0	59.0	27.5	0.0	27.5			
Cycle Q Clear(g_c), s	17.5	81.0	0.0	0.0	59.0	59.0	27.5	0.0	27.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	264	2437	0	0	1775	790	829	0	369			
V/C Ratio(X)	1.61	1.18	0.00	0.00	1.01	1.92	1.29	0.00	1.61			
Avail Cap(c_a), veh/h	264	2437	0	0	1775	790	829	0	369			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.5	0.0	0.0	0.0	30.5	30.5	46.3	0.0	46.2			
Incr Delay (d2), s/veh	276.3	82.8	0.0	0.0	23.3	418.0	139.1	0.0	287.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.4	28.0	0.0	0.0	28.7	112.2	27.9	0.0	40.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	318.8	82.8	0.0	0.0	53.8	448.5	185.3	0.0	334.2			
LnGrp LOS	F	F	A	A	F	F	F	A	F			
Approach Vol, veh/h		3308			3305			1664				
Approach Delay, s/veh		113.2			234.9			238.5				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		87.0			22.0	65.0		33.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		81.0			17.5	59.0		27.5				
Max Q Clear Time (g_c+I1), s		83.0			19.5	61.0		29.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	187.0
HCM 6th LOS	F

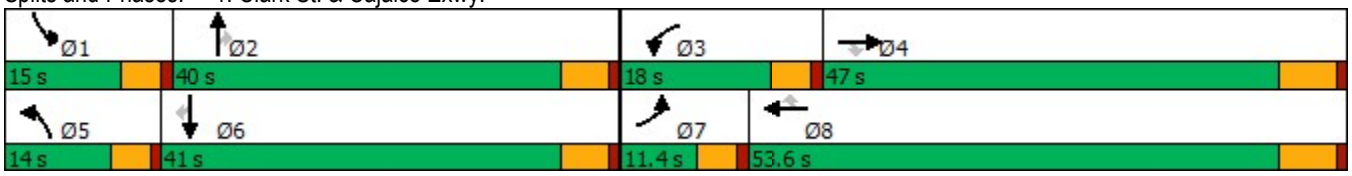
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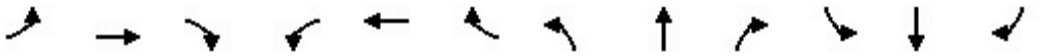
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1405	106	241	1202	167	168	156	204	181	256	69
Future Volume (vph)	58	1405	106	241	1202	167	168	156	204	181	256	69
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	31.2	31.2	9.6	31.2	31.2	10.0	38.4	38.4	9.6	38.4	38.4
Total Split (s)	11.4	47.0	47.0	18.0	53.6	53.6	14.0	40.0	40.0	15.0	41.0	41.0
Total Split (%)	9.5%	39.2%	39.2%	15.0%	44.7%	44.7%	11.7%	33.3%	33.3%	12.5%	34.2%	34.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	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	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	41.0	41.0	13.5	50.2	50.2	8.6	19.4	19.4	10.5	21.2	21.2
Actuated g/C Ratio	0.06	0.39	0.39	0.13	0.48	0.48	0.08	0.18	0.18	0.10	0.20	0.20
v/c Ratio	0.56	1.06	0.16	1.11	0.74	0.21	0.62	0.48	0.50	1.08	0.71	0.16
Control Delay	70.1	75.2	2.4	135.9	27.9	7.5	58.1	42.1	13.2	136.9	49.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	75.2	2.4	135.9	27.9	7.5	58.1	42.1	13.2	136.9	49.7	0.8
LOS	E	E	A	F	C	A	E	D	B	F	D	A
Approach Delay		70.0			41.9			36.0			74.3	
Approach LOS		E			D			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 55.6	Intersection LOS: E
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Clark St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1405	106	241	1202	167	168	156	204	181	256	69
Future Volume (veh/h)	58	1405	106	241	1202	167	168	156	204	181	256	69
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	62	1495	74	256	1279	148	179	166	186	193	272	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1474	657	243	1797	802	246	277	234	188	341	289
Arrive On Green	0.04	0.41	0.41	0.13	0.50	0.50	0.07	0.15	0.15	0.10	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	62	1495	74	256	1279	148	179	166	186	193	272	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.4	40.8	2.8	13.4	27.5	5.1	5.0	8.2	11.2	10.4	13.7	3.3
Cycle Q Clear(g_c), s	3.4	40.8	2.8	13.4	27.5	5.1	5.0	8.2	11.2	10.4	13.7	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	1474	657	243	1797	802	246	277	234	188	341	289
V/C Ratio(X)	0.77	1.01	0.11	1.06	0.71	0.18	0.73	0.60	0.79	1.03	0.80	0.22
Avail Cap(c_a), veh/h	123	1474	657	243	1797	802	330	658	557	188	677	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	29.6	18.3	43.3	19.5	13.9	45.5	40.0	41.2	44.8	39.3	35.0
Incr Delay (d2), s/veh	6.3	27.1	0.1	73.1	1.3	0.1	3.0	2.1	6.0	72.3	4.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	21.3	1.0	10.6	10.4	1.7	2.2	3.9	4.6	8.3	6.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	56.7	18.4	116.4	20.9	14.0	48.5	42.1	47.2	117.1	43.6	35.4
LnGrp LOS	D	F	B	F	C	B	D	D	D	F	D	D
Approach Vol, veh/h		1631			1683			531			528	
Approach Delay, s/veh		54.8			34.8			46.0			69.5	
Approach LOS		D			C			D			E	

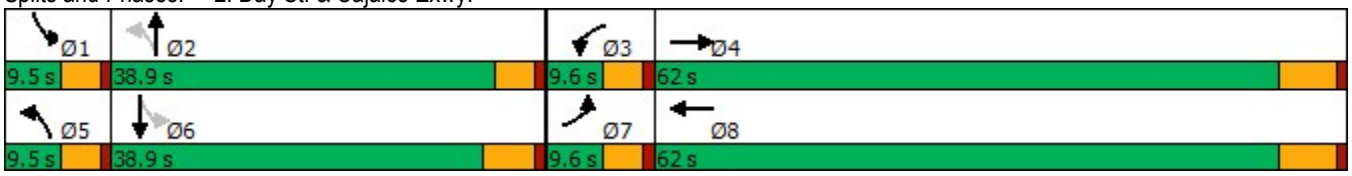
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	20.0	18.0	47.0	11.6	23.3	9.0	56.0
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	10.4	34.6	13.4	40.8	9.4	35.6	6.8	47.4
Max Q Clear Time (g_c+I1), s	12.4	13.2	15.4	42.8	7.0	15.7	5.4	29.5
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.1	1.6	0.0	8.5

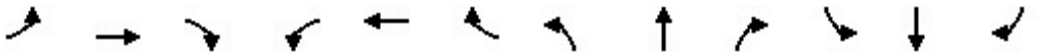
Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	1831	40	1658	5	12	72	15
Future Volume (vph)	37	1831	40	1658	5	12	72	15
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	62.0	9.6	62.0	9.5	38.9	9.5	38.9
Total Split (%)	8.0%	51.7%	8.0%	51.7%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.4	5.1	56.4	16.0	12.0	18.7	16.5
Actuated g/C Ratio	0.06	0.61	0.06	0.61	0.17	0.13	0.20	0.18
v/c Ratio	0.38	1.63	0.41	1.53	0.02	0.40	0.31	0.14
Control Delay	57.1	307.1	58.6	263.1	29.2	13.5	34.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	307.1	58.6	263.1	29.2	13.5	34.2	18.2
LOS	E	F	E	F	C	B	C	B
Approach Delay		302.1		258.5		14.1		28.0
Approach LOS		F		F		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 264.6	Intersection LOS: F
Intersection Capacity Utilization 122.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1831	4	40	1658	58	5	12	111	72	15	31
Future Volume (veh/h)	37	1831	4	40	1658	58	5	12	111	72	15	31
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	38	1888	4	41	1709	58	5	12	55	74	15	25
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	61	1122	2	63	1084	37	228	30	137	249	91	152
Arrive On Green	0.03	0.59	0.59	0.03	0.59	0.59	0.01	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	1810	1895	4	1810	1827	62	1810	296	1359	1810	640	1067
Grp Volume(v), veh/h	38	0	1892	41	0	1767	5	0	67	74	0	40
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	0	1889	1810	0	1655	1810	0	1708
Q Serve(g_s), s	2.0	0.0	55.8	2.1	0.0	55.9	0.2	0.0	3.6	3.4	0.0	1.9
Cycle Q Clear(g_c), s	2.0	0.0	55.8	2.1	0.0	55.9	0.2	0.0	3.6	3.4	0.0	1.9
Prop In Lane	1.00		0.00	1.00		0.03	1.00		0.82	1.00		0.63
Lane Grp Cap(c), veh/h	61	0	1125	63	0	1121	228	0	166	249	0	244
V/C Ratio(X)	0.63	0.00	1.68	0.65	0.00	1.58	0.02	0.00	0.40	0.30	0.00	0.16
Avail Cap(c_a), veh/h	96	0	1125	96	0	1121	312	0	601	257	0	600
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	19.2	44.9	0.0	19.2	37.7	0.0	39.7	34.4	0.0	35.5
Incr Delay (d2), s/veh	3.9	0.0	311.0	4.1	0.0	263.5	0.0	0.0	1.6	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	116.2	1.0	0.0	101.0	0.1	0.0	1.5	1.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	0.0	330.2	49.0	0.0	282.7	37.7	0.0	41.3	35.1	0.0	35.8
LnGrp LOS	D	A	F	D	A	F	D	A	D	D	A	D
Approach Vol, veh/h		1930			1808			72			114	
Approach Delay, s/veh		324.7			277.4			41.1			35.3	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	15.3	7.9	62.0	5.1	19.2	7.8	62.1
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.0	55.8
Max Q Clear Time (g_c+I1), s	5.4	5.6	4.1	57.8	2.2	3.9	4.0	57.9
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	289.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	462.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	2026	18	61	1748	6	29	0	74	0	0	7
Future Vol, veh/h	5	2026	18	61	1748	6	29	0	74	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	2089	19	63	1802	6	30	0	76	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1808	0	0	2108	0	0	4044	4043	2099	4078	4049	1805
Stage 1	-	-	-	-	-	-	2109	2109	-	1931	1931	-
Stage 2	-	-	-	-	-	-	1935	1934	-	2147	2118	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	345	-	-	264	-	-	~ 1	3	~ 66	1	3	100
Stage 1	-	-	-	-	-	-	68	93	-	86	114	-
Stage 2	-	-	-	-	-	-	86	114	-	64	92	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	345	-	-	264	-	-	~ 1	3	~ 66	-	3	100
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	3	-	-	3	-
Stage 1	-	-	-	-	-	-	68	93	-	86	114	-
Stage 2	-	-	-	-	-	-	80	114	-	-	92	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	$ 17832.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	3	345	-	-	264	-	-	-
HCM Lane V/C Ratio	35.395	0.015	-	-	0.238	-	-	-
HCM Control Delay (s)	$ 17832.4	15.6	0	-	22.8	0	-	-
HCM Lane LOS	F	C	A	-	C	A	-	-
HCM 95th %tile Q(veh)	15.5	0	-	-	0.9	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	84	0	8	73
Future Vol, veh/h	0	21	84	0	8	73
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	-	-	-	100	-
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	0	23	91	0	9	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	188	91	0	0	91	0
Stage 1	91	-	-	-	-	-
Stage 2	97	-	-	-	-	-
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	806	972	-	-	1517	-
Stage 1	938	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	801	972	-	-	1517	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	972	1517	-
HCM Lane V/C Ratio	-	-	0.023	0.006	-
HCM Control Delay (s)	-	-	8.8	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	63	0	8	64
Future Vol, veh/h	0	21	63	0	8	64
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	-	-	-	100	-
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	0	23	68	0	9	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	156	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	88	-	-	-	-	-
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	840	1001	-	-	1546	-
Stage 1	960	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	835	1001	-	-	1546	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1546	-
HCM Lane V/C Ratio	-	-	0.023	0.006	-
HCM Control Delay (s)	-	-	8.7	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	2.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	21	21	27	70
Demand Flow Rate, veh/h	21	21	27	70
Vehicles Circulating, veh/h	49	48	42	0
Vehicles Exiting, veh/h	21	21	28	69
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	2.9	2.9	3.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	21	21	27	70
Cap Entry Lane, veh/h	1313	1314	1322	1380
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	21	21	27	70
Cap Entry, veh/h	1313	1314	1322	1380
V/C Ratio	0.016	0.016	0.020	0.051
Control Delay, s/veh	2.9	2.9	2.9	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	105.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1959	102	91	1739	21	71	14	154	7	6	17
Future Vol, veh/h	19	1959	102	91	1739	21	71	14	154	7	6	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	30	-	115	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	2062	107	96	1831	22	75	15	162	7	6	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1853	0	0	2169	0	0	4202	4201	2116	4267	4232	1831
Stage 1	-	-	-	-	-	-	2156	2156	-	2023	2023	-
Stage 2	-	-	-	-	-	-	2046	2045	-	2244	2209	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	331	-	-	250	-	-	~ 1	~ 2	~ 65	~ 1	~ 2	96
Stage 1	-	-	-	-	-	-	~ 64	88	-	76	103	-
Stage 2	-	-	-	-	-	-	~ 74	100	-	56	83	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	331	-	-	250	-	-	~ 1	~ 1	~ 65	-	~ 1	96
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	26	-	262	~ -24	-
Stage 1	-	-	-	-	-	-	~ 60	83	-	71	63	-
Stage 2	-	-	-	-	-	-	~ 33	62	-	-	78	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	$ 1838.2	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	10	58	331	-	-	250	-	-	-	+
HCM Lane V/C Ratio	7.474	3.049	0.06	-	-	0.383	-	-	-	-
HCM Control Delay (s)	$ 3647.3	$ 1073.7	16.6	-	-	28.1	-	-	-	-
HCM Lane LOS	F	F	C	-	-	D	-	-	-	-
HCM 95th %tile Q(veh)	10.7	18.4	0.2	-	-	1.7	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	239	149	40
Future Vol, veh/h	0	23	0	239	149	40
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	0	25	0	260	162	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	184	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	864	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	864	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	864	-	-
HCM Lane V/C Ratio	-	0.029	-	-
HCM Control Delay (s)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	63	0	21	1	0	8	8	168	0	4	158	19
Future Vol, veh/h	63	0	21	1	0	8	8	168	0	4	158	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	68	0	23	1	0	9	9	183	0	4	172	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	397	392	183	403	402	183	193	0	0	183	0	0
Stage 1	191	191	-	201	201	-	-	-	-	-	-	-
Stage 2	206	201	-	202	201	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	567	547	865	562	540	865	1392	-	-	1404	-	-
Stage 1	815	746	-	805	739	-	-	-	-	-	-	-
Stage 2	801	739	-	805	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	557	542	865	543	535	865	1392	-	-	1404	-	-
Mov Cap-2 Maneuver	557	542	-	543	535	-	-	-	-	-	-	-
Stage 1	810	744	-	800	735	-	-	-	-	-	-	-
Stage 2	788	735	-	782	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	9.5	0.3	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	611	812	1404	-	-
HCM Lane V/C Ratio	0.006	-	-	0.149	0.012	0.003	-	-
HCM Control Delay (s)	7.6	-	-	11.9	9.5	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	63	0	32	1	0	8	8	168	0	4	164	32
Future Vol, veh/h	63	0	32	1	0	8	8	168	0	4	164	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	68	0	35	1	0	9	9	183	0	4	178	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	410	405	196	422	422	183	213	0	0	183	0	0
Stage 1	204	204	-	201	201	-	-	-	-	-	-	-
Stage 2	206	201	-	221	221	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	556	538	850	546	526	865	1369	-	-	1404	-	-
Stage 1	803	737	-	805	739	-	-	-	-	-	-	-
Stage 2	801	739	-	786	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	547	533	850	520	521	865	1369	-	-	1404	-	-
Mov Cap-2 Maneuver	547	533	-	520	521	-	-	-	-	-	-	-
Stage 1	797	735	-	799	734	-	-	-	-	-	-	-
Stage 2	788	734	-	752	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	9.5	0.3	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	622	806	1404	-	-
HCM Lane V/C Ratio	0.006	-	-	0.166	0.012	0.003	-	-
HCM Control Delay (s)	7.6	-	-	11.9	9.5	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	107	0	13	1	0	14	21	53	0	8	143	29
Future Vol, veh/h	107	0	13	1	0	14	21	53	0	8	143	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	116	0	14	1	0	15	23	58	0	9	155	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	293	171	300	309	58	187	0	0	58	0	0
Stage 1	189	189	-	104	104	-	-	-	-	-	-	-
Stage 2	112	104	-	196	205	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	655	621	878	656	609	1014	1399	-	-	1559	-	-
Stage 1	817	748	-	907	813	-	-	-	-	-	-	-
Stage 2	898	813	-	810	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	634	607	878	634	596	1014	1399	-	-	1559	-	-
Mov Cap-2 Maneuver	634	607	-	634	596	-	-	-	-	-	-	-
Stage 1	804	744	-	892	800	-	-	-	-	-	-	-
Stage 2	870	800	-	792	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	8.8	2.2	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	654	975	1559	-	-
HCM Lane V/C Ratio	0.016	-	-	0.199	0.017	0.006	-	-
HCM Control Delay (s)	7.6	-	-	11.9	8.8	7.3	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	107	0	25	1	0	14	21	53	0	8	130	59
Future Vol, veh/h	107	0	25	1	0	14	21	53	0	8	130	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	116	0	27	1	0	15	23	58	0	9	141	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	303	295	173	309	327	58	205	0	0	58	0	0
Stage 1	191	191	-	104	104	-	-	-	-	-	-	-
Stage 2	112	104	-	205	223	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	653	620	876	647	595	1014	1378	-	-	1559	-	-
Stage 1	815	746	-	907	813	-	-	-	-	-	-	-
Stage 2	898	813	-	802	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	632	606	876	616	581	1014	1378	-	-	1559	-	-
Mov Cap-2 Maneuver	632	606	-	616	581	-	-	-	-	-	-	-
Stage 1	801	742	-	892	799	-	-	-	-	-	-	-
Stage 2	870	799	-	773	719	-	-	-	-	-	-	-

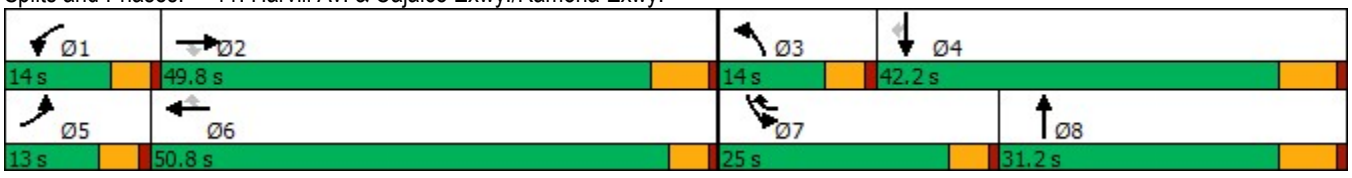
Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	8.8	2.2	0.3
HCM LOS	B	A		

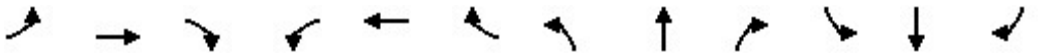
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	667	972	1559	-	-
HCM Lane V/C Ratio	0.017	-	-	0.215	0.017	0.006	-	-
HCM Control Delay (s)	7.7	-	-	11.9	8.8	7.3	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	154	1641	531	345	1178	511	399	235	1060	562	212
Future Volume (vph)	154	1641	531	345	1178	511	399	235	1060	562	212
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	13.0	49.8	49.8	14.0	50.8	25.0	14.0	31.2	25.0	42.2	42.2
Total Split (%)	10.8%	41.5%	41.5%	11.7%	42.3%	20.8%	11.7%	26.0%	20.8%	35.2%	35.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	8.4	43.6	43.6	9.4	46.3	71.2	9.4	25.0	20.4	36.0	36.0
Actuated g/C Ratio	0.07	0.36	0.36	0.08	0.39	0.59	0.08	0.21	0.17	0.30	0.30
v/c Ratio	1.25	1.28	0.72	1.28	0.86	0.50	1.49	1.38dr	1.82	0.53	0.36
Control Delay	206.1	164.2	22.4	196.8	41.7	10.2	275.2	98.9	404.8	37.1	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	206.1	164.2	22.4	196.8	41.7	10.2	275.2	98.9	404.8	37.1	11.4
LOS	F	F	C	F	D	B	F	F	F	D	B
Approach Delay		134.6			60.1			155.9		246.8	
Approach LOS		F			E			F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.82	
Intersection Signal Delay: 145.4	Intersection LOS: F
Intersection Capacity Utilization 129.3%	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: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1641	531	345	1178	511	399	235	600	1060	562	212
Future Volume (veh/h)	154	1641	531	345	1178	511	399	235	600	1060	562	212
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	157	1674	441	352	1202	458	407	240	574	1082	573	201
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	1312	585	275	1342	872	275	376	335	597	1083	483
Arrive On Green	0.07	0.36	0.36	0.08	0.37	0.37	0.08	0.21	0.21	0.17	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1805	1610	3510	3610	1610
Grp Volume(v), veh/h	157	1674	441	352	1202	458	407	240	574	1082	573	201
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	43.6	28.8	9.4	37.6	21.9	9.4	14.6	25.0	20.4	15.8	12.0
Cycle Q Clear(g_c), s	8.4	43.6	28.8	9.4	37.6	21.9	9.4	14.6	25.0	20.4	15.8	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1312	585	275	1342	872	275	376	335	597	1083	483
V/C Ratio(X)	1.24	1.28	0.75	1.28	0.90	0.53	1.48	0.64	1.71	1.81	0.53	0.42
Avail Cap(c_a), veh/h	127	1312	585	275	1393	895	275	376	335	597	1083	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	38.2	33.5	55.3	35.5	17.6	55.3	43.4	47.5	49.8	34.9	33.6
Incr Delay (d2), s/veh	157.9	130.4	5.5	151.0	7.8	0.5	234.6	3.6	332.4	372.5	0.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	41.7	11.5	9.8	16.9	7.5	13.0	6.6	40.6	39.5	6.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	213.7	168.6	39.0	206.3	43.3	18.1	289.9	46.9	379.9	422.3	35.4	34.2
LnGrp LOS	F	F	D	F	D	B	F	D	F	F	D	C
Approach Vol, veh/h		2272			2012			1221			1856	
Approach Delay, s/veh		146.5			66.1			284.5			260.8	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	49.8	14.0	42.2	13.0	50.8	25.0	31.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2
Max Green Setting (Gmax), s	9.4	43.6	9.4	36.0	8.4	* 46	20.4	25.0
Max Q Clear Time (g_c+I1), s	11.4	45.6	11.4	17.8	10.4	39.6	22.4	27.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.8	0.0	4.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	176.2
HCM 6th LOS	F

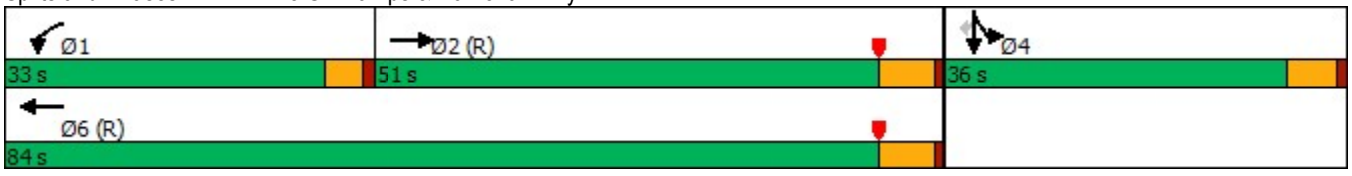
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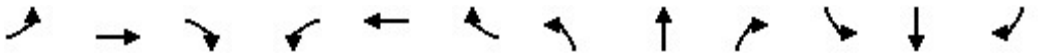
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2100	955	1594	1946	2	478
Future Volume (vph)	2100	955	1594	1946	2	478
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	51.0	33.0	84.0	36.0	36.0	36.0
Total Split (%)	42.5%	27.5%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
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)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	45.0	28.5	78.0	30.5	30.5	30.5
Actuated g/C Ratio	0.38	0.24	0.65	0.25	0.25	0.25
v/c Ratio	2.58	2.35	0.72	2.35	2.35	1.09
Control Delay	731.1	635.7	20.0	639.2	638.8	105.7
Queue Delay	1.6	0.3	48.1	17.6	17.6	0.0
Total Delay	732.7	636.0	68.1	656.8	656.4	105.7
LOS	F	F	E	F	F	F
Approach Delay	732.7		280.8		548.1	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.58	
Intersection Signal Delay: 539.2	Intersection LOS: F
Intersection Capacity Utilization 323.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2100	1194	955	1594	0	0	0	0	1946	2	478
Future Volume (veh/h)	0	2100	1194	955	1594	0	0	0	0	1946	2	478
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	2211	1153	1005	1678	0				2049	0	455
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	888	425	430	2346	0				920	0	409
Arrive On Green	0.00	0.38	0.38	0.24	0.65	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2462	1134	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1639	1725	1005	1678	0				2049	0	455
Grp Sat Flow(s),veh/h/ln	0	1805	1696	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	45.0	45.0	28.5	36.5	0.0				30.5	0.0	30.5
Cycle Q Clear(g_c), s	0.0	45.0	45.0	28.5	36.5	0.0				30.5	0.0	30.5
Prop In Lane	0.00		0.67	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	677	636	430	2347	0				920	0	409
V/C Ratio(X)	0.00	2.42	2.71	2.34	0.72	0.00				2.23	0.00	1.11
Avail Cap(c_a), veh/h	0	677	636	430	2347	0				920	0	409
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	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.5	37.5	45.8	13.7	0.0				44.7	0.0	44.8
Incr Delay (d2), s/veh	0.0	640.0	771.0	603.0	0.2	0.0				555.9	0.0	78.4
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	138.8	153.5	84.2	12.4	0.0				84.1	0.0	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	677.5	808.5	648.7	13.9	0.0				600.7	0.0	123.1
LnGrp LOS	A	F	F	F	B	A				F	A	F
Approach Vol, veh/h		3364			2683						2504	
Approach Delay, s/veh		744.7			251.7						513.9	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.0	51.0		36.0		84.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	28.5	45.0		30.5		78.0
Max Q Clear Time (g_c+I1), s	30.5	47.0		32.5		38.5
Green Ext Time (p_c), s	0.0	0.0		0.0		9.9

Intersection Summary		
HCM 6th Ctrl Delay		522.4
HCM 6th LOS		F

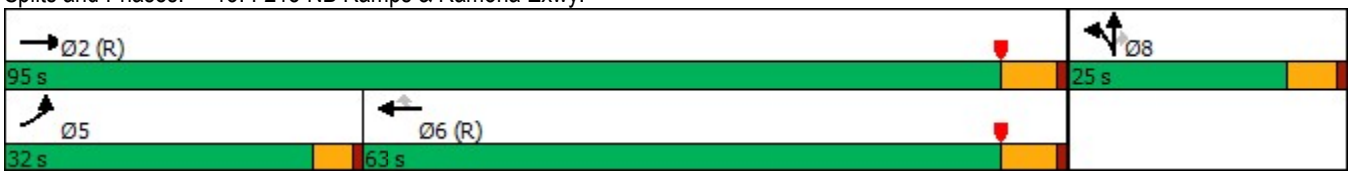
Notes

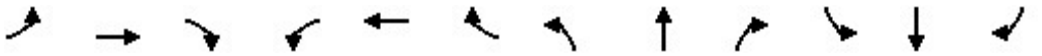
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	919	3126	1778	1920	770	0	713
Future Volume (vph)	919	3126	1778	1920	770	0	713
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	32.0	95.0	63.0	63.0	25.0	25.0	25.0
Total Split (%)	26.7%	79.2%	52.5%	52.5%	20.8%	20.8%	20.8%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
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	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	27.5	89.0	57.0	57.0	19.5	19.5	19.5
Actuated g/C Ratio	0.23	0.74	0.48	0.48	0.16	0.16	0.16
v/c Ratio	2.32	1.22	1.08	2.02	1.44	1.44	2.33
Control Delay	619.4	124.2	78.3	480.0	255.2	255.2	629.8
Queue Delay	0.6	2.4	9.4	0.0	2.7	2.7	0.0
Total Delay	619.9	126.6	87.7	480.0	257.9	257.9	629.8
LOS	F	F	F	F	F	F	F
Approach Delay		238.7	291.4			436.8	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.33	
Intersection Signal Delay: 291.7	Intersection LOS: F
Intersection Capacity Utilization 323.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	919	3126	0	0	1778	1920	770	0	713	0	0	0
Future Volume (veh/h)	919	3126	0	0	1778	1920	770	0	713	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	957	3256	0	0	1852	1808	802	0	593			
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	415	2677	0	0	1715	763	588	0	262			
Arrive On Green	0.46	1.00	0.00	0.00	0.47	0.47	0.16	0.00	0.16			
Sat Flow, veh/h	1810	3705	0	0	3705	1607	3619	0	1610			
Grp Volume(v), veh/h	957	3256	0	0	1852	1808	802	0	593			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1607	1810	0	1610			
Q Serve(g_s), s	27.5	89.0	0.0	0.0	57.0	57.0	19.5	0.0	19.5			
Cycle Q Clear(g_c), s	27.5	89.0	0.0	0.0	57.0	57.0	19.5	0.0	19.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	415	2677	0	0	1715	763	588	0	262			
V/C Ratio(X)	2.31	1.22	0.00	0.00	1.08	2.37	1.36	0.00	2.27			
Avail Cap(c_a), veh/h	415	2677	0	0	1715	763	588	0	262			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.5	0.0	0.0	0.0	31.5	31.5	50.3	0.0	50.2			
Incr Delay (d2), s/veh	589.2	97.6	0.0	0.0	46.9	619.8	174.4	0.0	581.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	75.9	36.3	0.0	0.0	33.5	151.4	22.8	0.0	49.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	621.7	97.6	0.0	0.0	78.4	651.3	224.7	0.0	632.2			
LnGrp LOS	F	F	A	A	F	F	F	A	F			
Approach Vol, veh/h		4213			3660			1395				
Approach Delay, s/veh		216.6			361.4			397.9				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		95.0			32.0	63.0		25.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		89.0			27.5	57.0		19.5				
Max Q Clear Time (g_c+I1), s		91.0			29.5	59.0		21.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	301.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX 7.3: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

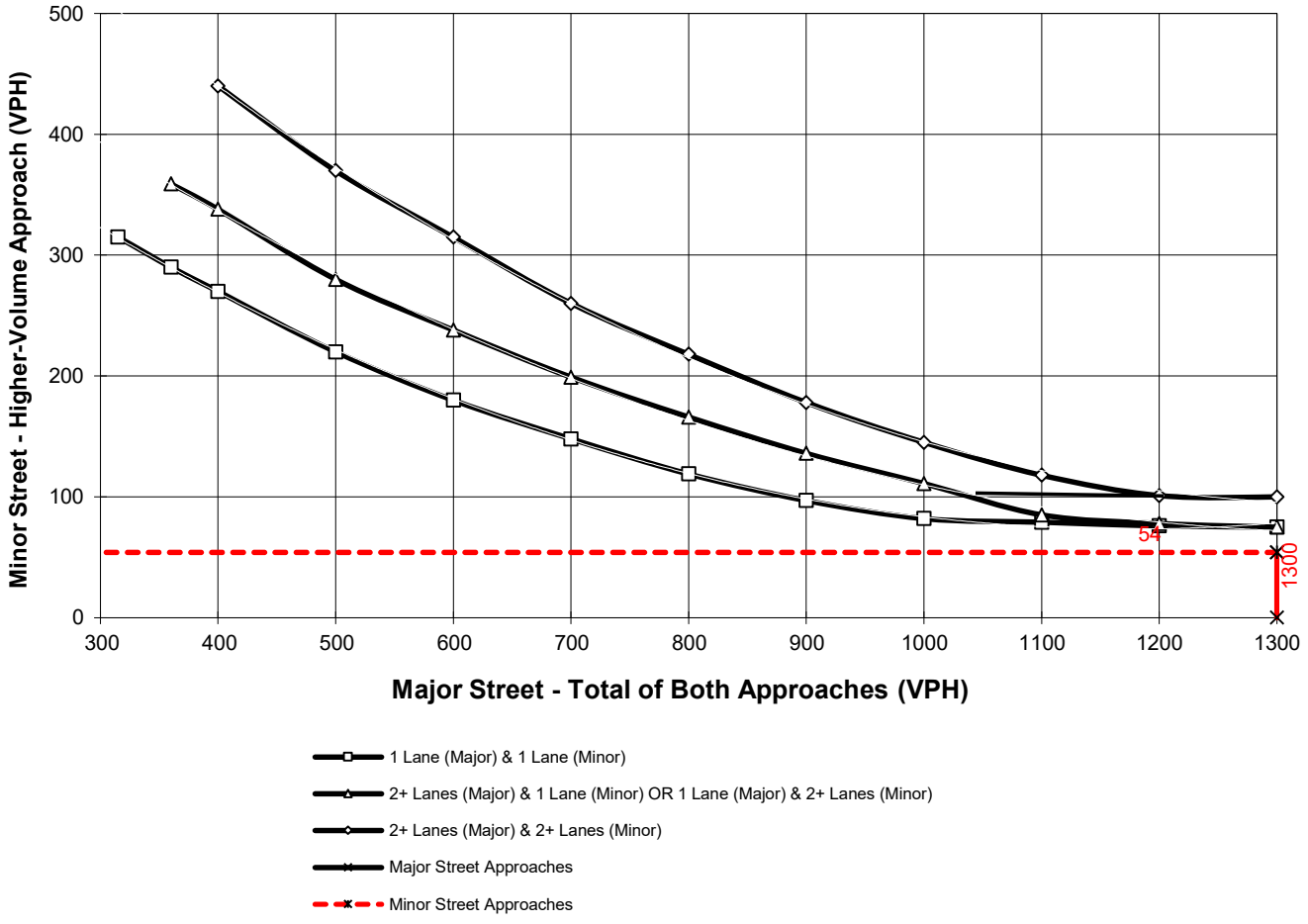
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2045) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Cajalco Rd.**
Total of Both Approaches (VPH) = **3800**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Decker Rd.**
High Volume Approach (VPH) = **54**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.4: HORIZON YEAR (2045) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

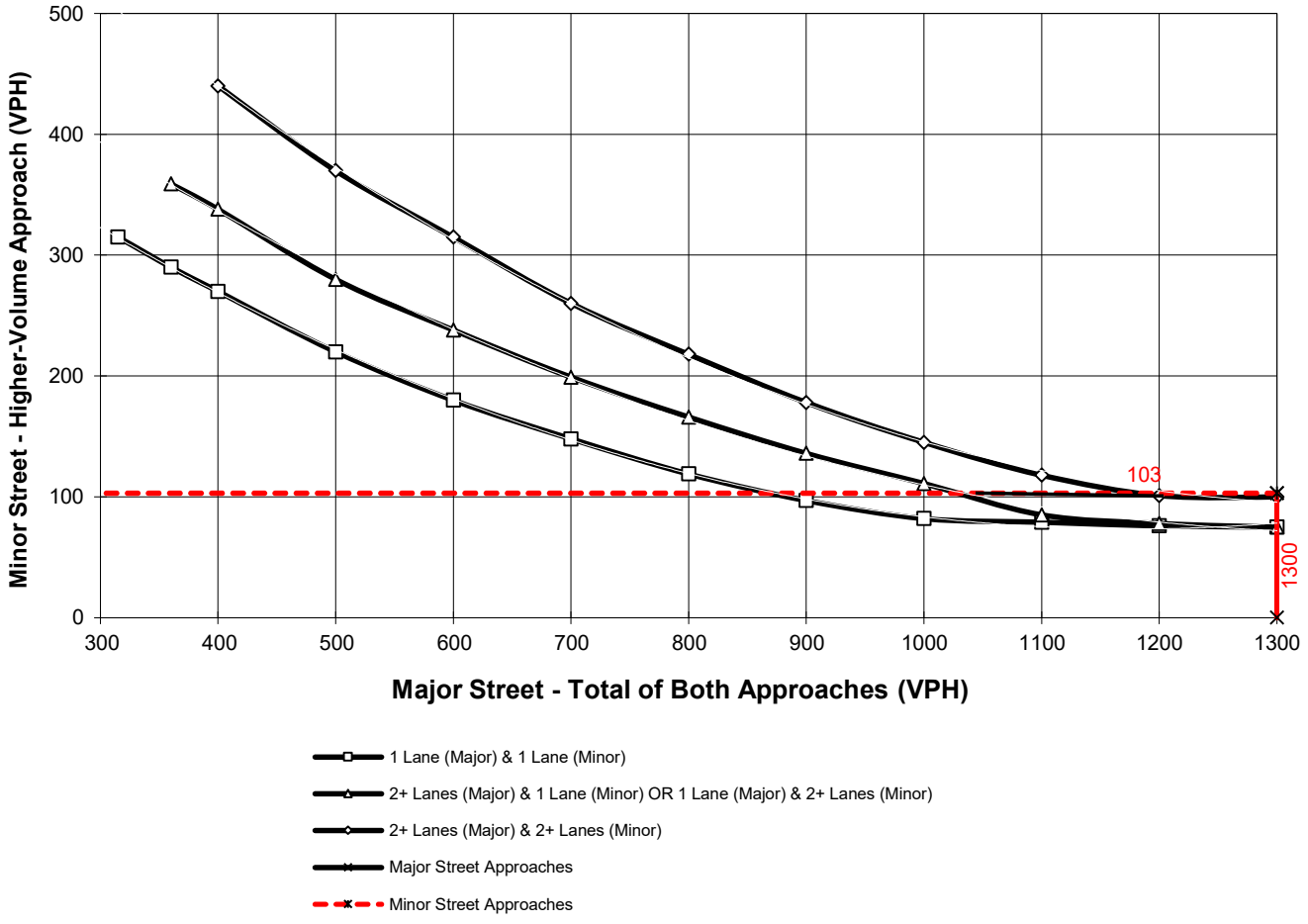
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2045) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Cajalco Rd.** Total of Both Approaches (VPH) = **3863**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Decker Rd.** High Volume Approach (VPH) = **103**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 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 WP (2045)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)	25 mph

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

Major Street Future ADT = **1,017** vpd Minor Street Future ADT = **85** 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 **1,017** / *1* **85**	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 **1,017** / *1* **85**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 4% B: 7%				

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 WP (2045)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				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 = **847** vpd Minor Street Future ADT = **85** 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 **847** / *1* **85**	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 **847** / *1* **85**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 4% B: 7%				

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 WP (2045)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Decker Rd.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Park Driveway**				Critical Approach Speed (Minor)	25 mph

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

Major Street Future ADT = **538** vpd Minor Street Future ADT = **224** 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 **538** / *1* **224**	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 **538** / *1* **224**	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** **7%** **B** **4%**				

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 WP (2045)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,943** vpd Minor Street Future ADT = **162** 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	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
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied XX						
RURAL XX	1	1	8,000	5,600	2,400	1,680
	2 + **2,943**	1 **162**	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						
	1	1	12,000	8,400	1,200	850
	2 + **2,943**	1 **162**	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** 10%	**B** 19%	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 WP (2045)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	45 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,719** vpd

Minor Street Future ADT = **319** 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 + **2,719**	*1* **319**	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 + **2,719**	*1* **319**	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** 19% **B** 27%	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)

TRAFFIC CONDITIONS **IY WP - Alternativ**

DIST	CO	RTE	PM	CALC JB	DATE 04/25/23
				CHK JB	DATE 04/25/23

Jurisdiction: **County of Riverside**
Major Street: **Seaton Av.** — Critical Approach Speed (Major) 45 mph
Minor Street: **Driveway 4** — Critical Approach Speed (Minor) 45 mph

Major Street Approach Lanes = **2** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,827** vpd — Minor Street Future ADT = **404** 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)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (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 + **2,827** / *1* **404**	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				
1 / *1*	12,000	8,400	1,200	850
2 + **2,827** / *1* **404**	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: 24% B: 28%				

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 WP (2045)
				CALC JB	DATE 04/25/23
Jurisdiction: **County of Riverside**				CHK JB	DATE 04/25/23
Major Street: **Seaton Av.**				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 = **2,345** vpd Minor Street Future ADT = **419** 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 **2,345** / *1* **419**	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 **2,345** / *1* **419**	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** 17% **B** 20%				

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)

TRAFFIC CONDITIONS **IY WP - Alternativ**

DIST	CO	RTE	PM	CALC JB	DATE 04/25/23
				CHK JB	DATE 04/25/23

Jurisdiction: **County of Riverside**
Major Street: **Seaton Av.**
Minor Street: **Driveway 5**
Critical Approach Speed (Major) 45 mph
Critical Approach Speed (Minor) 45 mph

Major Street Approach Lanes = **2** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,377** vpd
Minor Street Future ADT = **495** 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 + **2,377**	*1* **495**	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 + **2,377**	*1* **495**	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** 29% **B** 24%	2 CONDITIONS 80%		2 CONDITIONS 80%	

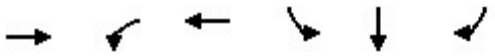
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

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

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APPENDIX 7.5: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1988	796	2089	974	982	993
v/c Ratio	1.88	1.74	0.99	1.77	1.78	1.76
Control Delay	427.6	369.9	33.4	382.0	386.9	375.8
Queue Delay	0.1	0.2	39.5	14.2	14.2	0.0
Total Delay	427.7	370.1	72.8	396.2	401.1	375.8
Queue Length 50th (ft)	~1227	~854	761	~1185	~1197	~1119
Queue Length 95th (ft)	#1368	m#830	m561	#1450	#1463	#1375
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1055	458	2105	550	551	564
Starvation Cap Reductn	0	9	569	0	0	0
Spillback Cap Reductn	26	0	0	381	382	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.93	1.77	1.36	5.76	5.81	1.76

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.

m Volume for 95th percentile queue is metered by upstream signal.



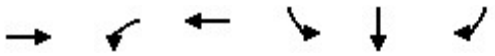
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	408	2881	1784	1709	524	536	738
v/c Ratio	1.65	1.18	0.99	1.58	1.33	1.36	1.75
Control Delay	327.8	112.3	48.6	284.8	203.8	213.1	374.0
Queue Delay	0.0	2.3	39.7	0.0	5.1	5.1	0.0
Total Delay	327.8	114.6	88.3	284.8	208.9	218.3	374.0
Queue Length 50th (ft)	~454	~1398	696	~1659	~555	~574	~814
Queue Length 95th (ft)	m176	m515	#887	#1927	#781	#803	#1055
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	248	2436	1805	1082	393	395	422
Starvation Cap Reductn	0	1262	0	0	0	0	0
Spillback Cap Reductn	0	0	399	0	141	142	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.65	2.45	1.27	1.58	2.08	2.12	1.75

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3393	1005	1655	1024	1026	479
v/c Ratio	2.63	2.27	0.71	2.28	2.28	1.01
Control Delay	755.1	600.5	20.1	604.4	606.3	82.2
Queue Delay	1.6	0.0	48.1	17.5	17.5	0.0
Total Delay	756.7	600.5	68.2	621.8	623.8	82.2
Queue Length 50th (ft)	~2332	~1225	382	~1355	~1357	~337
Queue Length 95th (ft)	#2446	m#1093	m320	#1622	#1626	#560
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1290	443	2316	450	450	474
Starvation Cap Reductn	0	0	820	0	0	0
Spillback Cap Reductn	388	0	0	320	320	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	3.76	2.27	1.11	7.88	7.89	1.01

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	916	3250	1848	2000	391	392	743
v/c Ratio	2.30	1.23	1.08	1.99	1.34	1.34	2.24
Control Delay	612.4	129.4	77.4	469.1	213.0	214.4	589.4
Queue Delay	0.2	2.5	10.3	0.0	2.2	2.2	0.0
Total Delay	612.7	131.9	87.7	469.1	215.2	216.6	589.4
Queue Length 50th (ft)	~1192	~1644	~840	~2232	~414	~416	~894
Queue Length 95th (ft)	m288	m406	#979	#2499	#620	#622	#1135
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	398	2647	1714	1004	292	292	332
Starvation Cap Reductn	9	1476	0	0	0	0	0
Spillback Cap Reductn	0	0	481	0	46	46	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.35	2.78	1.50	1.99	1.59	1.59	2.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

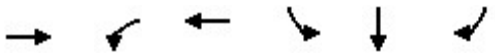
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 7.6: HORIZON YEAR (2045) WITH PROJECT CONDITIONS

FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2019	796	2110	974	982	1024
v/c Ratio	1.91	1.74	1.00	1.77	1.78	1.82
Control Delay	440.4	369.9	35.7	382.0	386.9	399.7
Queue Delay	0.1	0.2	37.3	14.2	14.2	0.0
Total Delay	440.5	370.1	73.0	396.2	401.1	399.7
Queue Length 50th (ft)	~1254	~855	782	~1185	~1197	~1170
Queue Length 95th (ft)	#1395	m#810	m549	#1450	#1463	#1427
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1055	458	2105	550	551	564
Starvation Cap Reductn	0	9	568	0	0	0
Spillback Cap Reductn	26	0	0	381	382	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.96	1.77	1.37	5.76	5.81	1.82

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.

m Volume for 95th percentile queue is metered by upstream signal.



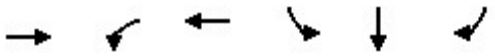
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	425	2883	1789	1709	533	545	738
v/c Ratio	1.62	1.18	1.01	1.60	1.36	1.38	1.75
Control Delay	315.4	112.6	54.2	294.8	212.9	222.3	374.0
Queue Delay	0.0	2.3	35.1	0.0	5.6	5.6	0.0
Total Delay	315.4	114.9	89.3	294.8	218.5	227.9	374.0
Queue Length 50th (ft)	~467	~1397	~725	~1672	~570	~589	~814
Queue Length 95th (ft)	m180	m512	#903	#1941	#797	#818	#1055
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	263	2436	1774	1067	393	395	422
Starvation Cap Reductn	0	1267	0	0	0	0	0
Spillback Cap Reductn	0	0	387	0	149	150	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.62	2.47	1.29	1.60	2.18	2.22	1.75

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3468	1005	1678	1024	1026	503
v/c Ratio	2.58	2.35	0.72	2.35	2.35	1.09
Control Delay	731.1	635.7	20.0	639.2	638.8	105.7
Queue Delay	1.6	0.3	48.1	17.6	17.6	0.0
Total Delay	732.7	636.0	68.1	656.8	656.4	105.7
Queue Length 50th (ft)	~2372	~1266	390	~1367	~1370	~398
Queue Length 95th (ft)	#2485	m#1130	m316	#1633	#1638	#614
Internal Link Dist (ft)	1408		344		1111	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1346	428	2346	435	436	461
Starvation Cap Reductn	0	14	847	0	0	0
Spillback Cap Reductn	414	0	0	308	309	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	3.72	2.43	1.12	8.06	8.08	1.09

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	957	3256	1852	2000	401	401	743
v/c Ratio	2.32	1.22	1.08	2.02	1.44	1.44	2.33
Control Delay	619.4	124.2	78.3	480.0	255.2	255.2	629.8
Queue Delay	0.6	2.4	9.4	0.0	2.7	2.7	0.0
Total Delay	619.9	126.6	87.7	480.0	257.9	257.9	629.8
Queue Length 50th (ft)	~1246	~1640	~843	~2253	~444	~444	~904
Queue Length 95th (ft)	m307	m399	#982	#2520	#650	#650	#1145
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	413	2677	1714	992	278	278	319
Starvation Cap Reductn	24	1492	0	0	0	0	0
Spillback Cap Reductn	0	0	510	0	50	50	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.46	2.75	1.54	2.02	1.76	1.76	2.33

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.

m Volume for 95th percentile queue is metered by upstream signal.

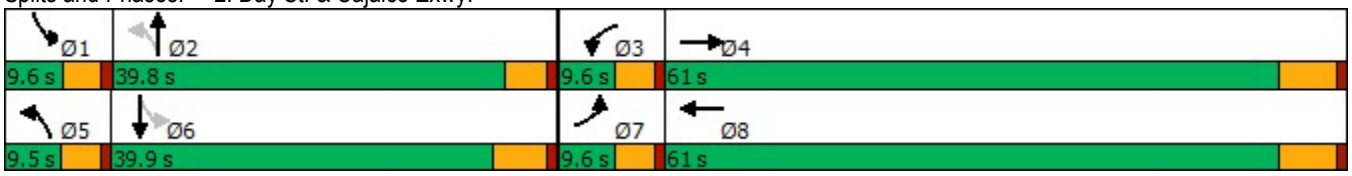
APPENDIX 7.7: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

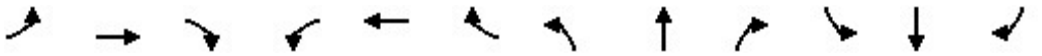
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	1565	8	1614	1	11	143	14
Future Volume (vph)	39	1565	8	1614	1	11	143	14
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.6	61.0	9.6	61.0	9.5	39.8	9.6	39.9
Total Split (%)	8.0%	50.8%	8.0%	50.8%	7.9%	33.2%	8.0%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	59.1	5.1	55.4	14.5	11.7	18.8	16.6
Actuated g/C Ratio	0.06	0.65	0.06	0.61	0.16	0.13	0.21	0.18
v/c Ratio	0.41	0.67	0.08	0.82	0.00	0.20	0.58	0.19
Control Delay	57.9	13.3	47.1	20.2	28.0	18.6	41.8	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	13.3	47.1	20.2	28.0	18.6	41.8	15.3
LOS	E	B	D	C	C	B	D	B
Approach Delay		14.4		20.3		18.7		33.7
Approach LOS		B		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1565	1	8	1614	83	1	11	35	143	14	49
Future Volume (veh/h)	39	1565	1	8	1614	83	1	11	35	143	14	49
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	41	1647	1	8	1699	55	1	12	14	151	15	31
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	66	2223	1	18	1995	64	221	77	90	310	86	177
Arrive On Green	0.04	0.59	0.59	0.01	0.56	0.56	0.00	0.10	0.10	0.06	0.16	0.16
Sat Flow, veh/h	1810	3797	2	1810	3569	115	1810	799	933	1810	553	1142
Grp Volume(v), veh/h	41	824	824	8	856	898	1	0	26	151	0	46
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1810	1805	1879	1810	0	1732	1810	0	1694
Q Serve(g_s), s	1.9	27.0	27.0	0.4	33.9	34.3	0.0	0.0	1.2	5.1	0.0	2.0
Cycle Q Clear(g_c), s	1.9	27.0	27.0	0.4	33.9	34.3	0.0	0.0	1.2	5.1	0.0	2.0
Prop In Lane	1.00		0.00	1.00		0.06	1.00		0.54	1.00		0.67
Lane Grp Cap(c), veh/h	66	1112	1112	18	1009	1050	221	0	167	310	0	263
V/C Ratio(X)	0.62	0.74	0.74	0.44	0.85	0.85	0.00	0.00	0.16	0.49	0.00	0.17
Avail Cap(c_a), veh/h	106	1224	1224	106	1163	1210	324	0	715	310	0	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	12.9	12.9	41.9	15.7	15.8	34.6	0.0	35.2	31.9	0.0	31.2
Incr Delay (d2), s/veh	3.5	2.2	2.2	6.0	5.4	5.5	0.0	0.0	0.4	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.4	9.4	0.2	12.3	13.0	0.0	0.0	0.5	2.9	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	15.1	15.1	47.8	21.2	21.4	34.6	0.0	35.7	33.1	0.0	31.5
LnGrp LOS	D	B	B	D	C	C	C	A	D	C	A	C
Approach Vol, veh/h		1689			1762			27			197	
Approach Delay, s/veh		15.8			21.4			35.6			32.7	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	14.0	5.5	56.0	4.6	19.0	7.7	53.8
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.1	* 35	5.0	54.8	5.0	34.1	5.0	54.8
Max Q Clear Time (g_c+I1), s	7.1	3.2	2.4	29.0	2.0	4.0	3.9	36.3
Green Ext Time (p_c), s	0.0	0.1	0.0	12.5	0.0	0.2	0.0	11.2

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

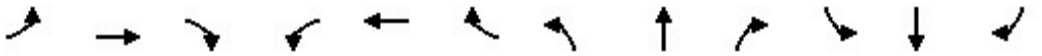
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	4	1728	44	1693	13	0	0
Future Volume (vph)	4	1728	44	1693	13	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	40.0	40.0	40.0	40.0		7.9	7.9
Actuated g/C Ratio	0.69	0.69	0.69	0.69		0.14	0.14
v/c Ratio	0.03	0.73	0.35	0.71		0.20	0.06
Control Delay	4.0	7.7	12.6	7.2		15.9	0.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	4.0	7.7	12.6	7.2		15.9	0.4
LOS	A	A	B	A		B	A
Approach Delay		7.6		7.4		15.9	0.4
Approach LOS		A		A		B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Decker St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1728	26	44	1693	4	13	0	35	0	0	16
Future Volume (veh/h)	4	1728	26	44	1693	4	13	0	35	0	0	16
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	4	1800	27	46	1764	4	14	0	36	0	0	17
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	272	2777	42	259	2819	6	103	12	97	0	0	136
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.08	0.00	0.08	0.00	0.00	0.08
Sat Flow, veh/h	274	3641	55	259	3695	8	299	147	1146	0	0	1610
Grp Volume(v), veh/h	4	891	936	46	861	907	50	0	0	0	0	17
Grp Sat Flow(s),veh/h/ln	274	1805	1890	259	1805	1898	1592	0	0	0	0	1610
Q Serve(g_s), s	0.4	13.6	13.7	6.0	12.8	12.8	0.1	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	13.2	13.6	13.7	19.7	12.8	12.8	1.7	0.0	0.0	0.0	0.0	0.6
Prop In Lane	1.00		0.03	1.00		0.00	0.28		0.72	0.00		1.00
Lane Grp Cap(c), veh/h	272	1377	1442	259	1377	1448	213	0	0	0	0	136
V/C Ratio(X)	0.01	0.65	0.65	0.18	0.63	0.63	0.23	0.00	0.00	0.00	0.00	0.12
Avail Cap(c_a), veh/h	492	2828	2962	467	2828	2975	568	0	0	0	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	3.3	3.3	7.9	3.2	3.2	25.5	0.0	0.0	0.0	0.0	25.0
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.3	0.5	0.4	0.6	0.0	0.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.4	0.2	0.3	0.3	0.7	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	3.8	3.8	8.3	3.6	3.6	26.0	0.0	0.0	0.0	0.0	25.4
LnGrp LOS	A	A	A	A	A	A	C	A	A	A	A	C
Approach Vol, veh/h		1831			1814			50			17	
Approach Delay, s/veh		3.8			3.8			26.0			25.4	
Approach LOS		A			A			C			C	

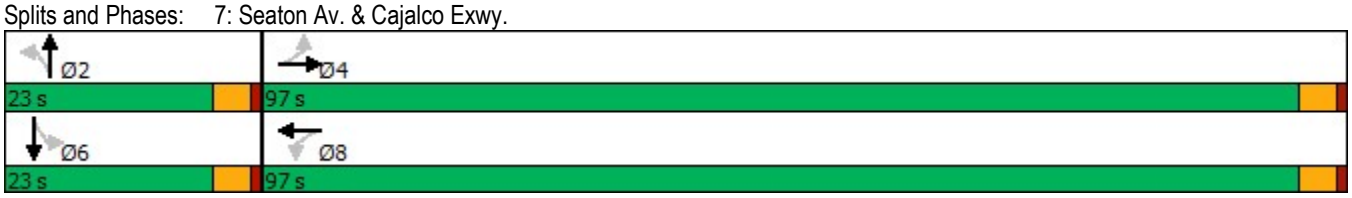
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		49.5		9.5		49.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		3.7		15.7		2.6		21.7				
Green Ext Time (p_c), s		0.1		22.2		0.0		23.3				

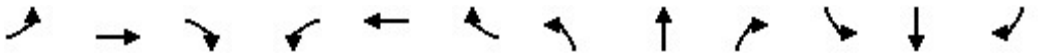
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	1624	133	1645	80	8	7	6
Future Volume (vph)	26	1624	133	1645	80	8	7	6
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	92.6	92.6	92.6	92.6	12.2	12.2	12.2	12.2
Actuated g/C Ratio	0.81	0.81	0.81	0.81	0.11	0.11	0.11	0.11
v/c Ratio	0.16	0.62	0.91	0.60	0.56	0.37	0.05	0.15
Control Delay	5.4	5.5	67.8	5.2	62.7	24.1	45.3	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	5.5	67.8	5.2	62.7	24.1	45.3	21.8
LOS	A	A	E	A	E	C	D	C
Approach Delay		5.5		9.8		43.4		26.1
Approach LOS		A		A		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Seaton Av. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1624	100	133	1645	15	80	8	72	7	6	24
Future Volume (veh/h)	26	1624	100	133	1645	15	80	8	72	7	6	24
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	27	1709	105	140	1732	16	84	8	76	7	6	25
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	251	2809	171	235	2979	27	185	15	147	138	32	133
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	280	3456	211	262	3665	34	1400	156	1478	1335	321	1338
Grp Volume(v), veh/h	27	886	928	140	852	896	84	0	84	7	0	31
Grp Sat Flow(s),veh/h/ln	280	1805	1862	262	1805	1894	1400	0	1634	1335	0	1659
Q Serve(g_s), s	3.9	18.5	19.0	43.7	17.1	17.2	6.0	0.0	5.0	0.5	0.0	1.8
Cycle Q Clear(g_c), s	21.1	18.5	19.0	62.7	17.1	17.2	7.7	0.0	5.0	5.5	0.0	1.8
Prop In Lane	1.00		0.11	1.00		0.02	1.00		0.90	1.00		0.81
Lane Grp Cap(c), veh/h	251	1467	1513	235	1467	1539	185	0	162	138	0	165
V/C Ratio(X)	0.11	0.60	0.61	0.60	0.58	0.58	0.45	0.00	0.52	0.05	0.00	0.19
Avail Cap(c_a), veh/h	276	1633	1684	259	1633	1713	300	0	296	247	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	3.5	3.6	15.3	3.4	3.4	45.8	0.0	43.7	46.3	0.0	42.3
Incr Delay (d2), s/veh	0.2	0.5	0.6	3.1	0.4	0.4	1.7	0.0	2.5	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.9	3.1	2.2	2.7	2.8	2.2	0.0	2.1	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	4.0	4.1	18.4	3.8	3.8	47.6	0.0	46.3	46.5	0.0	42.8
LnGrp LOS	A	A	A	B	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1841			1888			168			38	
Approach Delay, s/veh		4.1			4.9			46.9			43.5	
Approach LOS		A			A			D			D	

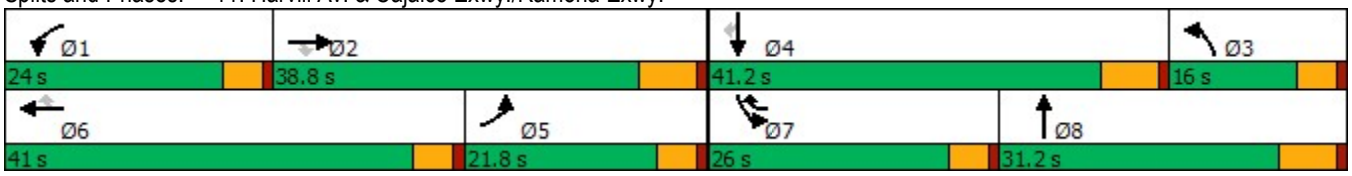
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.6		87.6		14.6		87.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		9.7		23.1		7.5		64.7				
Green Ext Time (p_c), s		0.4		23.2		0.1		18.4				

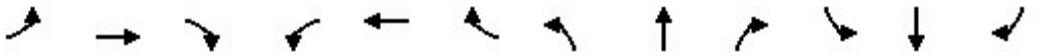
Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	198	1162	337	669	1296	938	396	574	456	275	105
Future Volume (vph)	198	1162	337	669	1296	938	396	574	456	275	105
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	21.8	38.8	38.8	24.0	41.0	26.0	16.0	31.2	26.0	41.2	41.2
Total Split (%)	18.2%	32.3%	32.3%	20.0%	34.2%	21.7%	13.3%	26.0%	21.7%	34.3%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	18.0	31.6	31.6	19.4	34.8	56.1	28.8	25.0	21.4	17.6	17.6
Actuated g/C Ratio	0.15	0.27	0.27	0.16	0.29	0.47	0.24	0.21	0.18	0.15	0.15
v/c Ratio	0.76	0.80	0.52	1.19	0.81	1.17	0.47	1.09	0.73	0.51	0.29
Control Delay	67.6	45.4	7.5	143.4	43.5	107.3	42.9	99.2	53.9	48.7	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	45.4	7.5	143.4	43.5	107.3	42.9	99.2	53.9	48.7	2.7
LOS	E	D	A	F	D	F	D	F	D	D	A
Approach Delay		40.5			87.2			81.3		45.7	
Approach LOS		D			F			F		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 69.0	Intersection LOS: E
Intersection Capacity Utilization 106.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1162	337	669	1296	938	396	574	276	456	275	105
Future Volume (veh/h)	198	1162	337	669	1296	938	396	574	276	456	275	105
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	206	1210	195	697	1350	560	412	598	163	475	286	67
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	248	1486	420	627	1696	721	914	641	174	544	404	171
Arrive On Green	0.14	0.26	0.26	0.17	0.30	0.30	0.25	0.22	0.22	0.15	0.11	0.11
Sat Flow, veh/h	1810	5700	1610	3619	5700	1610	3619	2877	782	3619	3800	1610
Grp Volume(v), veh/h	206	1210	195	697	1350	560	412	394	367	475	286	67
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1759	1810	1900	1610
Q Serve(g_s), s	12.4	22.3	5.8	19.4	24.4	16.6	10.8	22.8	22.9	14.4	8.1	4.3
Cycle Q Clear(g_c), s	12.4	22.3	5.8	19.4	24.4	16.6	10.8	22.8	22.9	14.4	8.1	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	248	1486	420	627	1696	721	914	423	392	544	404	171
V/C Ratio(X)	0.83	0.81	0.46	1.11	0.80	0.78	0.45	0.93	0.94	0.87	0.71	0.39
Avail Cap(c_a), veh/h	278	1659	469	627	1858	767	914	424	393	691	1187	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	38.9	9.0	46.3	36.2	9.8	35.3	42.7	42.7	46.5	48.4	46.7
Incr Delay (d2), s/veh	15.4	3.0	0.8	70.7	2.3	4.8	0.1	27.4	29.5	8.4	2.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	10.2	4.0	14.5	11.0	5.1	4.5	13.4	12.7	6.8	3.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	41.8	9.8	117.0	38.5	14.6	35.4	70.1	72.2	54.9	50.6	48.1
LnGrp LOS	E	D	A	F	D	B	D	E	E	D	D	D
Approach Vol, veh/h		1611			2607			1173			828	
Approach Delay, s/veh		40.6			54.4			58.6			52.9	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	35.4	34.5	18.1	21.6	37.8	21.4	31.2
Change Period (Y+Rc), s	4.6	6.2	6.2	* 6.2	6.2	* 4.5	4.6	6.2
Max Green Setting (Gmax), s	19.4	32.6	11.4	* 35	17.2	* 37	21.4	25.0
Max Q Clear Time (g_c+I1), s	21.4	24.3	12.8	10.1	14.4	26.4	16.4	24.9
Green Ext Time (p_c), s	0.0	4.9	0.0	1.8	0.1	6.9	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Notes

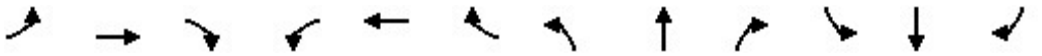
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1286	672	772	2047	1890	8	993
Future Volume (vph)	1286	672	772	2047	1890	8	993
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	33.4		30.6	64.0	56.0	56.0	56.0
Total Split (%)	27.8%		25.5%	53.3%	46.7%	46.7%	46.7%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
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)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	None
Act Effct Green (s)	27.4	120.0	26.1	58.0	50.5	50.5	50.5
Actuated g/C Ratio	0.23	1.00	0.22	0.48	0.42	0.42	0.42
v/c Ratio	1.02	0.43	1.01	0.77	1.00	1.03	1.03
Control Delay	75.7	0.8	97.1	26.4	58.1	77.2	75.0
Queue Delay	0.0	0.0	1.1	30.9	38.0	27.9	0.0
Total Delay	75.7	0.8	98.2	57.2	96.2	105.1	75.0
LOS	E	A	F	E	F	F	E
Approach Delay	50.0			68.4		93.4	
Approach LOS	D			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 73.1	Intersection LOS: E
Intersection Capacity Utilization 153.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1286	672	772	2047	0	0	0	0	1890	8	993
Future Volume (veh/h)	0	1286	672	772	2047	0	0	0	0	1890	8	993
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	1326	0	796	2110	0				2135	0	397
Peak Hour Factor	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
Cap, veh/h	0	1325		787	2778	0				2262	0	671
Arrive On Green	0.00	0.23	0.00	0.22	0.49	0.00				0.42	0.00	0.00
Sat Flow, veh/h	0	5700	1610	3619	5700	0				5429	0	1610
Grp Volume(v), veh/h	0	1326	0	796	2110	0				2135	0	397
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	27.9	0.0	26.1	36.2	0.0				45.4	0.0	29.6
Cycle Q Clear(g_c), s	0.0	27.9	0.0	26.1	36.2	0.0				45.4	0.0	29.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1325		787	2778	0				2262	0	671
V/C Ratio(X)	0.00	1.00		1.01	0.76	0.00				0.94	0.00	0.59
Avail Cap(c_a), veh/h	0	1325		787	2778	0				2285	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.00
Upstream Filter(I)	0.00	0.53	0.00	0.26	0.26	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	46.1	0.0	47.0	25.0	0.0				33.6	0.0	49.8
Incr Delay (d2), s/veh	0.0	18.2	0.0	19.2	0.5	0.0				8.9	0.0	1.4
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	14.8	0.0	13.3	15.0	0.0				20.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	64.3	0.0	66.1	25.6	0.0				42.5	0.0	51.1
LnGrp LOS	A	F		F	C	A				D	A	D
Approach Vol, veh/h		1326	A		2906						2532	
Approach Delay, s/veh		64.3			36.7						43.9	
Approach LOS		E			D						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.6	33.9		55.5		64.5						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	26.1	27.4		50.5		58.0						
Max Q Clear Time (g_c+I1), s	28.1	29.9		47.4		38.2						
Green Ext Time (p_c), s	0.0	0.0		2.6		10.4						

Intersection Summary												
HCM 6th Ctrl Delay			44.8									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

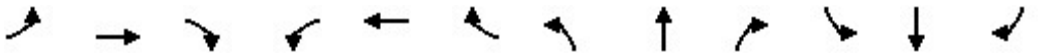
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	408	2768	1717	1641	1004	31	708
Future Volume (vph)	408	2768	1717	1641	1004	31	708
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	18.5	67.4	48.9		52.6	52.6	52.6
Total Split (%)	15.4%	56.2%	40.8%		43.8%	43.8%	43.8%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
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)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	14.0	61.4	42.9	120.0	47.1	47.1	47.1
Actuated g/C Ratio	0.12	0.51	0.36	1.00	0.39	0.39	0.39
v/c Ratio	1.04	1.09	0.96	1.07	0.79	0.81	1.09
Control Delay	92.9	79.0	52.2	49.6	42.3	43.2	95.2
Queue Delay	0.0	6.9	43.0	0.0	1.1	1.3	0.0
Total Delay	92.9	85.9	95.2	49.6	43.4	44.5	95.2
LOS	F	F	F	D	D	D	F
Approach Delay		86.8	72.9			64.8	
Approach LOS		F	E			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 76.5	Intersection LOS: E
Intersection Capacity Utilization 172.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	408	2768	0	0	1717	1641	1004	31	708	0	0	0
Future Volume (veh/h)	408	2768	0	0	1717	1641	1004	31	708	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	425	2883	0	0	1789	0	1069	0	595			
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	410	2682	0	0	1882		1401	0	623			
Arrive On Green	0.23	1.00	0.00	0.00	0.36	0.00	0.39	0.00	0.39			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	425	2883	0	0	1789	0	1069	0	595			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	14.0	0.0	0.0	0.0	40.3	0.0	30.8	0.0	43.1			
Cycle Q Clear(g_c), s	14.0	0.0	0.0	0.0	40.3	0.0	30.8	0.0	43.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	410	2682	0	0	1882		1401	0	623			
V/C Ratio(X)	1.04	1.08	0.00	0.00	0.95		0.76	0.00	0.95			
Avail Cap(c_a), veh/h	410	2682	0	0	1882		1420	0	632			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.18	0.18	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.0	0.0	0.0	0.0	37.2	0.0	32.0	0.0	35.7			
Incr Delay (d2), s/veh	29.5	35.4	0.0	0.0	12.0	0.0	2.5	0.0	24.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	8.8	0.0	0.0	18.0	0.0	13.3	0.0	20.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	35.4	0.0	0.0	49.1	0.0	34.5	0.0	60.6			
LnGrp LOS	F	F	A	A	D		C	A	E			
Approach Vol, veh/h		3308			1789	A		1664				
Approach Delay, s/veh		40.6			49.1			43.8				
Approach LOS		D			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			18.5	49.5		52.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.4			14.0	42.9		47.1				
Max Q Clear Time (g_c+I1), s		2.0			16.0	42.3		45.1				
Green Ext Time (p_c), s		30.3			0.0	0.5		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

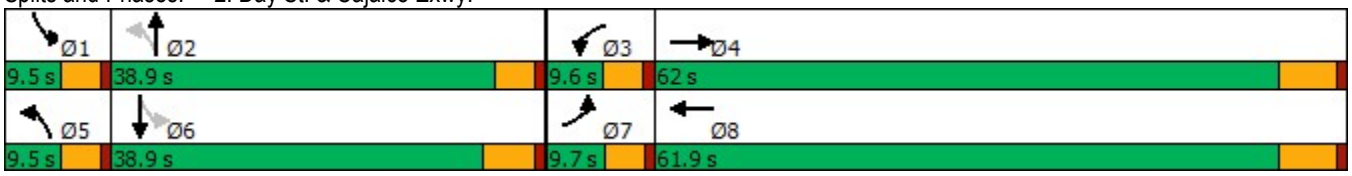
User approved volume balancing among the lanes for turning movement.

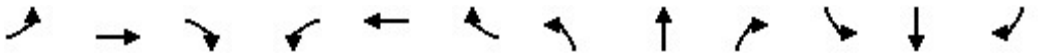
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	1831	40	1658	5	12	72	15
Future Volume (vph)	37	1831	40	1658	5	12	72	15
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.2	9.6	31.2	9.5	37.7	9.5	38.8
Total Split (s)	9.7	62.0	9.6	61.9	9.5	38.9	9.5	38.9
Total Split (%)	8.1%	51.7%	8.0%	51.6%	7.9%	32.4%	7.9%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.5	3.7	3.5	4.8
All-Red Time (s)	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	6.2	4.6	6.2	4.5	4.7	4.5	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.4	5.1	56.3	16.0	12.0	18.7	16.5
Actuated g/C Ratio	0.06	0.61	0.06	0.61	0.17	0.13	0.20	0.18
v/c Ratio	0.38	0.81	0.41	0.80	0.02	0.40	0.31	0.14
Control Delay	56.6	19.7	58.6	19.6	29.2	13.5	34.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	19.7	58.6	19.6	29.2	13.5	34.2	18.2
LOS	E	B	E	B	C	B	C	B
Approach Delay		20.4		20.5		14.1		28.0
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Day St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1831	4	40	1658	58	5	12	111	72	15	31
Future Volume (veh/h)	37	1831	4	40	1658	58	5	12	111	72	15	31
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	38	1888	4	41	1709	34	5	12	55	74	15	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	62	2172	5	65	2080	41	239	31	142	260	115	138
Arrive On Green	0.03	0.57	0.57	0.04	0.57	0.57	0.01	0.10	0.10	0.05	0.15	0.15
Sat Flow, veh/h	1810	3791	8	1810	3620	72	1810	296	1359	1810	786	944
Grp Volume(v), veh/h	38	946	946	41	850	893	5	0	67	74	0	33
Grp Sat Flow(s),veh/h/ln	1810	1900	1899	1810	1805	1887	1810	0	1655	1810	0	1730
Q Serve(g_s), s	1.8	37.5	37.6	2.0	33.6	33.8	0.2	0.0	3.3	3.1	0.0	1.5
Cycle Q Clear(g_c), s	1.8	37.5	37.6	2.0	33.6	33.8	0.2	0.0	3.3	3.1	0.0	1.5
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.82	1.00		0.55
Lane Grp Cap(c), veh/h	62	1089	1088	65	1037	1084	239	0	173	260	0	253
V/C Ratio(X)	0.61	0.87	0.87	0.63	0.82	0.82	0.02	0.00	0.39	0.29	0.00	0.13
Avail Cap(c_a), veh/h	104	1197	1196	102	1135	1187	329	0	639	274	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	16.1	16.1	42.1	15.2	15.2	35.1	0.0	37.0	32.2	0.0	32.9
Incr Delay (d2), s/veh	3.6	6.6	6.7	3.7	4.5	4.5	0.0	0.0	1.4	0.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.7	14.7	0.9	12.1	12.7	0.1	0.0	1.4	1.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	22.7	22.8	45.9	19.7	19.7	35.1	0.0	38.4	32.8	0.0	33.1
LnGrp LOS	D	C	C	D	B	B	D	A	D	C	A	C
Approach Vol, veh/h		1930			1784			72			107	
Approach Delay, s/veh		23.2			20.3			38.2			32.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	15.0	7.8	57.0	5.1	18.8	7.6	57.1
Change Period (Y+Rc), s	4.5	* 5.8	4.6	6.2	4.5	5.8	4.6	6.2
Max Green Setting (Gmax), s	5.0	* 34	5.0	55.8	5.0	33.1	5.1	55.7
Max Q Clear Time (g_c+I1), s	5.1	5.3	4.0	39.6	2.2	3.5	3.8	35.8
Green Ext Time (p_c), s	0.0	0.3	0.0	11.2	0.0	0.1	0.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

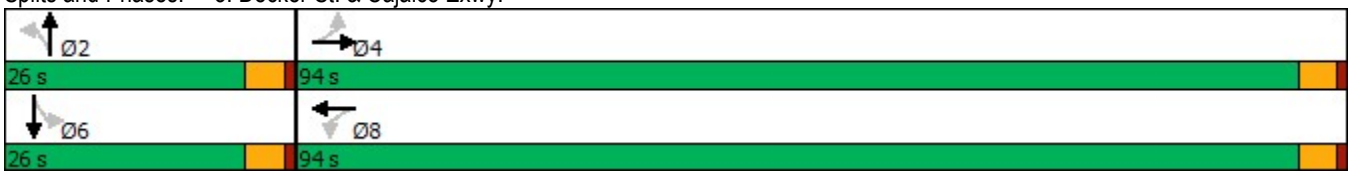
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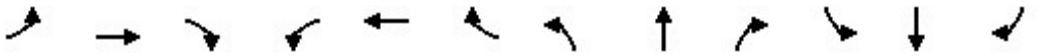
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	5	2026	61	1748	29	0	0
Future Volume (vph)	5	2026	61	1748	29	0	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases		4		8		2	6
Permitted Phases	4		8		2		
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	Min	Min	Min
Act Effct Green (s)	87.4	87.4	87.4	87.4		11.2	11.2
Actuated g/C Ratio	0.81	0.81	0.81	0.81		0.10	0.10
v/c Ratio	0.03	0.72	0.65	0.62		0.58	0.03
Control Delay	3.4	6.9	41.8	5.4		48.5	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	3.4	6.9	41.8	5.4		48.5	0.3
LOS	A	A	D	A		D	A
Approach Delay		6.9		6.6		48.5	0.3
Approach LOS		A		A		D	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Decker St. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2026	18	61	1748	6	29	0	74	0	0	7
Future Volume (veh/h)	5	2026	18	61	1748	6	29	0	74	0	0	7
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	5	2089	16	63	1802	4	30	0	61	0	0	5
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	253	2947	23	197	2966	7	94	10	90	0	0	136
Arrive On Green	0.80	0.80	0.80	0.80	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.08
Sat Flow, veh/h	264	3672	28	197	3695	8	399	122	1059	0	0	1610
Grp Volume(v), veh/h	5	1026	1079	63	880	926	91	0	0	0	0	5
Grp Sat Flow(s),veh/h/ln	264	1805	1895	197	1805	1899	1580	0	0	0	0	1610
Q Serve(g_s), s	0.6	20.7	20.9	17.2	15.0	15.0	2.9	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	15.6	20.7	20.9	38.0	15.0	15.0	4.4	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.00	0.33		0.67	0.00		1.00
Lane Grp Cap(c), veh/h	253	1449	1521	197	1449	1524	194	0	0	0	0	136
V/C Ratio(X)	0.02	0.71	0.71	0.32	0.61	0.61	0.47	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h	337	2024	2124	260	2024	2128	479	0	0	0	0	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	3.6	3.6	12.3	3.0	3.0	35.4	0.0	0.0	0.0	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.9	0.4	0.4	1.8	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.8	0.6	1.2	1.2	1.8	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	4.3	4.3	13.3	3.4	3.4	37.2	0.0	0.0	0.0	0.0	33.7
LnGrp LOS	A	A	A	B	A	A	D	A	A	A	A	C
Approach Vol, veh/h		2110			1869			91			5	
Approach Delay, s/veh		4.3			3.8			37.2			33.7	
Approach LOS		A			A			D			C	

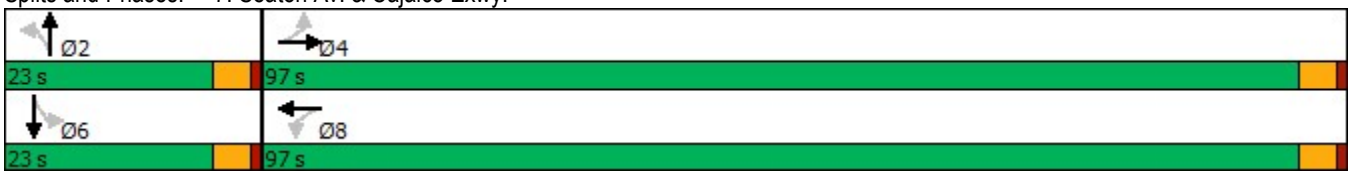
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.3		68.6		11.3		68.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.5		89.5		21.5		89.5				
Max Q Clear Time (g_c+I1), s		6.4		22.9		2.2		40.0				
Green Ext Time (p_c), s		0.3		30.8		0.0		24.0				

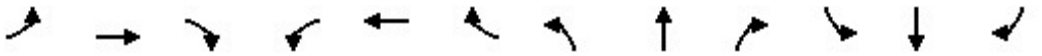
Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	1959	91	1739	71	14	7	6
Future Volume (vph)	19	1959	91	1739	71	14	7	6
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	97.0	97.0	97.0	23.0	23.0	23.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	80.8%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	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)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	92.6	92.6	92.6	92.6	14.9	14.9	14.9	14.9
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.13	0.13	0.13	0.13
v/c Ratio	0.15	0.76	1.23	0.65	0.41	0.75	0.08	0.10
Control Delay	6.2	8.9	198.2	6.7	53.7	60.7	46.1	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	8.9	198.2	6.7	53.7	60.7	46.1	23.1
LOS	A	A	F	A	D	E	D	C
Approach Delay		8.9		16.2		58.6		28.3
Approach LOS		A		B		E		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Seaton Av. & Cajalco Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1959	102	91	1739	21	71	14	154	7	6	17
Future Volume (veh/h)	19	1959	102	91	1739	21	71	14	154	7	6	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		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	20	2062	70	96	1831	14	75	15	120	7	6	13
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	225	2902	98	172	2991	23	198	19	152	95	56	121
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	254	3563	120	192	3672	28	1416	182	1456	1274	534	1157
Grp Volume(v), veh/h	20	1039	1093	96	899	946	75	0	135	7	0	19
Grp Sat Flow(s),veh/h/ln	254	1805	1878	192	1805	1895	1416	0	1638	1274	0	1692
Q Serve(g_s), s	3.5	27.8	28.6	49.0	20.4	20.5	5.6	0.0	8.9	0.6	0.0	1.1
Cycle Q Clear(g_c), s	23.9	27.8	28.6	77.6	20.4	20.5	6.7	0.0	8.9	9.5	0.0	1.1
Prop In Lane	1.00		0.06	1.00		0.01	1.00		0.89	1.00		0.68
Lane Grp Cap(c), veh/h	225	1470	1530	172	1470	1543	198	0	171	95	0	176
V/C Ratio(X)	0.09	0.71	0.71	0.56	0.61	0.61	0.38	0.00	0.79	0.07	0.00	0.11
Avail Cap(c_a), veh/h	231	1510	1571	176	1510	1585	288	0	274	176	0	283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	4.5	4.6	21.8	3.8	3.8	47.9	0.0	48.4	53.0	0.0	44.9
Incr Delay (d2), s/veh	0.2	1.5	1.5	3.7	0.7	0.7	1.2	0.0	8.0	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.3	5.7	2.1	3.8	3.9	2.0	0.0	4.0	0.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	6.0	6.1	25.5	4.5	4.5	49.1	0.0	56.3	53.3	0.0	45.1
LnGrp LOS	A	A	A	C	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2152			1941			210			26	
Approach Delay, s/veh		6.0			5.5			53.8			47.3	
Approach LOS		A			A			D			D	

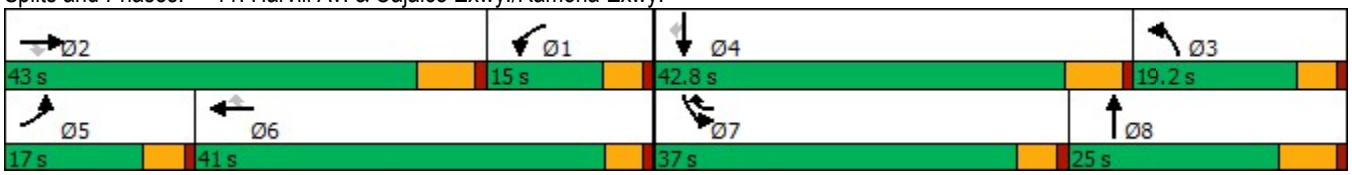
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		94.6		16.0		94.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		92.5		18.5		92.5				
Max Q Clear Time (g_c+I1), s		10.9		30.6		11.5		79.6				
Green Ext Time (p_c), s		0.5		32.0		0.0		10.4				

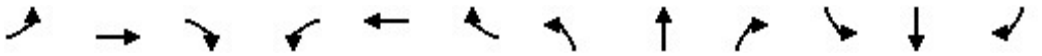
Intersection Summary												
HCM 6th Ctrl Delay			8.4									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	154	1641	531	345	1178	511	399	235	1060	562	212
Future Volume (vph)	154	1641	531	345	1178	511	399	235	1060	562	212
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6	7	3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	7	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2	41.2
Total Split (s)	17.0	43.0	43.0	15.0	41.0	37.0	19.2	25.0	37.0	42.8	42.8
Total Split (%)	14.2%	35.8%	35.8%	12.5%	34.2%	30.8%	16.0%	20.8%	30.8%	35.7%	35.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2	5.2
All-Red Time (s)	1.0	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	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2	6.2
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	12.0	36.8	36.8	10.4	36.9	73.8	25.6	18.8	32.4	25.6	25.6
Actuated g/C Ratio	0.10	0.31	0.31	0.09	0.31	0.62	0.21	0.16	0.27	0.21	0.21
v/c Ratio	0.87	0.96	0.77	1.13	0.69	0.50	0.53	1.60dr	1.11	0.71	0.42
Control Delay	93.8	54.7	23.9	139.3	39.0	10.7	46.2	175.8	105.2	48.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	54.7	23.9	139.3	39.0	10.7	46.2	175.8	105.2	48.2	7.0
LOS	F	D	C	F	D	B	D	F	F	D	A
Approach Delay		50.2			48.9			133.9		76.4	
Approach LOS		D			D			F		E	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.29		
Intersection Signal Delay: 70.2	Intersection LOS: E	
Intersection Capacity Utilization 115.7%	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: 11: Harvill Av. & Cajalco Exwy./Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1641	531	345	1178	511	399	235	600	1060	562	212
Future Volume (veh/h)	154	1641	531	345	1178	511	399	235	600	1060	562	212
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	157	1674	394	352	1202	363	407	240	229	1082	573	170
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	1747	494	314	1743	928	816	296	251	979	713	302
Arrive On Green	0.15	0.46	0.46	0.13	0.46	0.46	0.34	0.23	0.23	0.41	0.28	0.28
Sat Flow, veh/h	1810	5700	1610	3619	5700	1610	3619	1900	1610	3619	3800	1610
Grp Volume(v), veh/h	157	1674	394	352	1202	363	407	240	229	1082	573	170
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	10.1	34.0	25.0	10.4	20.0	13.5	10.7	14.3	16.6	32.4	16.8	8.3
Cycle Q Clear(g_c), s	10.1	34.0	25.0	10.4	20.0	13.5	10.7	14.3	16.6	32.4	16.8	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	1747	494	314	1743	928	816	296	251	979	713	302
V/C Ratio(X)	0.86	0.96	0.80	1.12	0.69	0.39	0.50	0.81	0.91	1.11	0.80	0.56
Avail Cap(c_a), veh/h	187	1752	495	314	1743	928	816	298	253	979	1161	492
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	31.6	29.2	52.1	27.9	10.6	34.3	44.2	45.1	35.6	41.0	22.7
Incr Delay (d2), s/veh	29.1	13.0	8.9	87.1	1.2	0.3	0.2	15.3	34.3	62.0	2.2	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	5.7	14.4	8.9	8.1	7.4	3.6	4.2	7.2	8.2	20.0	7.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.1	44.6	38.1	139.2	29.1	10.9	34.4	59.6	79.4	97.6	43.2	24.4
LnGrp LOS	E	D	D	F	C	B	C	E	E	F	D	C
Approach Vol, veh/h		2225			1917			876			1825	
Approach Delay, s/veh		45.9			45.9			53.1			73.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	42.9	33.2	28.7	16.7	41.2	37.0	24.9
Change Period (Y+Rc), s	4.6	6.2	6.2	* 6.2	4.6	* 4.6	4.6	6.2
Max Green Setting (Gmax), s	10.4	36.8	14.6	* 37	12.4	* 37	32.4	18.8
Max Q Clear Time (g_c+I1), s	12.4	36.0	12.7	18.8	12.1	22.0	34.4	18.6
Green Ext Time (p_c), s	0.0	0.7	0.2	3.7	0.0	7.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

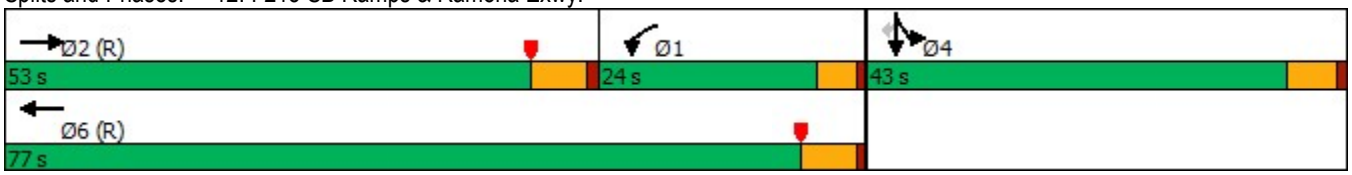
Notes

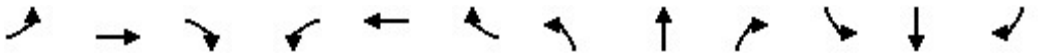
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2100	1194	955	1594	1946	2	478
Future Volume (vph)	2100	1194	955	1594	1946	2	478
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	53.0		24.0	77.0	43.0	43.0	43.0
Total Split (%)	44.2%		20.0%	64.2%	35.8%	35.8%	35.8%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
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)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	None
Act Effct Green (s)	47.0	120.0	19.5	71.0	37.5	37.5	37.5
Actuated g/C Ratio	0.39	1.00	0.16	0.59	0.31	0.31	0.31
v/c Ratio	0.99	0.78	1.72	0.50	1.25	1.22	0.85
Control Delay	53.4	3.8	367.5	27.8	157.0	150.9	47.4
Queue Delay	42.4	0.0	0.0	48.6	0.0	0.0	0.0
Total Delay	95.8	3.8	367.5	76.4	157.0	150.9	47.4
LOS	F	A	F	E	F	F	D
Approach Delay	62.4			185.5		135.9	
Approach LOS	E			F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 63 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.72	
Intersection Signal Delay: 121.9	Intersection LOS: F
Intersection Capacity Utilization 167.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰	✣	↱
Traffic Volume (veh/h)	0	2100	1194	955	1594	0	0	0	0	1946	2	478
Future Volume (veh/h)	0	2100	1194	955	1594	0	0	0	0	1946	2	478
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	2211	0	1005	1678	0				2127	0	168
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	2232		1451	4803	0				1696	0	503
Arrive On Green	0.00	0.59	0.00	0.80	1.00	0.00				0.63	0.00	0.47
Sat Flow, veh/h	0	5700	1610	3619	5700	0				5429	0	1610
Grp Volume(v), veh/h	0	2211	0	1005	1678	0				2127	0	168
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	45.9	0.0	14.8	0.0	0.0				37.5	0.0	7.9
Cycle Q Clear(g_c), s	0.0	45.9	0.0	14.8	0.0	0.0				37.5	0.0	7.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2233		1451	4803	0				1696	0	503
V/C Ratio(X)	0.00	0.99		0.69	0.35	0.00				1.25	0.00	0.33
Avail Cap(c_a), veh/h	0	2233		1451	4803	0				1696	0	503
HCM Platoon Ratio	1.00	1.50	1.50	2.00	1.50	1.00				2.00	1.50	1.50
Upstream Filter(I)	0.00	0.09	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.5	0.0	8.6	0.0	0.0				22.5	0.0	24.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.1	0.0	0.0				119.2	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	15.0	0.0	3.0	0.0	0.0				26.8	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.4	0.0	8.7	0.0	0.0				141.7	0.0	24.4
LnGrp LOS	A	C		A	A	A				F	A	C
Approach Vol, veh/h		2211	A		2683						2295	
Approach Delay, s/veh		28.4			3.3						133.1	
Approach LOS		C			A						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	54.1	53.0		43.0		107.1
Change Period (Y+Rc), s	6.0	* 6		5.5		6.0
Max Green Setting (Gmax), s	19.5	* 47		37.5		71.0
Max Q Clear Time (g_c+I1), s	16.8	47.9		39.5		2.0
Green Ext Time (p_c), s	1.2	0.0		0.0		9.7

Intersection Summary		
HCM 6th Ctrl Delay		52.5
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

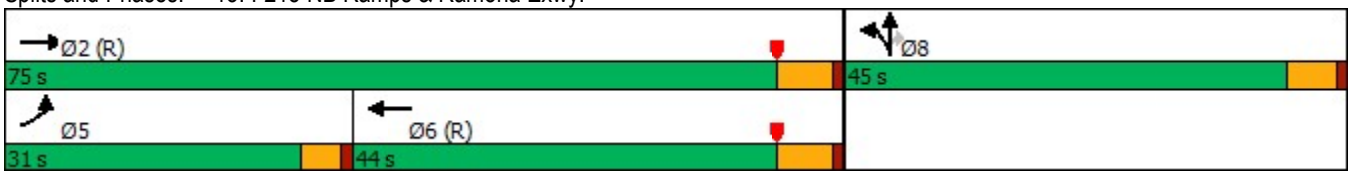
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

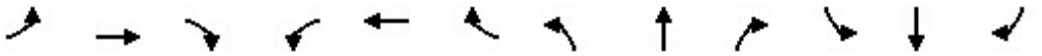
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	919	3126	1778	1920	770	0	713
Future Volume (vph)	919	3126	1778	1920	770	0	713
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	31.0	75.0	44.0		45.0	45.0	45.0
Total Split (%)	25.8%	62.5%	36.7%		37.5%	37.5%	37.5%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
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)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	26.5	69.0	38.0	120.0	39.5	39.5	39.5
Actuated g/C Ratio	0.22	0.58	0.32	1.00	0.33	0.33	0.33
v/c Ratio	1.24	1.09	1.13	1.25	0.71	0.71	1.29
Control Delay	129.7	75.9	104.2	129.6	43.5	43.5	174.0
Queue Delay	0.0	4.4	0.0	0.0	58.7	58.7	0.0
Total Delay	129.7	80.3	104.2	129.6	102.1	102.1	174.0
LOS	F	F	F	F	F	F	F
Approach Delay		91.6	117.4			136.7	
Approach LOS		F	F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 109.2	Intersection LOS: F
Intersection Capacity Utilization 164.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	919	3126	0	0	1778	1920	770	0	713	0	0	0
Future Volume (veh/h)	919	3126	0	0	1778	1920	770	0	713	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	957	3256	0	0	1852	0	802	0	378			
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	775	3292	0	0	1952		975	0	434			
Arrive On Green	0.33	0.95	0.00	0.00	0.38	0.00	0.27	0.00	0.27			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	957	3256	0	0	1852	0	802	0	378			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	26.5	62.0	0.0	0.0	41.6	0.0	25.0	0.0	26.9			
Cycle Q Clear(g_c), s	26.5	62.0	0.0	0.0	41.6	0.0	25.0	0.0	26.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	775	3292	0	0	1952		975	0	434			
V/C Ratio(X)	1.23	0.99	0.00	0.00	0.95		0.82	0.00	0.87			
Avail Cap(c_a), veh/h	775	3292	0	0	1952		1191	0	530			
HCM Platoon Ratio	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	2.5	0.0	0.0	36.3	0.0	41.1	0.0	41.8			
Incr Delay (d2), s/veh	106.6	2.8	0.0	0.0	11.4	0.0	4.0	0.0	12.6			
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	21.1	2.2	0.0	0.0	18.4	0.0	11.3	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.7	5.4	0.0	0.0	47.7	0.0	45.1	0.0	54.5			
LnGrp LOS	F	A	A	A	D		D	A	D			
Approach Vol, veh/h		4213			1852	A		1180				
Approach Delay, s/veh		37.5			47.7			48.1				
Approach LOS		D			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.2			31.0	51.2		37.8				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		69.0			26.5	38.0		39.5				
Max Q Clear Time (g_c+I1), s		64.0			28.5	43.6		28.9				
Green Ext Time (p_c), s		4.7			0.0	0.0		3.5				

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

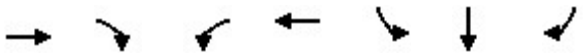
Notes

User approved volume balancing among the lanes for turning movement.

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

APPENDIX 7.8: HORIZON YEAR (2045) WITH PROJECT CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1326	693	796	2110	1519	754	707
v/c Ratio	1.02	0.43	1.01	0.77	1.00	1.03	1.03
Control Delay	75.7	0.8	97.1	26.4	58.1	77.2	75.0
Queue Delay	0.0	0.0	1.1	30.9	38.0	27.9	0.0
Total Delay	75.7	0.8	98.2	57.2	96.2	105.1	75.0
Queue Length 50th (ft)	~362	0	280	320	578	~627	~584
Queue Length 95th (ft)	#450	0	m283	m342	#744	#868	#834
Internal Link Dist (ft)	1408			344		1111	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1301	1615	785	2755	1519	729	684
Starvation Cap Reductn	0	0	3	766	0	0	0
Spillback Cap Reductn	0	0	0	0	592	283	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.43	1.02	1.06	1.64	1.69	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.

m Volume for 95th percentile queue is metered by upstream signal.



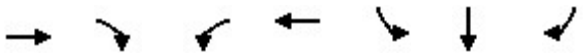
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	425	2883	1789	1709	533	545	738
v/c Ratio	1.04	1.09	0.96	1.07	0.79	0.81	1.09
Control Delay	92.9	79.0	52.2	49.6	42.3	43.2	95.2
Queue Delay	0.0	6.9	43.0	0.0	1.1	1.3	0.0
Total Delay	92.9	85.9	95.2	49.6	43.4	44.5	95.2
Queue Length 50th (ft)	~178	~889	494	~185	377	389	~613
Queue Length 95th (ft)	m149	m#858	#605	#450	533	#554	#854
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	408	2654	1854	1594	673	676	675
Starvation Cap Reductn	0	896	0	0	0	0	0
Spillback Cap Reductn	0	0	444	0	35	35	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	1.64	1.27	1.07	0.84	0.85	1.09

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2211	1257	1005	1678	1413	687	453
v/c Ratio	1.03	0.78	1.56	0.50	1.25	1.22	0.85
Control Delay	66.1	3.8	299.4	28.4	157.0	150.9	47.4
Queue Delay	31.0	0.0	0.0	48.7	0.0	0.0	0.0
Total Delay	97.1	3.8	299.4	77.1	157.0	150.9	47.4
Queue Length 50th (ft)	~613	0	~525	443	~684	~655	289
Queue Length 95th (ft)	#700	0	m#428	m405	#816	#891	#483
Internal Link Dist (ft)	1408			344		1111	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	2137	1615	646	3372	1128	563	535
Starvation Cap Reductn	0	0	0	1939	0	0	0
Spillback Cap Reductn	1416	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	3.07	0.78	1.56	1.17	1.25	1.22	0.85

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.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	957	3256	1852	2000	401	401	743
v/c Ratio	1.24	1.09	1.13	1.25	0.71	0.71	1.29
Control Delay	129.7	75.9	104.2	129.6	43.5	43.5	174.0
Queue Delay	0.0	4.4	0.0	0.0	58.7	58.7	0.0
Total Delay	129.7	80.3	104.2	129.6	102.1	102.1	174.0
Queue Length 50th (ft)	~488	~1013	~608	~654	285	285	~699
Queue Length 95th (ft)	m#459	m621	#705	#917	410	410	#940
Internal Link Dist (ft)		344	532			1162	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	773	2982	1642	1594	564	564	577
Starvation Cap Reductn	0	995	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	290	290	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	1.64	1.13	1.25	1.46	1.46	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.

m Volume for 95th percentile queue is metered by upstream signal.