TRANSPORTATION ANALYSIS

42500 WASHINGTON STREET PROJECT

RIVERSIDE COUNTY, CALIFORNIA

LSA

August 2023

TRANSPORTATION ANALYSIS

42500 WASHINGTON STREET PROJECT

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

HRI Development
225 Bella Vista Avenue
Pasadena, California 91107

Prepared by:

LSA
1500 Iowa Avenue, Suite 200
Riverside, California 92507
951.781.9310

Project No. HRD2001

LSA

August 2023

TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

1.0 INTRODUCTION

This Transportation Analysis (TA) has been prepared to assess the potential circulation impacts associated with the proposed 42500 Washington Street Project (project) to be located at 42500 Washington Street in the Bermuda Dunes unincorporated area in the County of Riverside (County). Figure 1-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

This report is intended to satisfy the requirements established in the Riverside County *Transportation Analysis Guidelines for Levels of Service and Vehicle Miles Traveled,* dated December 2020. The scope of work for this TA, including vehicle miles traveled (VMT) analysis, project trip generation, trip distribution, study area, and analysis methodologies has been approved by City staff via the Scoping Agreement process. A copy of the approved Scoping Agreement is included as Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following scenarios:

- Existing Conditions (2022)
- Project Completion (2024) plus Project Conditions
- Cumulative (2024) plus Project Conditions
- Horizon Year (2045) No Project Conditions
- Horizon Year (2045) plus Project Conditions.

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

1.1 PROJECT DESCRIPTION

The site is currently a vacant lot. The proposed project would consist of a day care center for a capacity of 166 students with a maximum of 24 staff and a 43-unit apartment complex. The anticipated project opening year is 2024. Figure 1-2 illustrates the conceptual circulation plan. As illustrated in Figure 1-2, access to the project would be provided a future right-in-right-out (RIRO) driveway along Washington Street.

1.2 STUDY AREA

The study area was approved by City staff via the City's scoping agreement process (Appendix A). Based on discussion with City staff, the study area includes the following intersections:

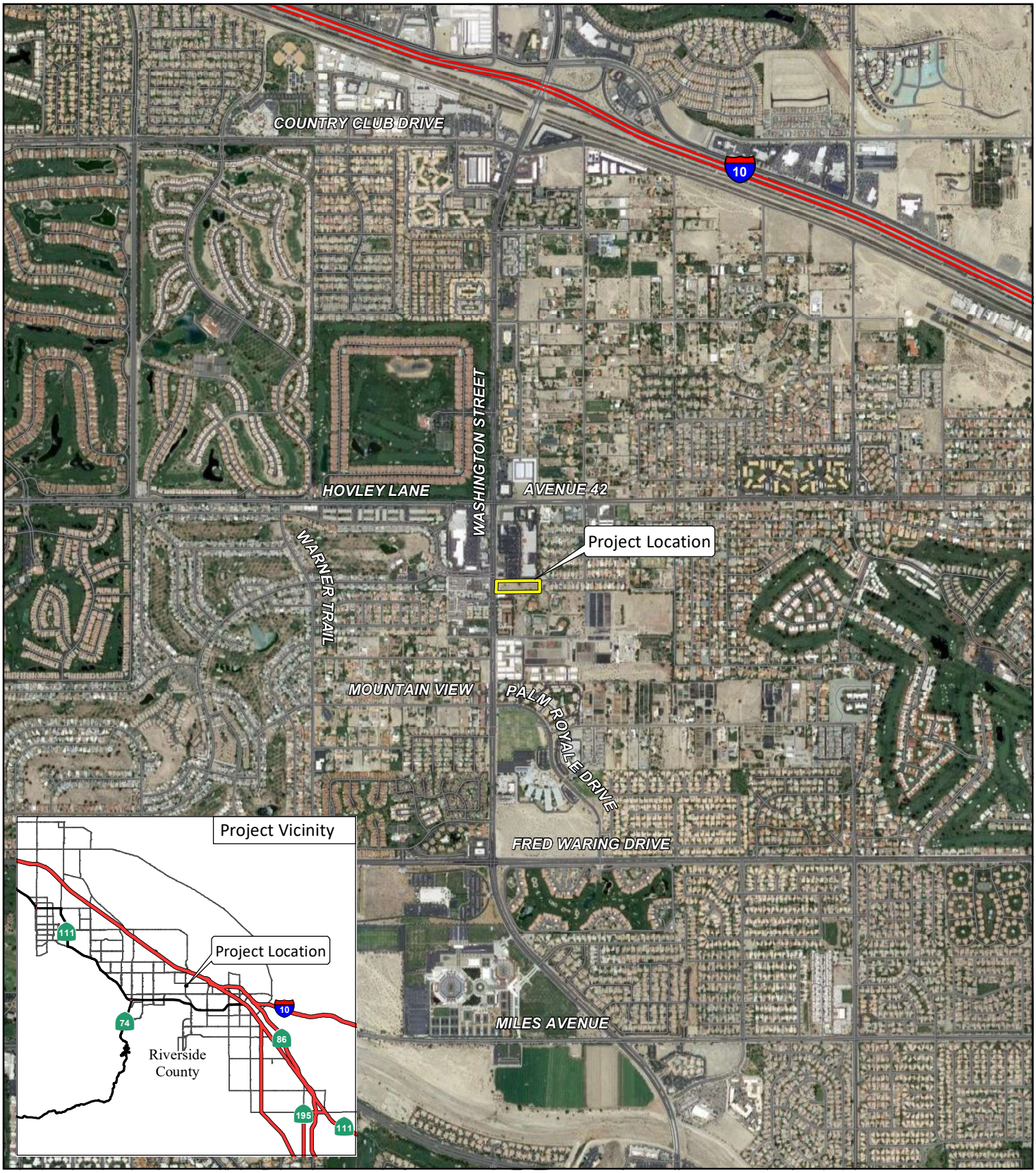
1. Washington Street/Hovley Lane East-Avenue 42 (Riverside County, City of Palm Desert);
2. Washington Street/Avenue of The States (Riverside County, City of Palm Desert);
3. Washington Street/Project Driveway (Riverside County, City of Palm Desert);

4. Washington Street/Dudley Drive-Hidden River Road (Riverside County, City of Palm Desert);
5. Washington Street/Mountain View-Palm Royale Drive (City of Palm Desert, City of La Quinta); and
6. Washington Street/Fred Waring Drive (City of Palm Desert, City of Indian Wells, City of La Quinta).

Figure 1-3 illustrates the study area intersections.

1.3 LIST OF CHAPTER 1.0 FIGURES

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



LSA

FIGURE 1-1

N

0 1000 2000

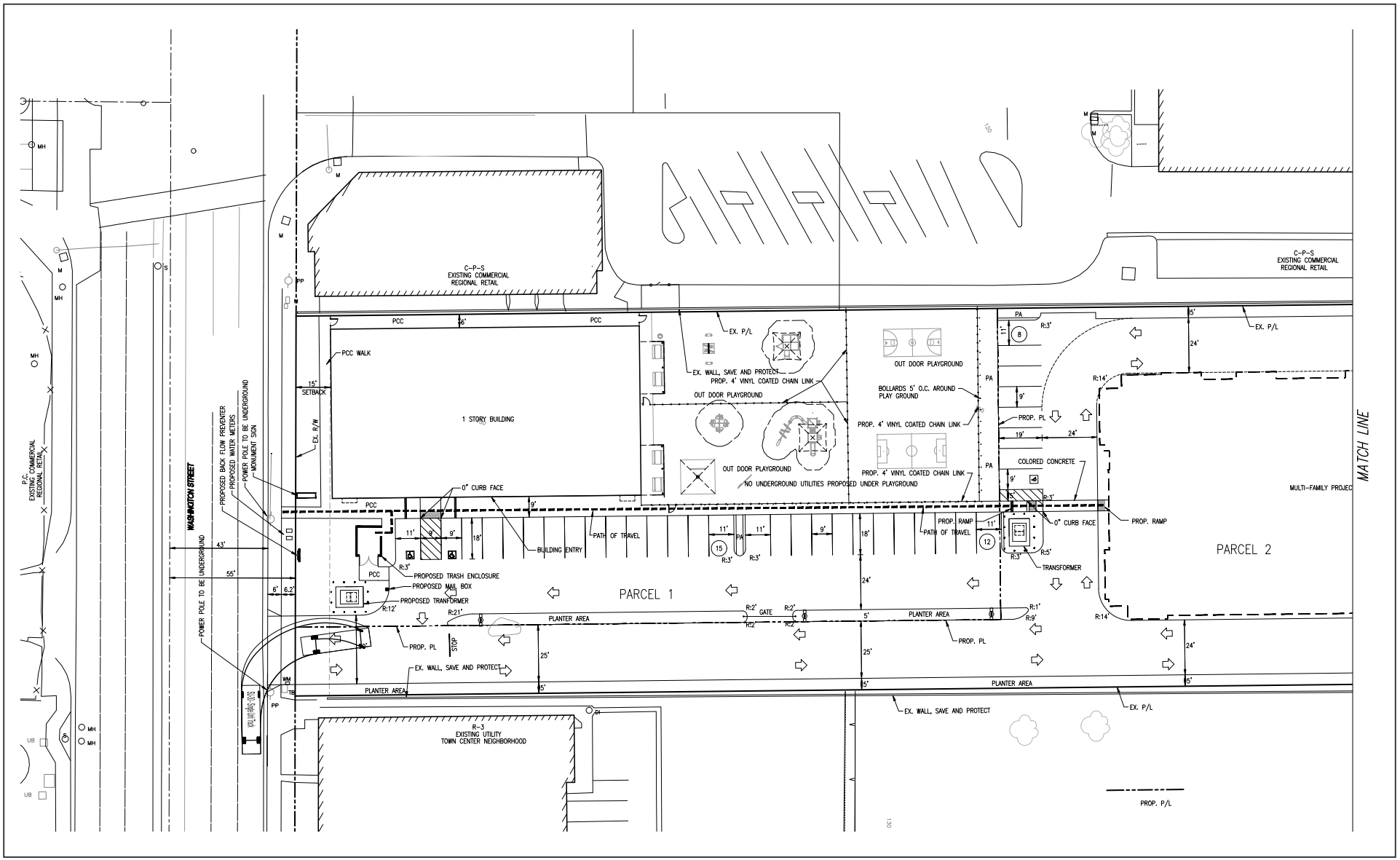
FEET

42500 Washington Street Project
Transportation Analysis

Regional and Project Location

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

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig1_Reg_ProjLoc.mxd (9/19/2022)



LSA

FIGURE 1-2

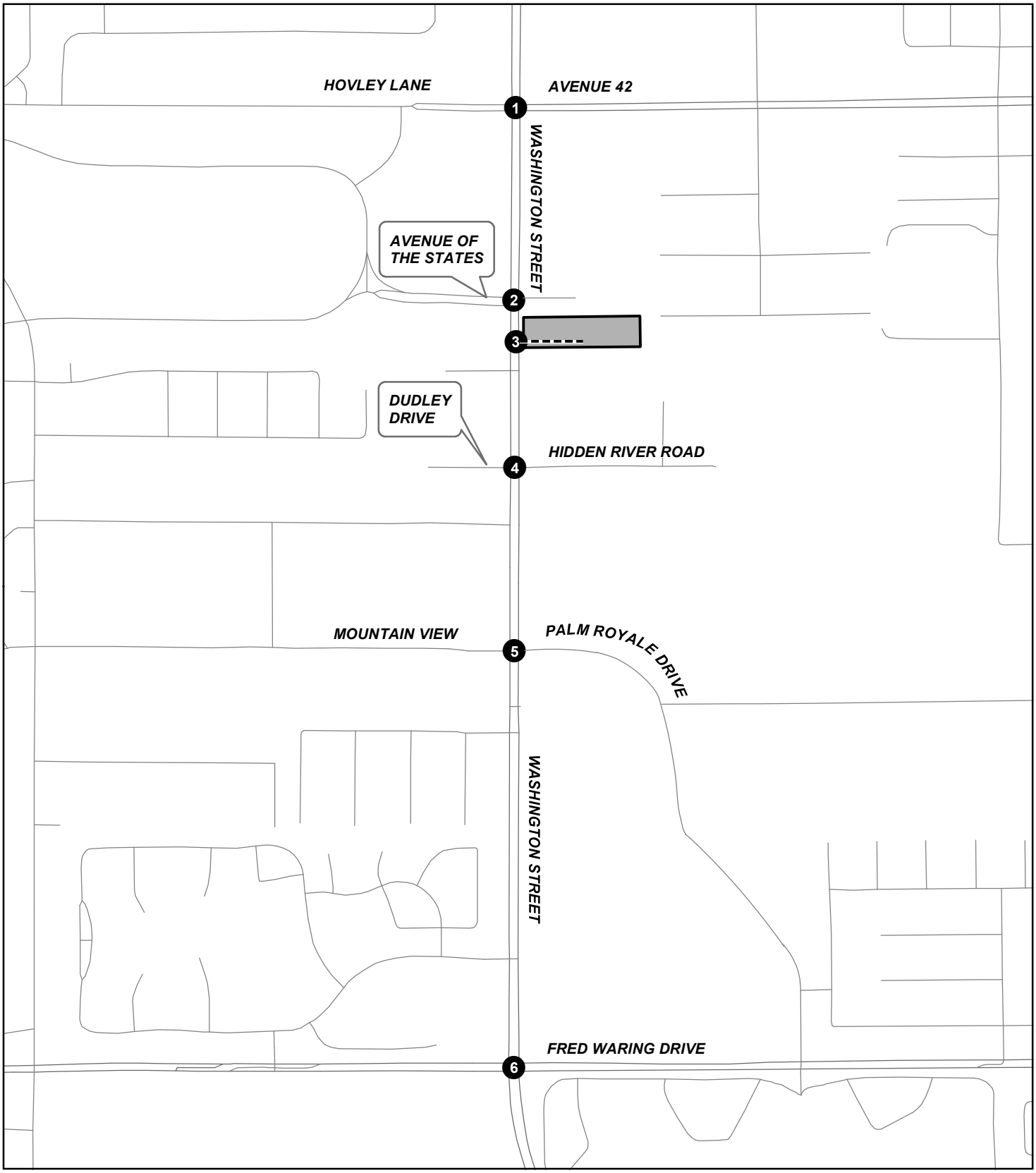
0 35 70

FEET

SOURCE: KES Technologies, Inc. (7/1/2023)

I:\HRD2001\G\Site Plan.ai (9/13/2023)

42500 Washington Street Project
Transportation Analysis
Conceptual Site Plan



LSA

LEGEND

Project Site

Study Intersection

Project Driveway

N

0 375 750

FEET

SOURCE: ESRI Streetmap, 2021.

FIGURE 1-3

42500 Washington Street Project
Transportation Analysis

Study Area Intersections

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3_StudyIntersections.mxd (9/19/2022)

2.0 ANALYSIS METHODOLOGY FOR LEVEL OF SERVICE ANALYSIS

2.1 LEVEL OF SERVICE DEFINITIONS

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

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2-A. Table 2-B shows the level of service criteria for unsignalized and signalized intersections using the HCM methodologies.

For all study area intersections, the *Highway Capacity Manual* 6th Edition (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using Synchro 11 software, which uses HCM 6 methodologies.

2.2 LEVEL OF SERVICE PROCEDURES

Study intersections analyzed in this report are under the jurisdictions of the County of Riverside, City of Palm Desert, City of La Quinta, and City of Indian Wells. The County of Riverside, City of Palm Desert, City of La Quinta, and City of Indian Wells consider LOS D as the level of service standard for intersections.

2.3 LEVEL OF SERVICE THRESHOLDS

The County's TA guidelines state that the project creates an operational deficiency at a signalized intersection under the following conditions:

- When existing traffic conditions exceed the General Plan target LOS.
- When project traffic, when added to existing traffic will deteriorate the LOS to below the target LOS.
- When cumulative traffic exceed the target LOS.

The City of Palm Desert, the City of La Quinta, and City of Indian Wells consider operational deficiency occurs when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) for intersections or when the project contributes to an existing or forecast deficiency. The project needs to identify improvements to improve the intersection LOS to an acceptable level.

2.4 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Level of Service Criteria for Unsignalized and Signalized Intersections (HCM)

Table 2-A: Intersection Level of Service Definitions

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

Source: Highway Capacity Manual (6th Edition).

Table 2-B: Level of Service Criteria for Unsignalized and Signalized Intersections (HCM)

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

Source: *Highway Capacity Manual* (6th Edition).

3.0 CIRCULATION NETWORK SETTING

This section provides a description of the circulation network within the study area. Figures 3-1 illustrate the Existing study intersection geometrics and traffic control.

3.1 CIRCULATION NETWORK

3.1.1 Existing Circulation Network

Within Riverside County, all major roadways are classified based on the roadway classification provided in the Riverside County General Plan's Circulation Element, revised July 2020. Figure 3-2 illustrates the classifications of major roadways within Riverside County. Figure 3-3 illustrates the classifications of major roadways within City of Palm Desert, adopted November 2016. Figure 3-4 illustrates the classifications of major roadways within City of La Quinta, amended November 2013. The following briefly describes major roadways within the study area.

- **Hovley Lane East:** This roadway is designated as an east-west arterial roadway in the County's General Plan and designated as thoroughfare roadway in the City of Palm Desert's General Plan. Hovley Lane East is currently a four-lane facility with two lanes in each direction with a center divider. The posted speed limit is 45 miles per hour (mph).

- **Avenue 42:** Avenue 42 is designated as an east-west major roadway between Washington Street Avenue and the western boundary of Indio in the County's General Plan. This roadway is a four-lane facility with two lanes in each direction and a center divider. The posted speed limit is 45 mph.

- **Avenue of The States:** Avenue of The States is designated as an east-west collector street between the roundabout of Michigan Drive/California Avenue and Washington Street in the City of Palm Desert's General Plan. This roadway is a four-lane facility with two lanes in each direction and a center divider between California Drive and Washington Street. The posted speed limit is 35 mph.

- **Dudley Drive:** Dudley Drive is designated as an east-west unclassified roadway in the City of Palm Desert's General Plan. This roadway is mostly a two-lane facility with one lane in each direction. The posted speed limit is not posted.

- **Hidden River Road:** Hidden River Road is designated as an east-west unclassified roadway in the County's General Plan. This roadway is a two-lane facility with one lane in each direction. The posted speed limit is not posted.

- **Mountain View:** Mountain View is designated as an east-west unclassified roadway in the City of Palm Desert's General Plan. This roadway is a two-lane facility with one lane in each direction. The posted speed limit is not posted.

- **Palm Royale Drive:** Palm Royale Drive is designated as an east-west unclassified roadway in the City of La Quinta's General Plan. This roadway is a two-lane facility with one lane in each direction and center divider. The posted speed limit is not posted.

- **Fred Waring Drive:** Fred Waring Drive is designated as an east-west urban arterial roadway in the County's General Plan. The segment between Warner Trail and Washington Street is classified as an arterial street in the City of Palm Desert's General Plan. Additionally, the segment between Washington Street and Palm Royale Drive is classified as a major arterial in the City of La Quinta's General Plan. This roadway is mostly a six-lane facility with three lanes in each direction and a center divider between Warner Trial to Palm Royale Drive. The posted speed limit is 50 mph. The road is served by Sunline Transit Route 6 with a connection to Route 7 at the intersection of Washington Street in the study area.

- **Washington Street:** Washington Street is designated as a north-south urban arterial roadway in the County's General Plan, Vehicular Oriented Arterial in City of Palm Desert's General Plan, and major arterial, in City of La Quinta's General Plan. This roadway is mostly a six-lane facility with three lanes in each direction and a center divider throughout the study area. The posted speed limit is 50 mph. Sunline Transit bus stops are located on both sides of Washington Street. The road is served by Sunline Transit Route 7 with a connection to Route 6 at the intersection of Fred Waring Drive in the study area.

3.2 TRUCK ROUTES, BICYCLE, AND PEDESTRIAN NETWORK

3.2.1 Truck Routes

Washington Street and Fred Waring Drive within the study area are designated truck routes. Figure 3-5 illustrates the truck routes within Palm Desert. Figure 3-6 illustrates the truck route within La Quinta.

3.2.2 Bicycle Network

There is a Class II striped bike lane along Hovley Lane East within the project study area. Within the study area, there is a Class III bike lane along Avenue of The States. Additionally, Fred Waring Drive includes a Class II bike lane within the project study area. There are future plans to incorporate additional bike lanes along Fred Waring Drive within the project study area in the City of Palm Desert. Figure 3-7 illustrates the existing and proposed bikeway network within the Western Coachella Valley as included in the Riverside County General Plan. Figure 3-8 illustrates the existing and proposed bikeway network within City of Palm Desert. Figure 3-9 illustrates the existing and proposed bikeway network within City of La Quinta.

3.2.3 Pedestrian Network

The implementation of enhanced pedestrian linkage with a comprehensive sidewalk network would link residential areas, schools, parks, and commercial centers so that residents can walk to destinations within the community without driving. Safe and attractive sidewalks and walkways improve walkability. Typically, sidewalks are generally provided on both sides of the streets to maximize pedestrian connectivity. Under existing conditions, paved sidewalks are present on both

sides of Washington Street east of the project site between Hovley Lane East and Mountain View. Paved sidewalks are also present on both sides of Avenue of the States allowing pedestrian access within the local community.

3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: Existing Study Intersection Geometrics and Traffic Control
- Figure 3-2: Western Coachella Valley Area Plan Circulation
- Figure 3-3: City of Palm Desert Proposed Circulation Network
- Figure 3-4: City of La Quinta General Plan Roadway Classifications
- Figure 3-5: City of Palm Desert Proposed Truck Routes
- Figure 3-6: City of La Quinta General Plan Designated Truck and Weight Restricted Routes
- Figure 3-7: Western Coachella Valley Area Plan Trails and Bikeway System
- Figure 3-8: City of Palm Desert Proposed Bike & Golf Cart Routes
- Figure 3-9: City of La Quinta Bike Paths Master Plan

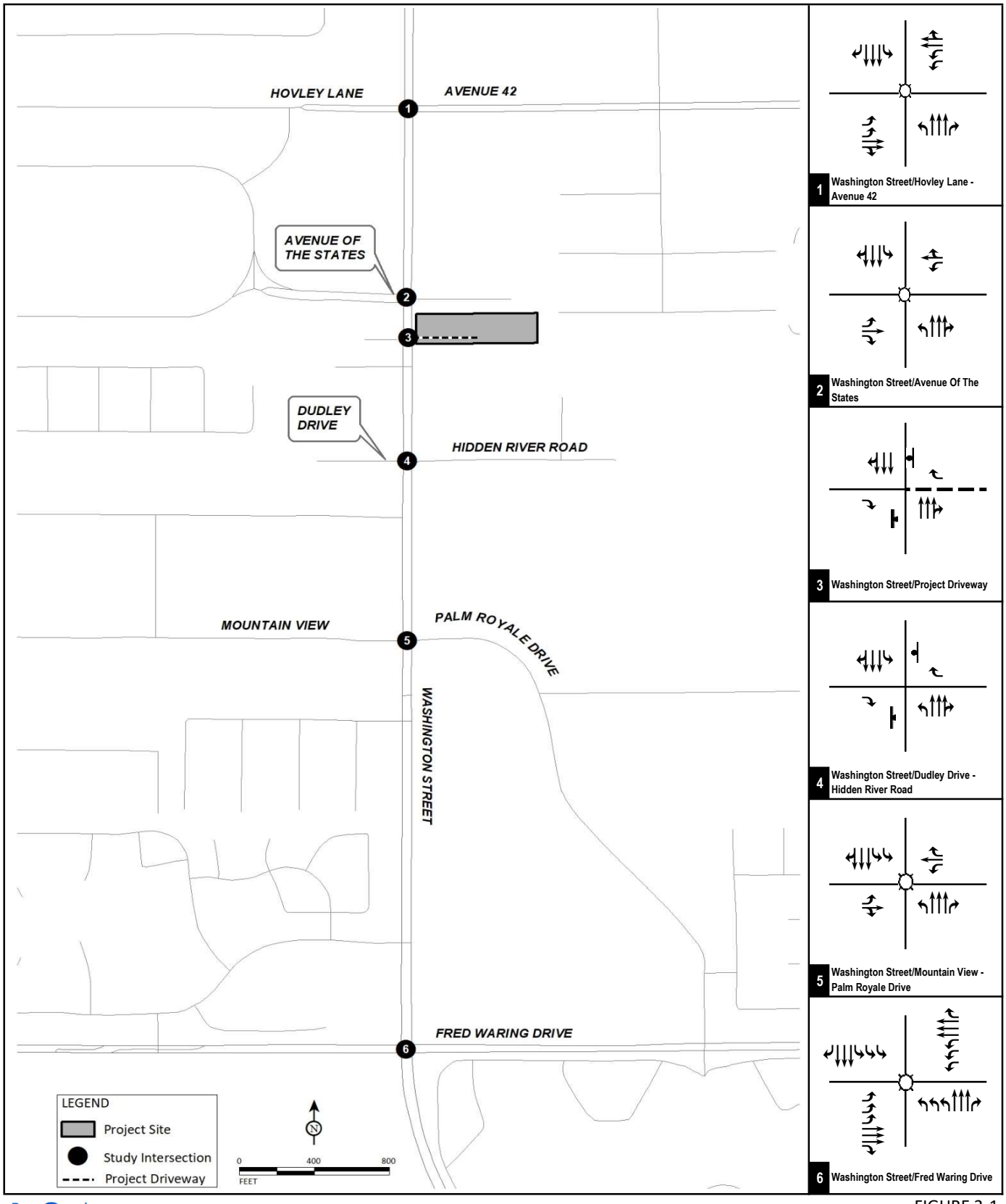


FIGURE 3-1

LSA

Legend

Signal

Stop Sign

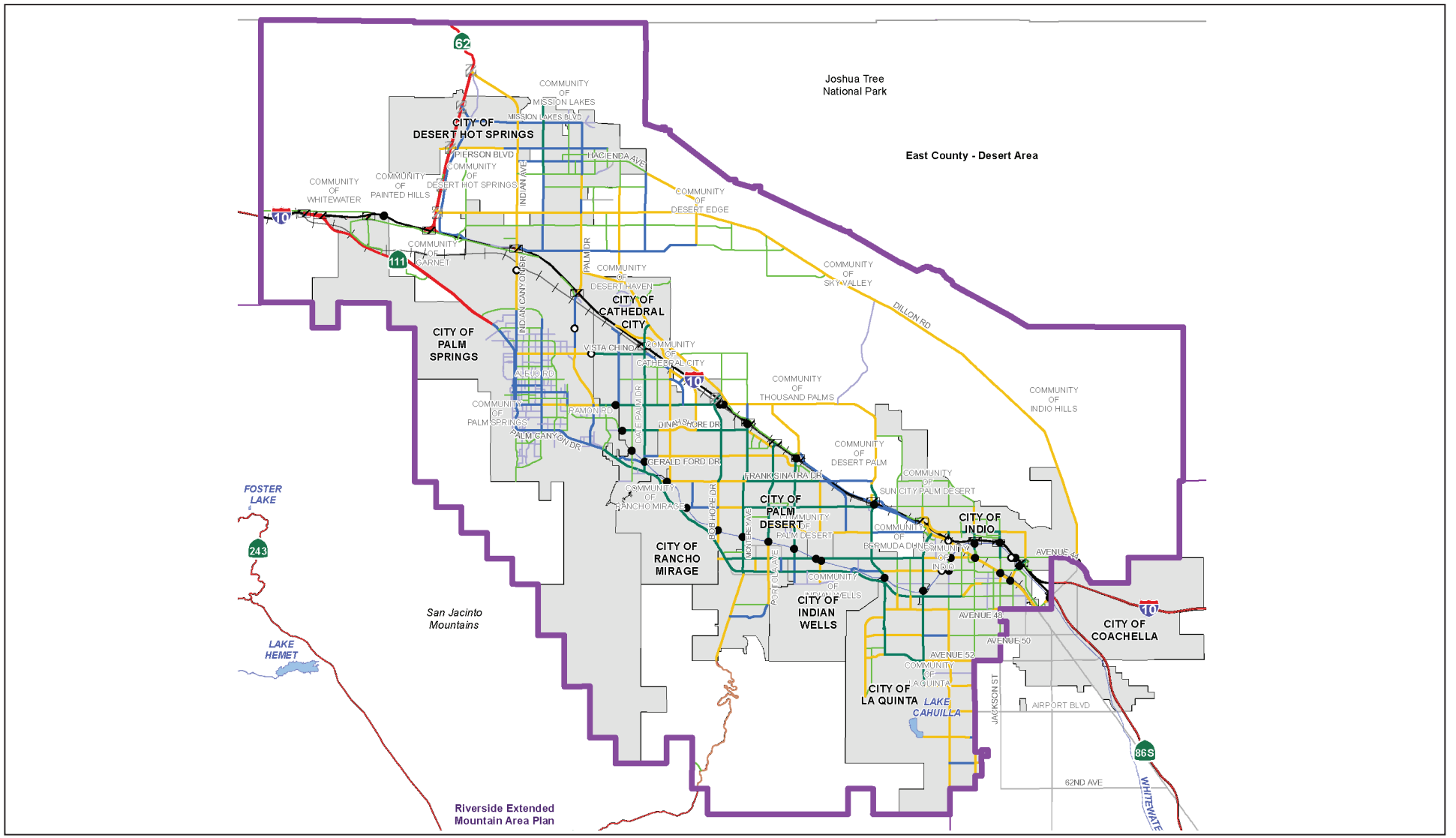
Project Driveway

42500 Washington Street Project

Transportation Analysis

Existing Intersection Geometrics and Stop Control

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\g30- Geo_Exist.xlsx\Figure (10/27/2022)



LSA

FIGURE 3-2

Freeway (Variable ROW)
Expressway (128' to 220' ROW)
Urban Arterial (152' ROW)
Arterial (128' ROW)
Major (118' ROW)
Secondary (100' ROW)
Mountain Arterial 2 Ln (110' ROW)
Collector (74' ROW)
Railroads Amended
Existing Interchange
Proposed Interchange
Proposed Overpass/Underpass
Highways
Area Plan Boundary
City Boundary
Waterbodies
Existing Bridge
Proposed Bridge

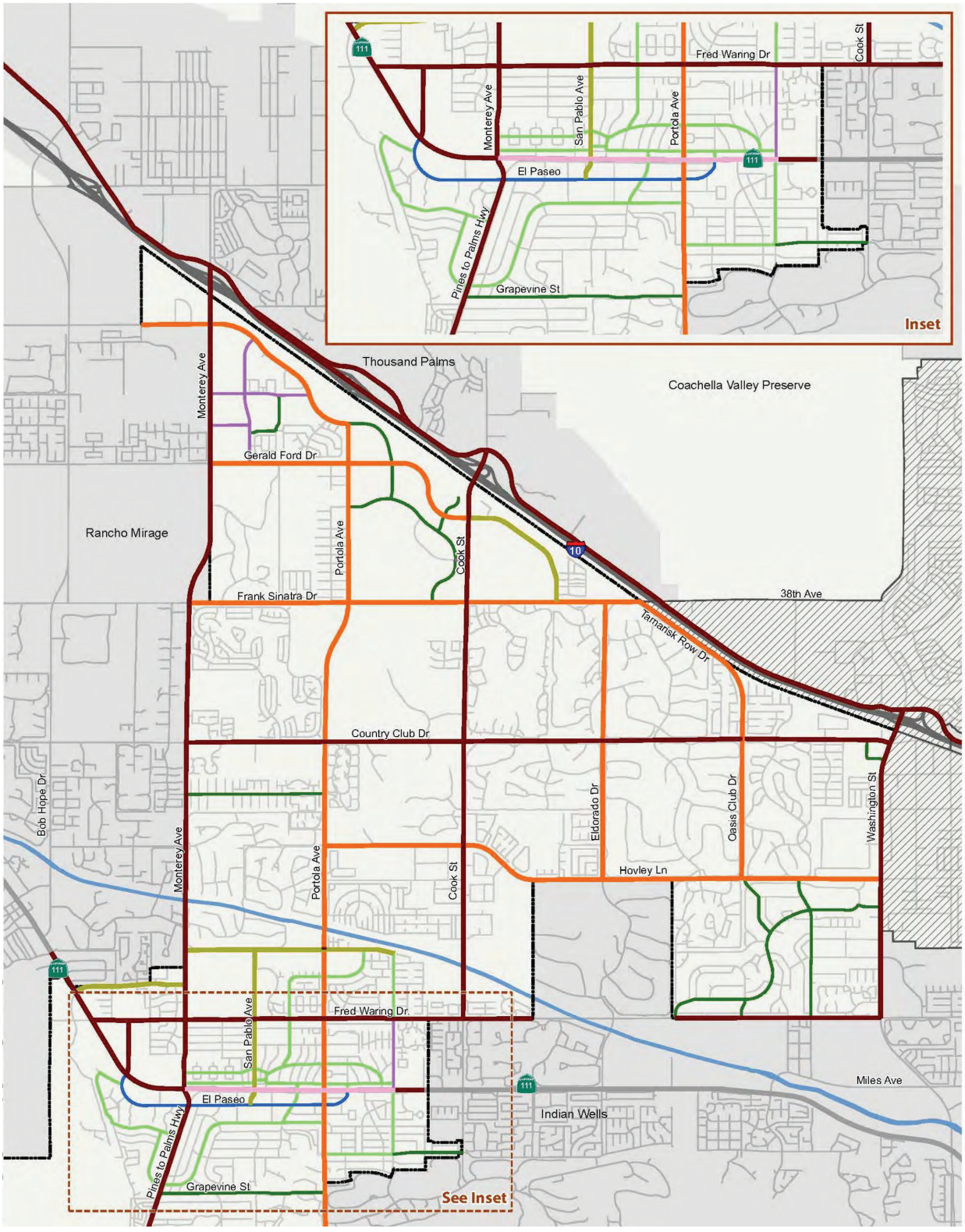
N

42500 Washington Street Project
Transportation Analysis

Western Coachella Valley Area Plan Circulation

SOURCE: Western Coachella Valley Area Plan, September 2021.

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-2_Riverside_County_ Circulation.ai (10/25/2022)



LSA

FIGURE 3-3

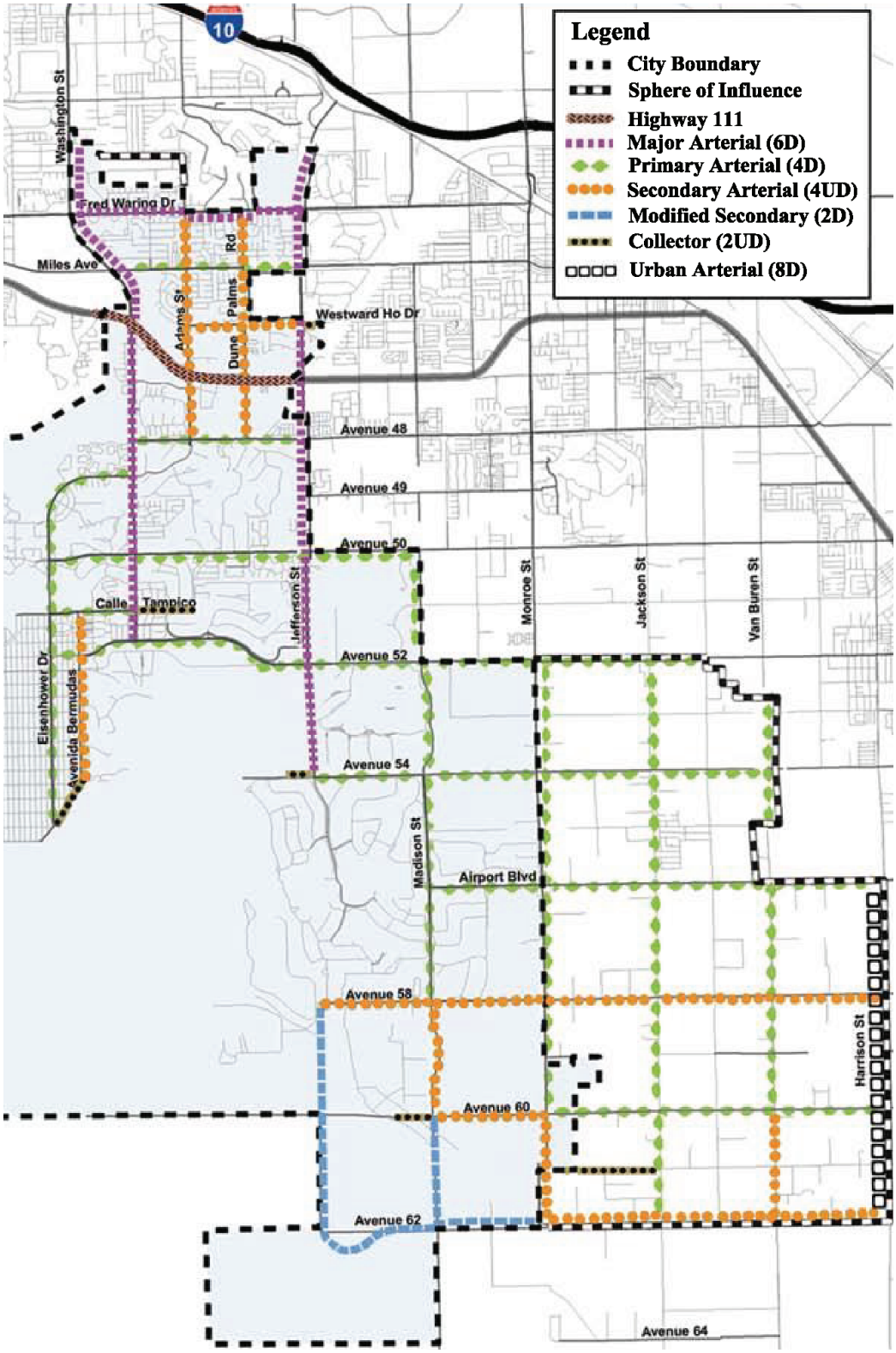
Enhanced Arterial
Vehicular Oriented Arterial
Enhanced Secondary Roadway
Balanced Arterial
Secondary Street
Collector Street
Downtown Collector
El Paseo
Local Street
City Boundary
Palm Desert SOI
Whitewater River Canal

42500 Washington Street Project
Transportation Analysis

City of Palm Desert Proposed Circulation Network

SOURCE: City of Palm Desert General Plan, November 2016

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-3_PD_Circulation (10/25/2022)



LSA

FIGURE 3-4

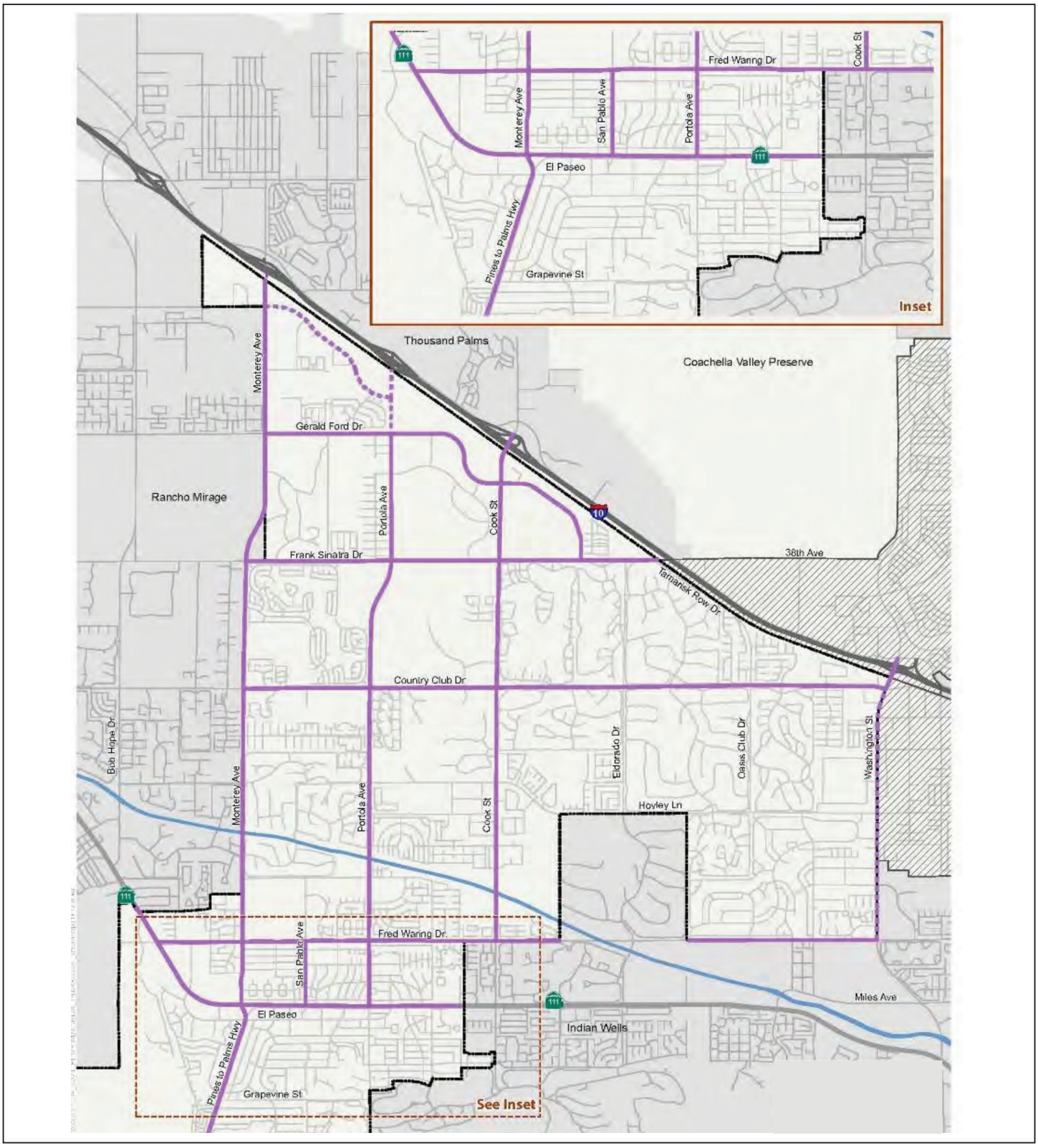
N

42500 Washington Street Project
Transportation Analysis

City of La Quinta General Plan Roadway Classifications

SOURCE: City of La Quinta General Plan

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-4_La Quinta_Circulation (9/19/2022)



LSA

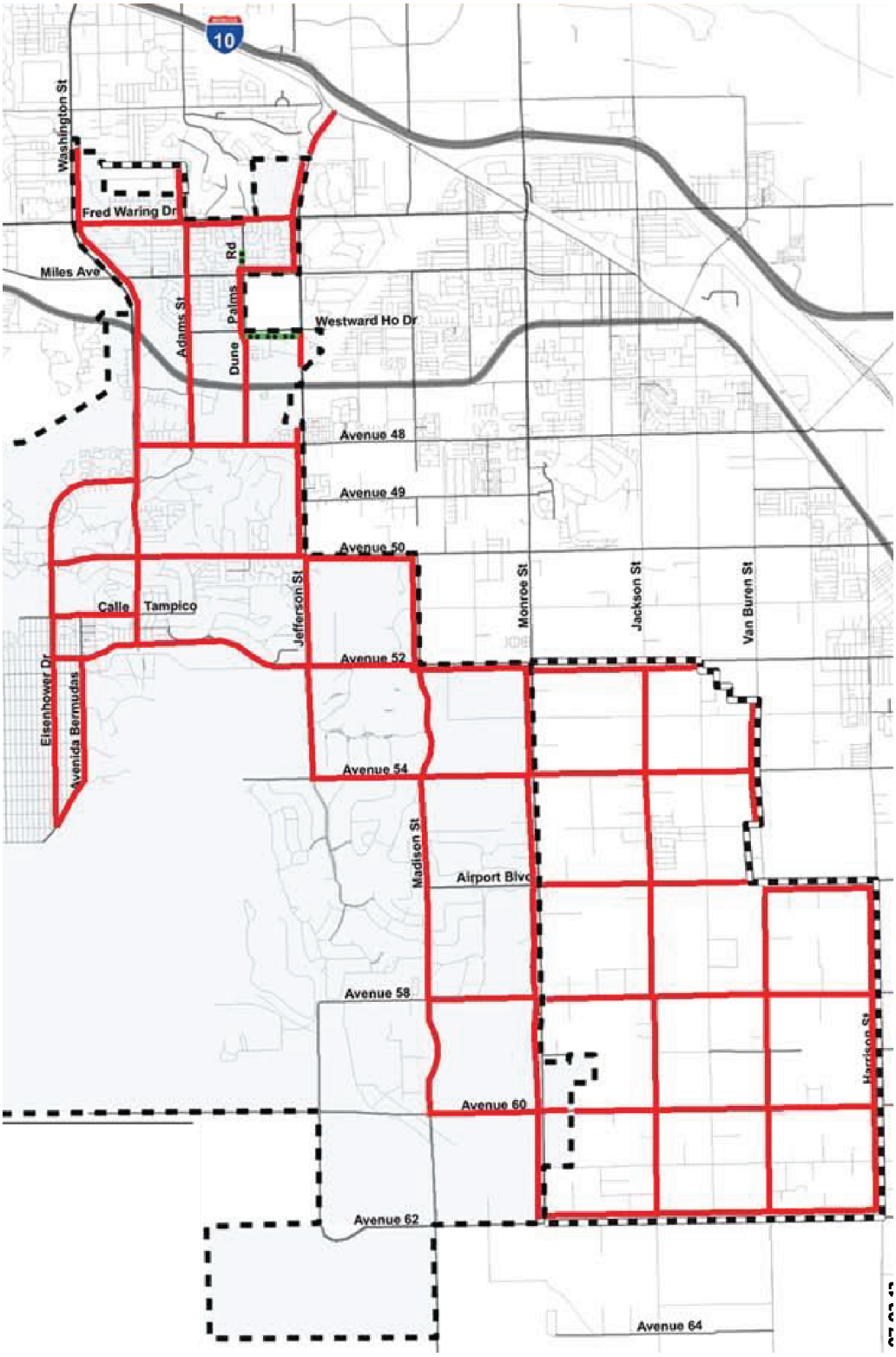
FIGURE 3-5

42500 Washington Street Project
Transportation Analysis

City of Palm Desert Proposed Truck Routes

SOURCE: City of Palm Desert General Plan, November 2016

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-5_PD_Truck (10/25/2022)



LSA

FIGURE 3-6

Legend

- Weight Restricted
- Truck Routes
- City Boundary
- Sphere of Influence

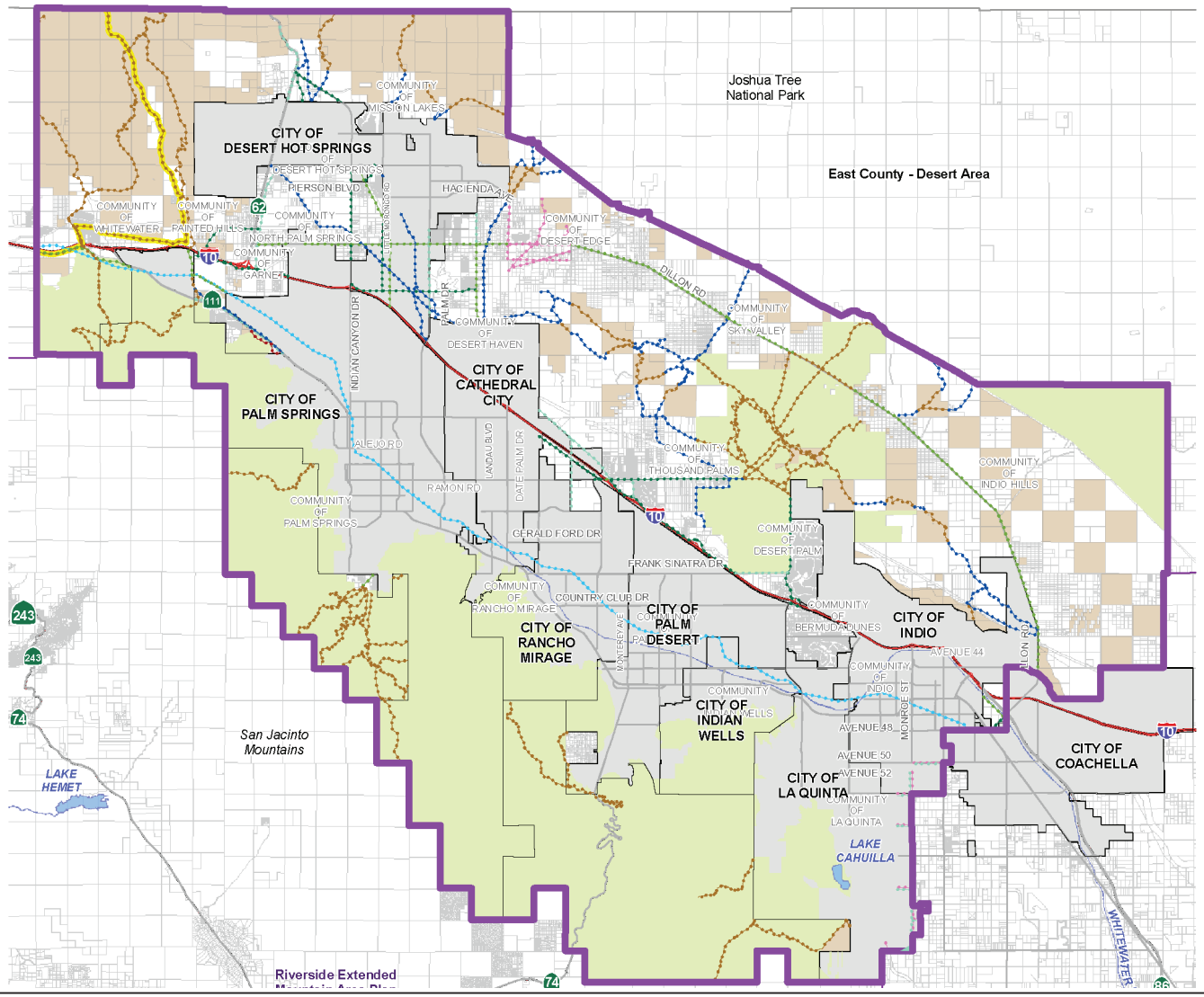
N

42500 Washington Street Project
Transportation Analysis

City of La Quinta General Plan Designated Truck and Weight Restricted Routes

SOURCE: City of La Quinta General Plan

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-6_La Quinta_Truck (9/19/2022)



LSA

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Class I Bike Path
- Class II Bike Path
- Design Guidelines Trail
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Non-County Trail (Public and Quasi-Public Lands)
- California Riding & Hiking Trail
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

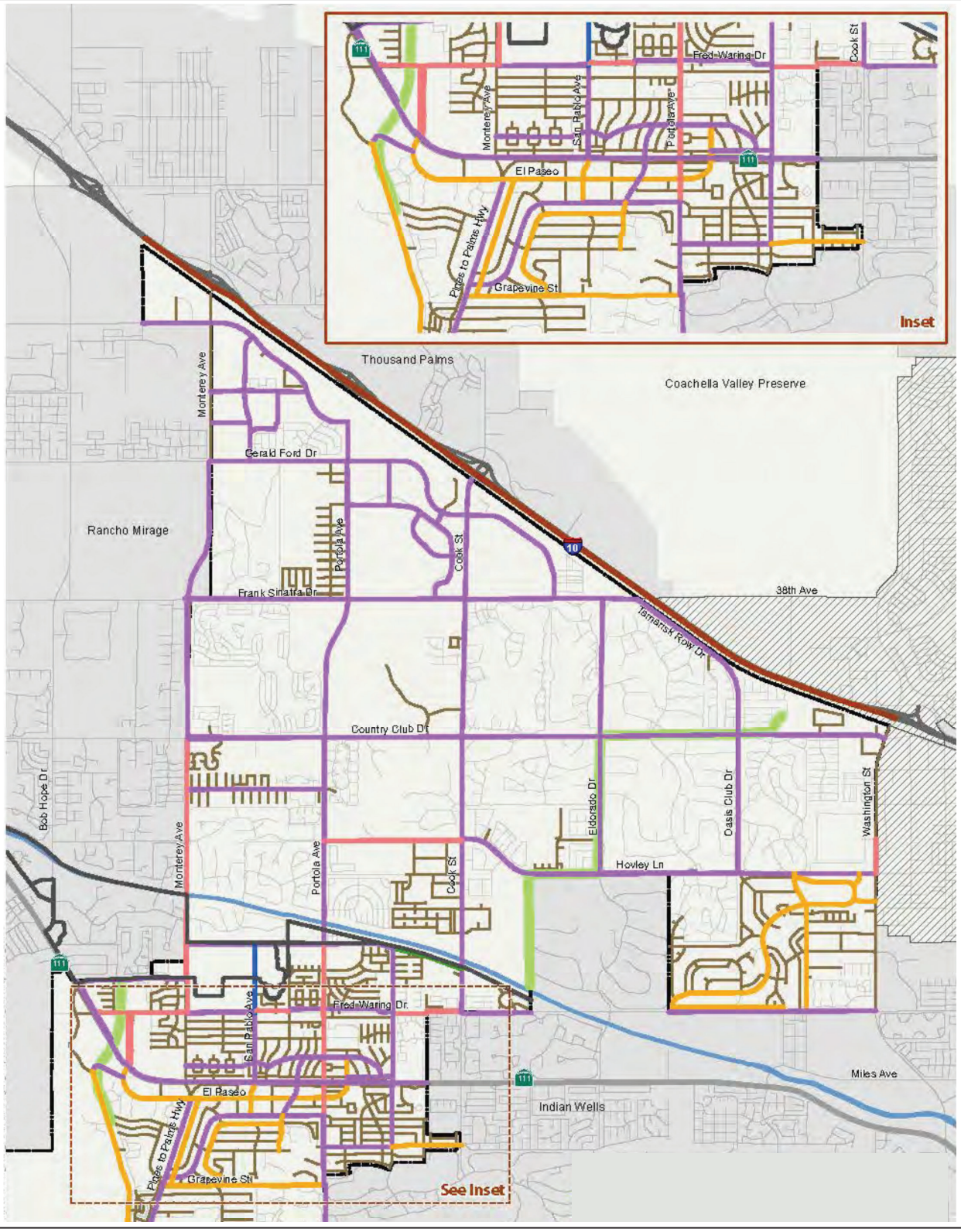
FIGURE 3-7

42500 Washington Street Project
Transportation Analysis

Western Coachella Valley Area Plan Trails and Bikeway System

SOURCE: Western Coachella Valley Area Plan, September 2021.

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-7_Riverside_County_ Bike.ai (10/25/2022)



LSA

Bicycle & Golf Cart Facilities
- Class 1 - Separate Path
- Class 2 - Striped Lane
- Class 3 - Shared Roadway
- Shared Sidewalk
- Cycle Track
- Proposed Mid-Valley Path

Golf Carts Permitted
- CV Link
- CV Link Connector
- City Boundary
- Palm Desert SOI
- Whitewater River Canal

N

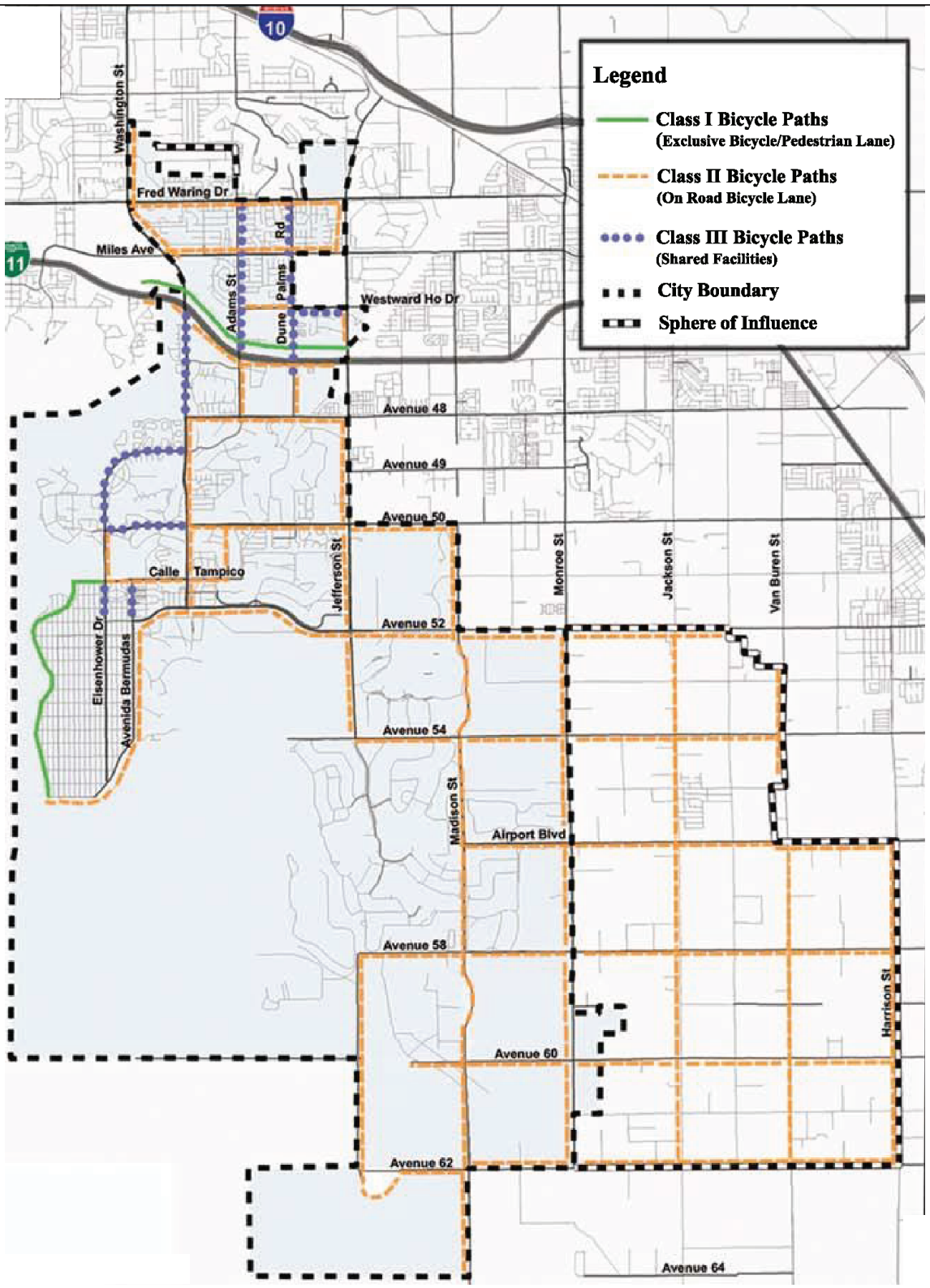
FIGURE 3-8

42500 Washington Street Project
Transportation Analysis

City of Palm Desert Proposed Bike and Golf Cart Routes

SOURCE: City of Palm Desert General Plan, November 2016

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-8_PD_Bike(10/25/2022)



LSA

FIGURE 3-9

N

42500 Washington Street Project
Transportation Analysis

City of La Quinta Bike Paths Master Plan

SOURCE: City of La Quinta General Plan

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig3-9_La Quinta_Bike (9/20/2022)

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

As recommended by County staff during the scoping agreement process, recent counts were taken for all study intersections for preparation of this analysis. As such, existing traffic volumes are based on counts collected by Counts Unlimited in August 2022. Traffic counts were collected for the a.m. and p.m. peak-hours at study intersections. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at three intersections. Counts were converted to passenger car equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were adjusted on Synchro 11 using a heavy vehicle percent with a PCE factor of 2.0 for all trucks, consistent with the HCM 6 methodologies.

Figure 4-1 illustrates existing peak-hour traffic volumes at study intersections. Detailed counts are included in Appendix B. Detailed volume development worksheets are included in Appendix C.

4.2 PROJECT COMPLETION (2024) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the County's scoping agreement process (Appendix A), traffic volumes for project completion (2024) conditions were developed by applying a 2.0 percent per annum growth rate to the existing traffic volumes at study intersections. It should be noted that traffic volumes for this scenario was developed to develop traffic volumes for project completion (2024) with project conditions. As such, no traffic operations analysis was conducted for this scenario. Volume development for this scenario is used for the project completion plus project traffic volumes.

4.3 CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for cumulative (2024) conditions were developed by applying a growth rate to the existing traffic volumes. The growth rate was taken as 2.0 per annum and by adding trips from cumulative projects in the area to study intersections.

Information concerning cumulative projects in the vicinity of the proposed project was obtained from County staff and from the adjacent jurisdictions of the cities of Palm Desert, Indian Wells, La Quinta, and Indio. Figure 4-2 illustrates the cumulative project locations. Table 4-A lists the cumulative projects and their corresponding trip generation considered for this analysis. The trip generation for cumulative projects was developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), and/or using information from

approved traffic studies where available. As shown in Table 4-A, the cumulative projects are expected to generate 9,022 net daily trips with 676 net a.m. peak-hour trips and 750 net p.m. peak-hour trips.

Cumulative project trips were assigned to the roadway network based on either the distributions provided in the respective traffic studies for these projects or their locations in relation to surrounding land uses and regional arterials. Figure 4-3 illustrates the peak-hour cumulative project trip assignment at study area intersections. It should be noted that traffic volumes for this scenario was developed to develop traffic volumes for project completion (2024) with project conditions. As such, no traffic operations analysis was conducted for this scenario. Volume development for this scenario is used for the project completion plus project traffic volumes.

4.4 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES

The Riverside County Model (RIVCOM) was used to develop Horizon Year (2045) traffic volumes. The methodology used to develop cumulative traffic volumes is consistent with the National Cooperative Highway Research Program (NCHRP) as well as local procedures for post-processing of modeled traffic volumes. This methodology was applied to develop post-processed traffic volumes at all study intersections.

Figure 4-4 illustrates horizon year peak-hour traffic volumes at study intersections. Detailed counts are included in Appendix B. Detailed volume development worksheets are included in Appendix C.

4.5 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing (2022) Peak Hour Traffic Volumes
- Figure 4-2: Cumulative Project Locations
- Figure 4-3: Cumulative Project Trip Assignment
- Figure 4-4: Horizon Year (2045) No Project Peak Hour Traffic Volumes
- Table 4-A: Cumulative Projects Trip Generation

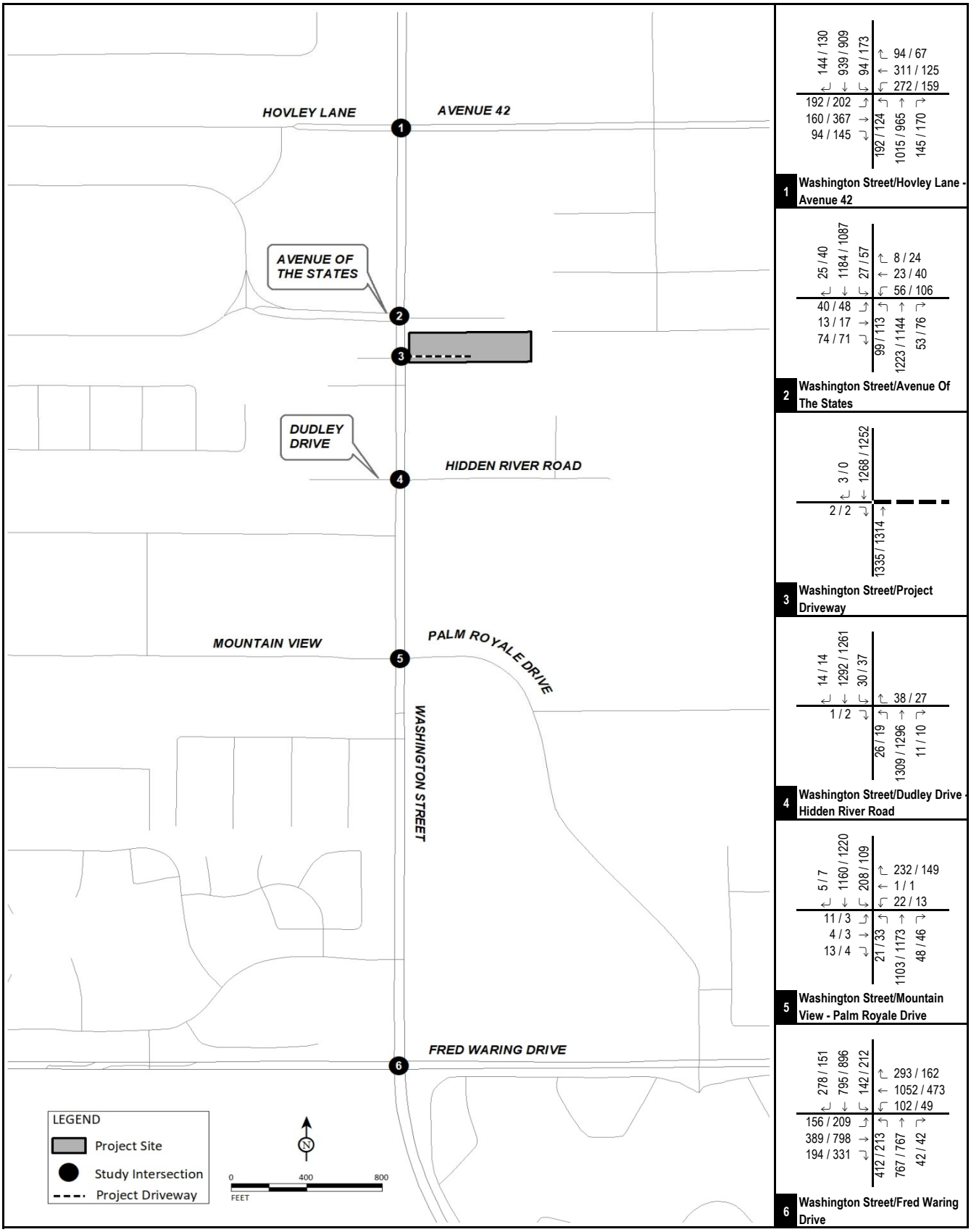


FIGURE 4-1

LSA

XXXX / YYYY

AM / PM Peak Hour PCE Traffic Volumes

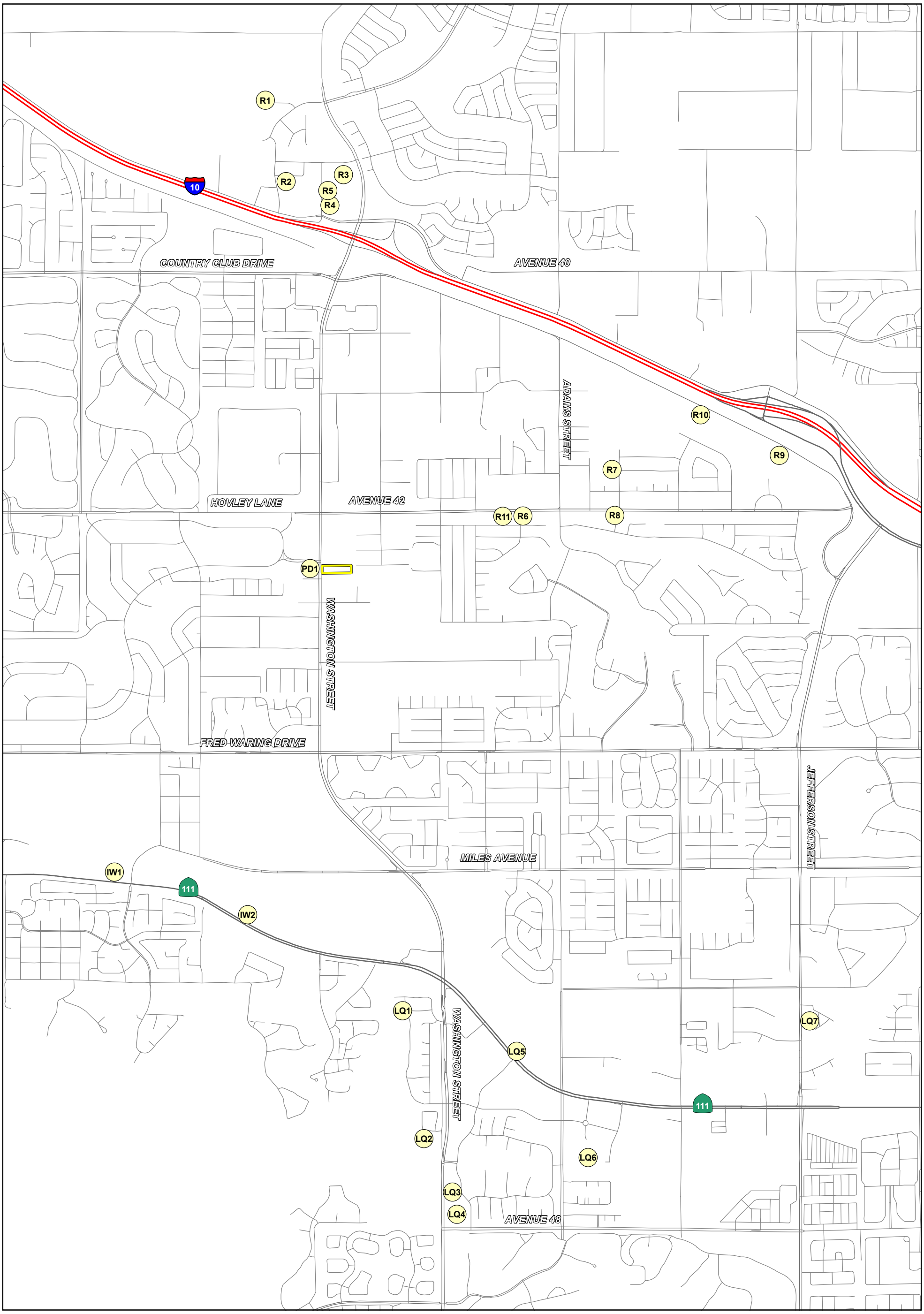
---- Project Driveway

42500 Washington Street Project

Transportation Analysis

Existing Peak Hour Traffic Volumes

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\z30_Vol_Existing.xlsx\Figure (11/1/2022)



LSA

LEGEND

Project Location

Cumulative Project

0 1000 2000

FEET

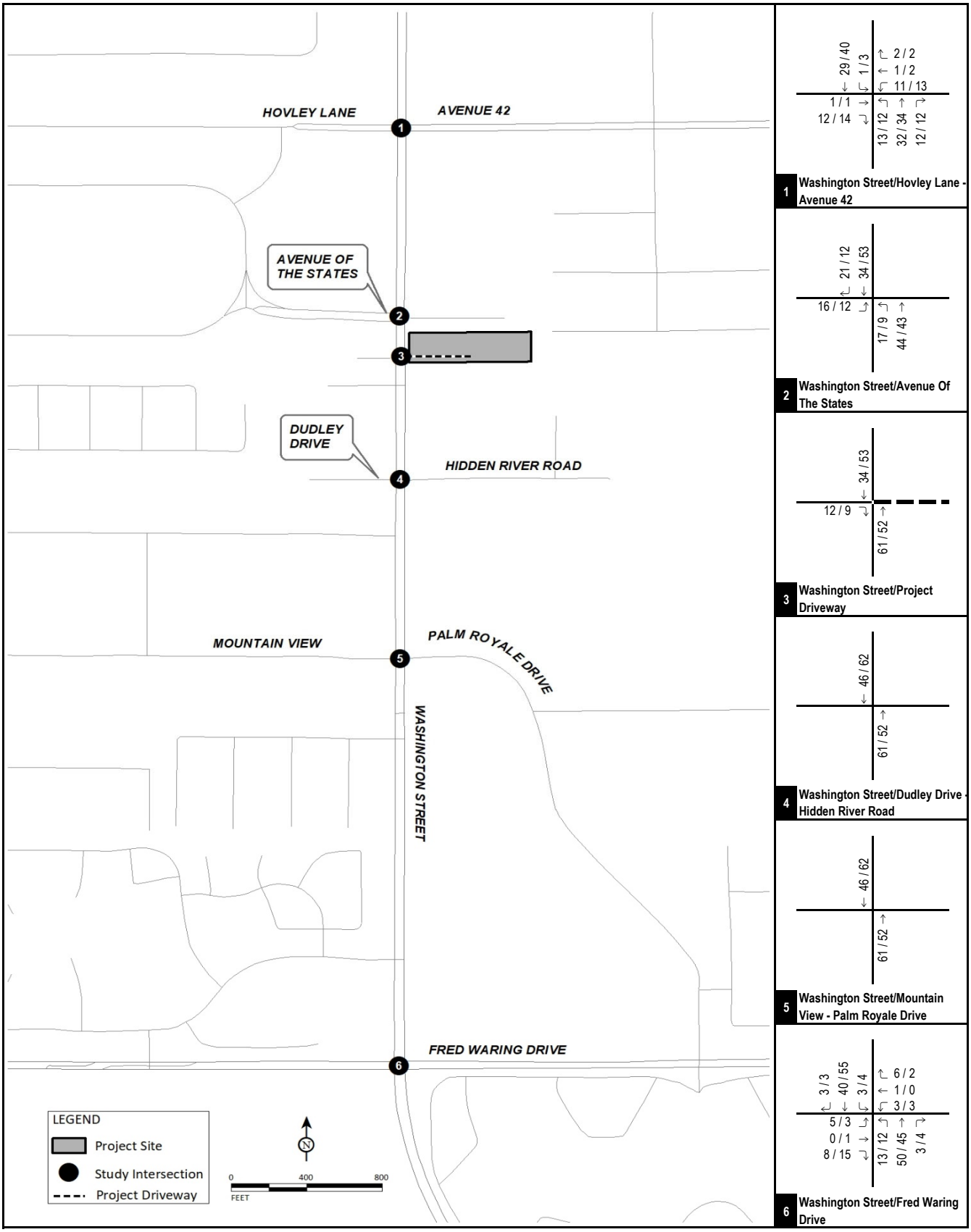
FIGURE 4-2

42500 Washington Street Project
Transportation Analysis

Cumulative Project Locations

SOURCE: ESRI Streetmap, 2021; Google Earth, 2018.

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig4-2_Cumulative_Locs.mxd (9/1/2022)



LSA

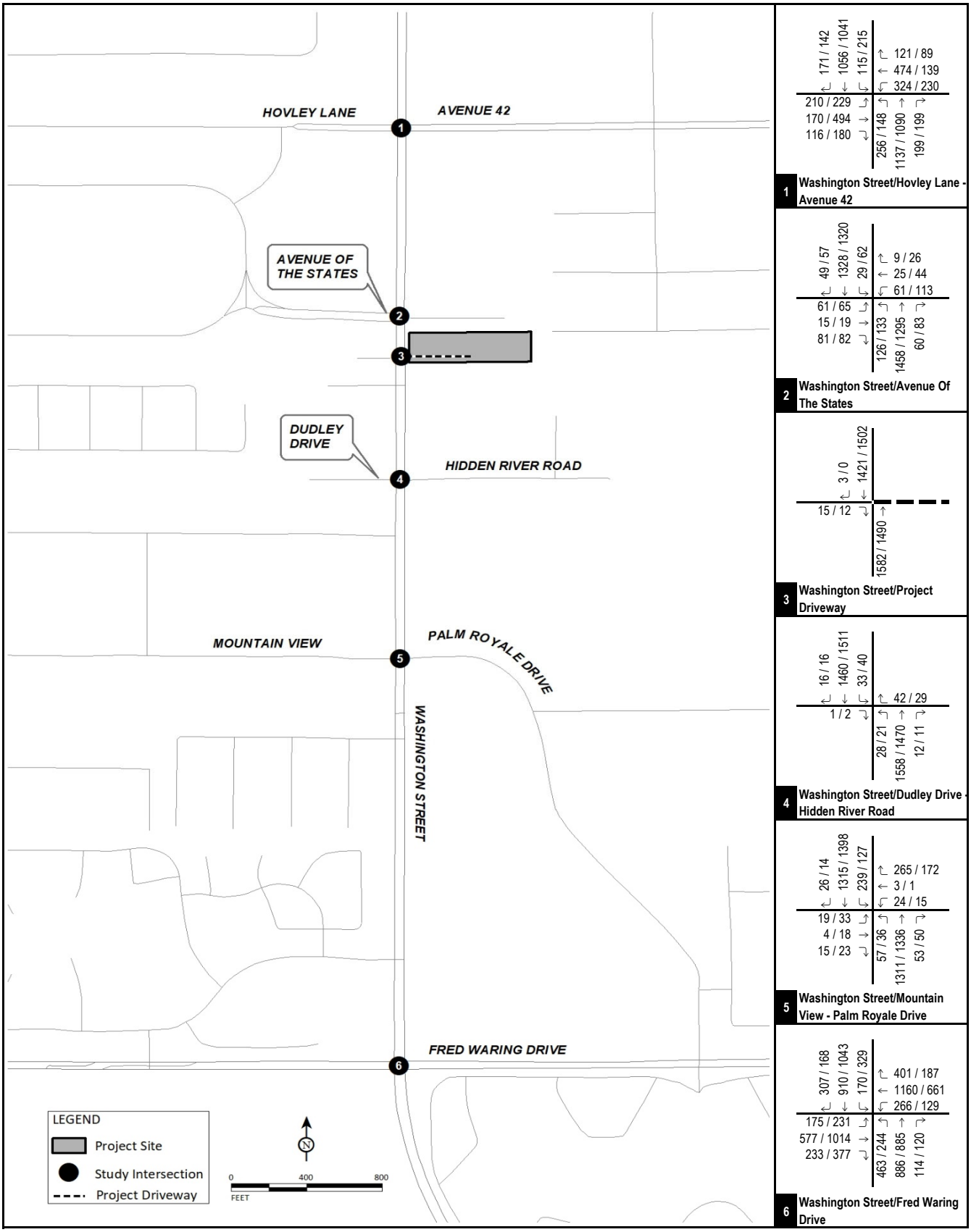
FIGURE 4-3

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

42500 Washington Street Project
Transportation Analysis

Cumulative Project Trip Assignment

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\z30_Vol_fCumul_Proj.xlsx\Figure (11/1/2022)



LSA

FIGURE 4-4

XXXX / YYYY

AM / PM Peak Hour PCE Traffic Volumes

---- Project Driveway

42500 Washington Street Project

Transportation Analysis

Horizon Year (2045) No Project Peak Hour Traffic Volumes

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\z30_Vol_HY_NP.xlsx\Figure (11/1/2022)

LSA

Table 4-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
R1 .	**CUP190040**									
	East of El Viento Road, along Flora Road									
	Marijuana Culivation and Processing Facility	6.000	TSF							
	Trips/Unit[1]			0.64	0.05	0.69	0.18	0.46	0.64	6.65
	Trip Generation			4	0	4	1	3	4	40
R2 .	**PP26229**									
	Southeast corner of Leopard Street and Wolf Road									
	Mini Warehouse	11.292	TSF							
	Trips/Unit[2]			0.05	0.04	0.09	0.07	0.08	0.15	1.45
	Trip Generation			1	0	1	1	1	2	16
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	7	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			1	2	3	2	1	3	47
		Total Trip Generation		2	2	4	3	2	5	63
R3 .	**CUP200015**									
	North of Varner Road, between Berkey Drive and Washington Street									
	Marijuana Culivation and Processing Facility	13.969	TSF							
	Trips/Unit[1]			0.64	0.05	0.69	0.18	0.46	0.64	6.65
	Trip Generation			9	1	10	3	6	9	93
R4 .	**CUP190031**									
	North of Varner Road, between Berkey Drive and Washington Street									
	Marijuana Culivation and Processing Facility	2.572	TSF							
	Trips/Unit[1]			0.64	0.05	0.69	0.18	0.46	0.64	6.65
	Trip Generation			2	0	2	0	1	1	17
R5 .	**PPT190007 / TPM37678**									
	East of Berkey Drive, West of Washington Street, North of Varner Road, and South of Wildcat Drive									
	Mini Warehouse	46.800	TSF							
	Trips/Unit[2]			0.05	0.04	0.09	0.07	0.08	0.15	1.45
	Trip Generation			2	2	4	3	4	7	68
R6 .	**PPT200004**									
	Southeast Corner of Avenue 42 and Coral Drive									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	1	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			0	0	0	0	0	0	7
R7 .	**TTM37735**									
	East of Hopewell Avenue and South of Bowden Drive									
	Single-Family Detached Housing	18	DU							
	Trips/Unit[4]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			3	9	12	11	6	17	170
R8 .	**PPT180035**									
	South of Avenue 42, between Hopewell Avenue and Hermitage Drive									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	1	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			0	0	0	0	0	0	7

LSA

Table 4-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
R9 .	**PPT190025**									
	South of Interstate 10 and Country Club Drive, North of Bermuda Dunes Airport, East of Adams Street, and West of Jefferson Street									
	Mini Warehouse	6.748	TSF							
	Trips/Unit[2]			0.05	0.04	0.09	0.07	0.08	0.15	1.45
	Trip Generation			0	0	0	0	1	1	10
R10 .	**CUP190052**									
	79301 Country Club Drive									
	Marijuana Culivation and Processing Facility	10.534	TSF							
	Trips/Unit[1]			0.64	0.05	0.69	0.18	0.46	0.64	6.65
	Trip Generation			7	1	8	2	5	7	70
R11 .	**PPT200020**									
	East of Front Hall Road and South of Avenue 42									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	3	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			0	1	1	1	1	2	20
IW1 .	**Hotel Development**[5]									
	Northwest corner of Miles Avenue-Manitou Drive and Highway 111									
	Trip Generation			100	92	192	136	110	245	3,202
IW2 .	**Adobe Communities Affordable Housing**									
	Along Highway 111, adjacent to the existing Mountain View Villas									
	Affordable Housing-Income Limits	100	DU							
	Trips/Unit[6]			0.10	0.26	0.36	0.27	0.19	0.46	4.81
	Trip Generation			10	26	36	27	19	46	481
PD1 .	**TPM 37611PP/ CUP 16-303 Palm Village**									
	Southwest corner of Avenue of the States and Washington Street									
	High-Turnover (Sit-Down) Restaurant	6.462	TSF							
	Trips/Unit[7]			5.26	4.31	9.57	5.52	3.53	9.05	107.20
	Trip Generation			34	28	62	36	23	59	693
	Pass-by Trips[8]			0	0	0	(15)	(10)	(25)	(298)
	Net Trip Generation			34	28	62	21	13	34	395
	Medical-Dental Office Building - Stand-Alone	2.800	TSF							
	Trips/Unit[9]			2.45	0.65	3.10	1.18	2.75	3.93	36.00
	Trip Generation			7	2	9	3	8	11	101
	Hair Salon	1.500	TSF							
	Trips/Unit[10]			0.61	0.60	1.21	0.25	1.20	1.45	13.30
	Trip Generation			1	1	2	0	2	2	20
			Gross Trip Generation	42	31	73	39	33	72	814
			Total Pass-By Trips	0	0	0	(15)	(10)	(25)	(298)
			Net Trip Generation	42	31	73	24	23	47	516
LQ1 .	**Point Happy Homes**									
	West of Bradshaw Trail at Heritage Way									
	Single-Family Detached Housing	29	DU							
	Trips/Unit[4]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			5	15	20	17	10	27	273

LSA

Table 4-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
LQ2 .	**St. Francis Parish Hall**									
	West of Washington Street, south of Highland Palms Drive									
	Church	27.334	TSF							
	Trips/Unit[11]			0.20	0.12	0.32	0.22	0.27	0.49	7.60
	Trip Generation			5	3	8	6	7	13	208
LQ3 .	**CUP 2018-0004 California Desert Museum of Art**									
	47705 Caleo Bay									
	Museum	18.456	TSF							
	Trips/Unit[12]			0.24	0.04	0.28	0.03	0.15	0.18	2.30
	Trip Generation			4	1	5	1	3	4	42
LQ4 .	**Caleo Bay Parking Commercial Building**									
	Northeast corner of Washing Street and Avenue 48									
	Low-Rise Residential with Ground-Floor Commercial	6	DU							
	Trips/Unit[13]			0.10	0.34	0.44	0.26	0.10	0.36	3.44
	Trip Generation			1	2	3	2	1	3	21
LQ5 .	**Panera Drive-Through**									
	North corner of SR-111 and La Quinta Center Drive									
	Fast-Food Restaurant with Drive-Through Window	4.335	TSF							
	Trips/Unit[14]			22.75	21.86	44.61	17.18	15.85	33.03	467.48
	Trip Generation			99	95	194	74	69	143	2,027
	Pass-by Trips[15]			(50)	(48)	(97)	(41)	(38)	(79)	(1,064)
	Net Trip Generation			50	48	97	33	31	64	963
LQ6 .	**SP Amendment 2017-0003 Centre at La Quinta[16]**									
	South of Auto Centre Drive, east of Adams Street									
	Hotel Trip Generation			39	28	66	39	36	75	1,021
	Residential Trip Generation			29	85	114	96	56	152	1,447
	Project Trip Generation			68	113	180	135	92	227	2468
LQ7 .	**Jefferson Street Apartments**									
	Southeast corner of Jefferson Street and Palm Circle Drive									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	42	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			4	13	17	13	8	21	283
	Gross Passenger Vehicle Trip Generation			**367**	**407**	**773**	**474**	**381**	**854**	**10,384**
	Pass-By Trips			**(50)**	**(48)**	**(97)**	**(56)**	**(48)**	**(104)**	**(1,362)**
	Net Passenger Vehicle Trip Generation			**318**	**360**	**676**	**418**	**333**	**750**	**9,022**

LSA

Table 4-A - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily

Notes:

TSF = Thousand Square Feet; DU = Dwelling Units

[1] Rates from Institute of Transportation Engineers (ITE) Trip Generation Manual, (11th Edition) Land Use 190 - "Marijuana Cultivation and Processing Facility", Setting/Location - 'General Urban/Suburban'. Since daily rates are not available for this land use in the ITE *Trip Genereration Manual,* the daily rate was calculated as average of a.m and p.m. pass-by rate.

[2] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 151 - "Mini Warehouse", Setting/Location - 'General Urban/Suburban'.

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

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

[5] Trip generation taken from "Focused Supplemental Traffic Impact Analysis for the Hotel Development" focused traffic study by Hartzog & Crabill, Inc (March 2020).

[6] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 223 - "Affordale Housing-Income Limits", Setting/Location - 'General Urban/Suburban'.

[7] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 932 - "High-turnover (Sit-Down) Restaurant" , Setting/Location - 'General Urban/Suburban'.

[8] Pass-by rates from the *ITE Trip Generation Manual* (11th Edition) for Land Use 932 - 'High-Turnover (Sit-Down) Restaurant.' A pass-by rate of 43% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual,* the p.m. pass-by rate was used as the daily pass-by rate.

[9] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 720 - "Medical-Dental Office Building - Stand-Alone" , Setting/Location - 'General Urban/Suburban'.

[10] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 918 - "Hair Salon" , Setting/Location - 'General Urban/Suburban'.

[11] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 560 - "Church" , Setting/Location - 'General Urban/Suburban'.

[12] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 580 - "Museum" , Setting/Location - 'General Urban/Suburban'. Since daily rates are not available for this land use in the ITE Trip Genereration Manual, the daily rate was calculated as average of a.m and p.m. pass-by rate.

[13] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 230 - "Low-Rise Residential with Ground-Floor Commercial ", Setting/Location - 'General Urban/Suburban'.

[14] Rates from ITE *Trip Generation Manual,* (11th Edition), Land Use 934 - "Fast-Food Restaurant with Drive-through Window", Setting/Location - 'General Urban/Suburban'.

[15] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[16] Trip generation taken from "The Centre La Quinta" traffic study by Urban Crossroads (November 2017).

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

The proposed project would consist of a day care facility and a multifamily development. The project's day care land use proposes to include 166 students and 24 staff members. Typically, the trip generation for a day care facility is developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 565 – "Day Care Center". The proposed day care facility would be occupied by "The Learning Experience" (TLE). Since TLE is a growing day care facility in the Inland Empire, County staff requested development of the trip generation for the day care facility by comparing the rates with two similar existing TLE facilities in the region instead of using rates from the ITE Trip Generation Manual. Therefore, two existing TLE day care facilities at Riverside (515 E. Alessandro Boulevard, Riverside, CA) and Redlands (1025 Parkford Drive, Redlands, CA) were surveyed to compare the proposed TLE facility trip generation with ITE Land Use 565 – "Day Care Center" rates. Both TLE facilities were surveyed on April 12 (Tuesday) and April 13 (Wednesday). The TLE survey data is included in Appendix B.

The trip generation from the two surveyed TLE facilities along with the current student enrollment numbers at those facilities are included in Appendix B. The surveyed TLE day care center trip generation and respective daily, a.m., and p.m. rates were compared with the ITE *Trip Generation Manual* (11th Edition) rates. Based on the comparison, it was identified that the a.m. peak hour trip generation rates for LU 565 – "Day Care Center" were lower than the survey rates. For the p.m. peak hour and daily conditions, the ITE rates were identified to be higher than the survey rates. Therefore, as a conservative approach, the highest daily, a.m., and p.m. rates between the surveyed TLE facilities and ITE *Trip Generation Manual* (11th Edition) rates were selected for purposes of this analysis.

The remaining residential use consists of a 43-unit apartment complex. Trip generation for the multifamily development was developed using rates from the ITE Trip Generation Manual for Land Use 220 – "Multifamily Housing (Low Rise) Not Close to Rail Transit."

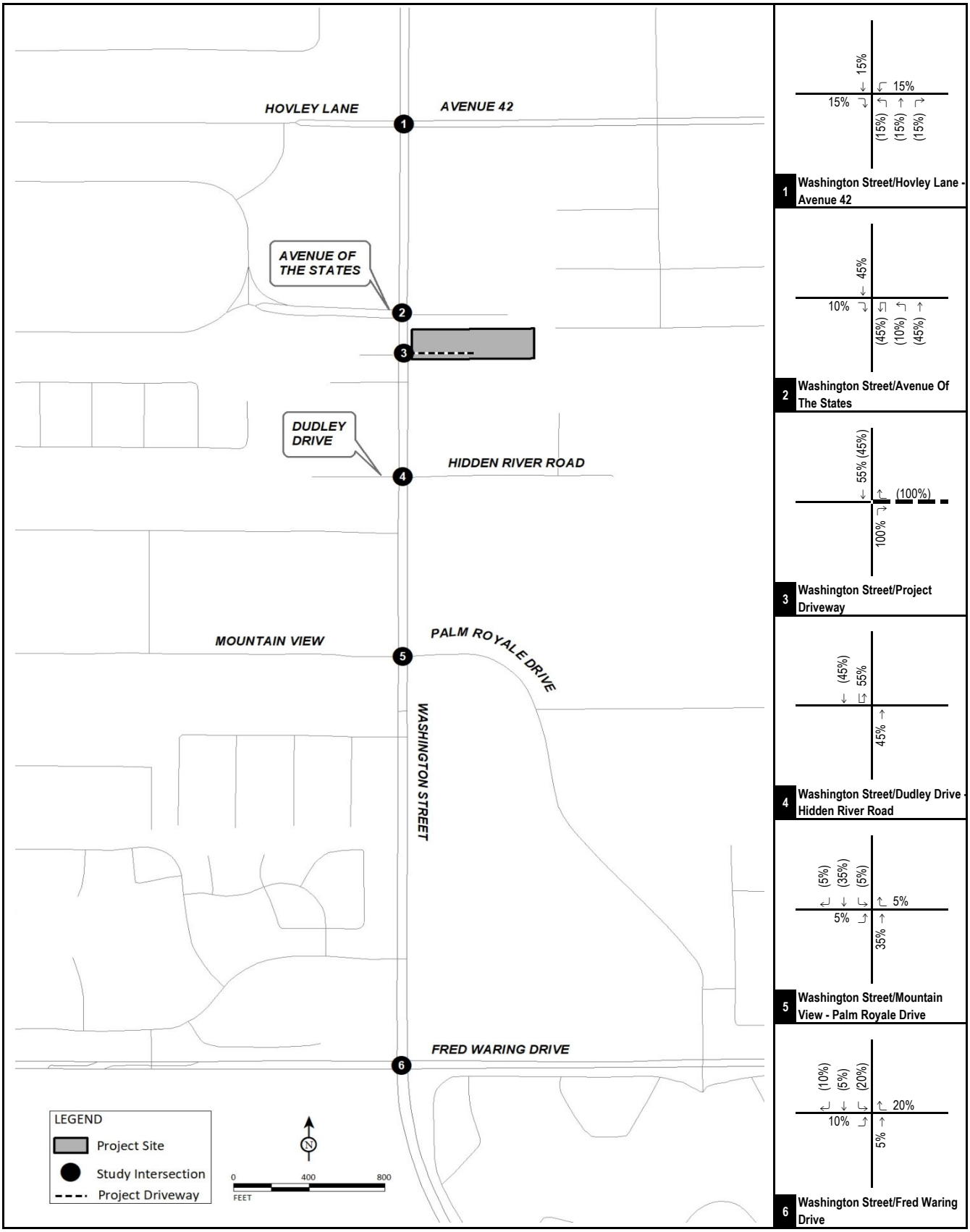
Table 5-A summarizes the daily, a.m., and p.m. peak-hour project trips. Additionally, as a conservative estimate, internal capture between the two land uses was not considered for purposes of this analysis. As shown in Table 5-A, the proposed project is estimated to generate 969 net daily trips with 157 net trips occurring the a.m. peak hour and 153 net trips occurring during the p.m. peak hour.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages were developed based on the location of the proposed project in relation to surrounding land uses, the regional roadway network, and existing traffic volumes. Figure 5-1 illustrates the proposed project trip distribution at the study intersections.

The project trip assignment is the product of the project trip generation and trip distribution percentages. Figure 5-2 illustrates the project trip assignment at study intersections.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES



LSA

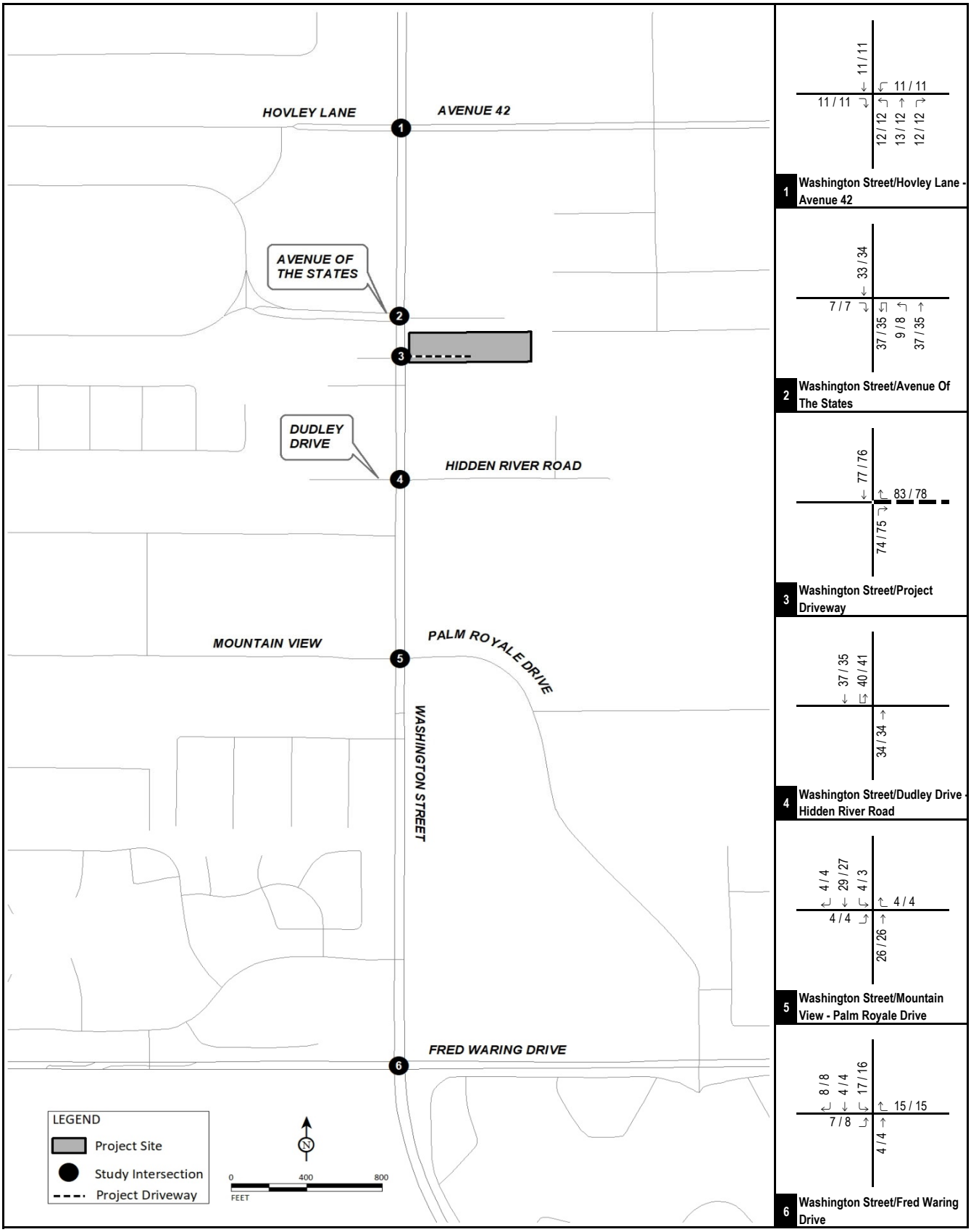
FIGURE 5-1

XXX% (YYY%)
Inbound (Outbound) Trip Distribution
Project Driveway

42500 Washington Street Project
Transportation Analysis

Project Trip Distribution

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\z30_Dist.xlsx\Figure (11/1/2022)



LSA

FIGURE 5-2

XX / YY
AM / PM Peak Hour Trips
---- Project Driveway

42500 Washington Street Project
Transportation Analysis

Project Trip Assignment

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\z30_Assn.xlsx\Figure (11/1/2022)

LSA

Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Day Care Center	166 STU							
Trips/Unit[1,2]		0.42	0.42	0.84	0.37	0.42	0.79	4.09
Trip Generation		70	70	140	61	70	131	679
Apartments	43 DU							
Trips/Unit[3]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		4	13	17	14	8	22	290
	Total Trip Generation	**74**	**83**	**157**	**75**	**78**	**153**	**969**

Note:

STU = Students; DU = Dwelling Units

[1] A.M. peak hour rates based on survey counts obtained at The Learning Experience at 1025 Parkford Drive Redlands, CA on April 13, 2022 (Wednesday). The higher value of the a.m. peak hour trip generation rate between the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), Land Use 565 - "Day Care Center", Setting/Location - "General Urban/Suburban" and survey counts was used as a conservative approach.

[2] P.M. peak hour and daily rates based on ITE *Trip Generation Manual* (11th Edition), Land Use 565 - "Day Care Center", Setting/Location - "General Urban/Suburban."

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

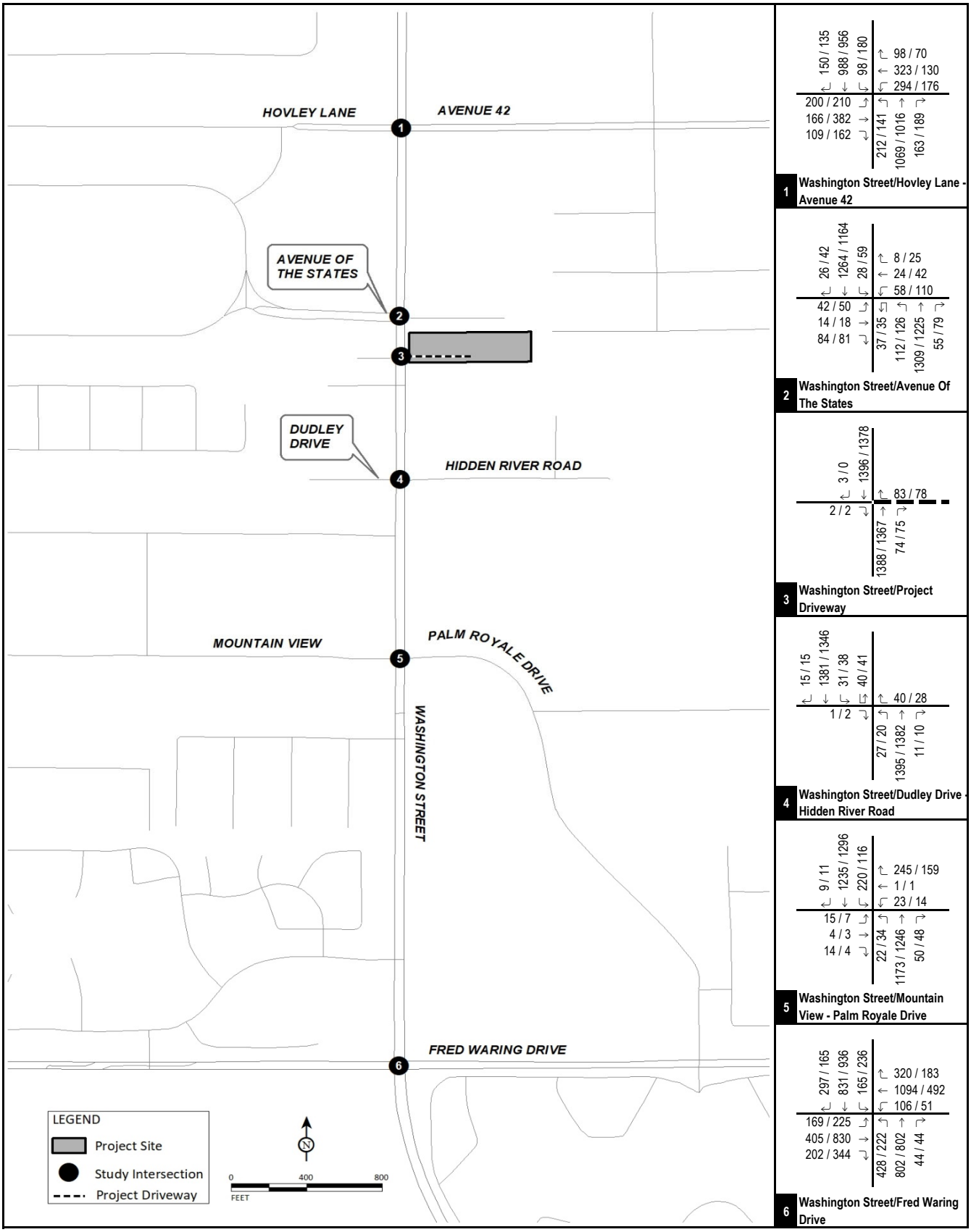
6.0 TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS

Project completion (2024), cumulative (2024), horizon year (2045) plus project traffic volumes were developed by adding project traffic to the corresponding no project scenarios. Figures 6-1, 6-2, and 6-3 illustrate "plus project" peak-hour traffic volumes at study intersections under project completion (2024), cumulative (2024), and horizon year (2045) scenarios, respectively.

Detailed volume development worksheets are included in Appendix C.

6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Project Completion (2024) Plus Project Peak Hour Traffic Volumes
- Figure 6-2: Cumulative (2024) Plus Project Peak Hour Traffic Volumes
- Figure 6-3: Horizon Year (2045) Plus Project Peak Hour Traffic Volumes



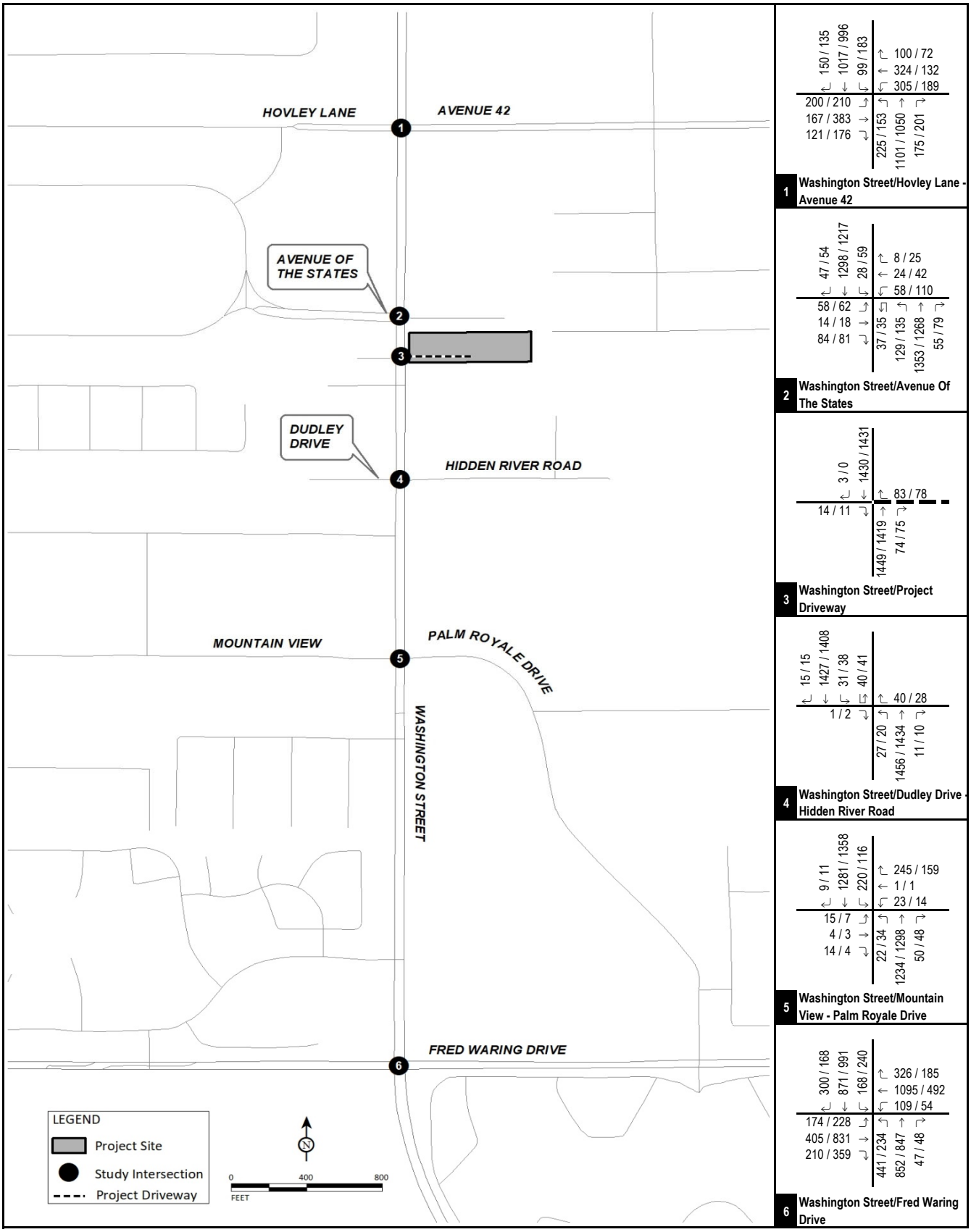
LSA

FIGURE 6-1

XXXX / YYYY
AM / PM Peak Hour PCE Traffic Volumes
---- Project Driveway

42500 Washington Street Project
Transportation Analysis

Project Completion (2024) Plus Project Peak Hour Traffic Volumes



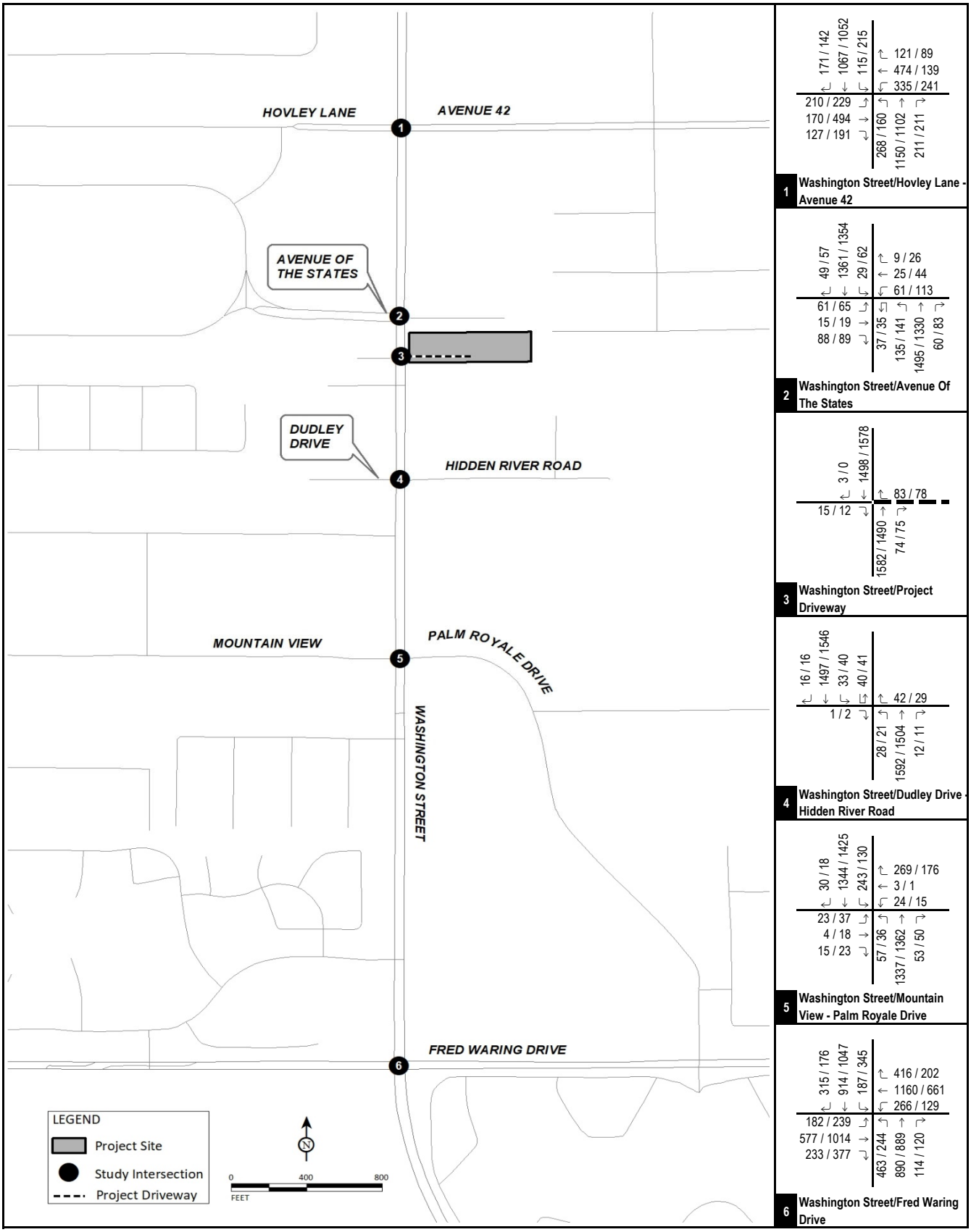
LSA

FIGURE 6-2

XXXX / YYYY
AM / PM Peak Hour PCE Traffic Volumes
---- Project Driveway

42500 Washington Street Project
Transportation Analysis

Cumulative (2024) Plus Project Peak Hour Traffic Volumes



LSA

FIGURE 6-3

XXXX / YYYY
AM / PM Peak Hour PCE Traffic Volumes
---- Project Driveway

42500 Washington Street Project
Transportation Analysis

Horizon Year (2045) Plus Project Peak Hour Traffic Volumes

7.0 INTERSECTION LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

Previously referenced Figure 3-1 illustrates existing study intersection geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all intersections are currently operating at a satisfactory LOS.

Detailed intersection LOS worksheets are included in Appendix D.

7.2 PROJECT COMPLETION (2024) PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for project completion (2024) plus project conditions using the methodologies previously discussed. Previously referenced Table 7-B summarizes the results of this analysis and shows that all the study intersections are forecast to operate at a satisfactory LOS under project completion (2024) plus project conditions.

Detailed intersection LOS worksheets are included in Appendix D.

7.3 CUMULATIVE (2024) PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for cumulative (2024) with project conditions using the methodologies previously discussed. Previously referenced Table 7-C summarizes the results of this analysis and shows that all the study intersections are forecast to operate at a satisfactory LOS under cumulative plus project conditions.

Detailed intersection LOS worksheets are included in Appendix D.

7.4 HORIZON YEAR (2045) WITHOUT PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for horizon year (2045) without project conditions using the methodologies previously discussed. Previously referenced Table 7-D summarizes the results of this analysis and shows that all the study intersections are forecast to operate at a satisfactory LOS under horizon year (2045) without project conditions.

Detailed intersection LOS worksheets are included in Appendix D.

7.5 HORIZON YEAR (2045) PLUS PROJECT LEVELS OF SERVICE

An intersection LOS analysis was conducted for horizon year (2045) plus project conditions using the methodologies previously discussed. Previously referenced Table 7-D summarizes the results of this analysis and shows that all the study intersections are forecast to operate at a satisfactory LOS under horizon year (2045) plus project conditions.

Detailed intersection LOS worksheets are included in Appendix D.

7.6 LIST OF CHAPTER 7.0 TABLES

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Washington Street/Hovley Lane - Avenue 42	Riverside County/City of Palm Desert	D	Signal	23.5	C	26.1	C	No
2 . Washington Street/Avenue Of The States	Riverside County/City of Palm Desert	D	Signal	17.0	B	6.4	A	No
3 . Washington Street/Project Driveway	Riverside County/City of Palm Desert	D	OWSC	10.6	B	10.6	B	No
4 . Washington Street/Dudley Drive - Hidden River Road	Riverside County/City of Palm Desert	D	TWSC	11.3	B	11.2	B	No
5 . Washington Street/Mountain View - Palm Royale Drive	City of Palm Desert/City of La Quinta	D	Signal	6.7	A	12.8	B	No
6 . Washington Street/Fred Waring Drive	City of Palm Desert/City of Indian Wells/City of La Quinta	D	Signal	26.5	C	25.7	C	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

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

* Exceeds LOS Standard

LSA

Table 7-B - Project Completion (2024) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project				Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Washington Street/Hovley Lane - Avenue 42	Riverside County/City of Palm Desert	D	Signal	24.5	C	26.9	C	No
2 . Washington Street/Avenue Of The States	Riverside County/City of Palm Desert	D	Signal	17.2	B	6.5	A	No
3 . Washington Street/Project Driveway	Riverside County/City of Palm Desert	D	TWSC	12.4	B	11.8	B	No
4 . Washington Street/Dudley Drive - Hidden River Road	Riverside County/City of Palm Desert	D	TWSC	11.8	B	11.2	B	No
5 . Washington Street/Mountain View - Palm Royale Drive	City of Palm Desert/City of La Quinta	D	Signal	7.2	A	13.3	B	No
6 . Washington Street/Fred Waring Drive	City of Palm Desert/City of Indian Wells/City of La Quinta	D	Signal	27.3	C	26.0	C	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

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

* Exceeds LOS Standard

LSA

Table 7-C - Cumulative (2024) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project				Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Washington Street/Hovley Lane - Avenue 42	Riverside County/City of Palm Desert	D	Signal	25.0	C	27.4	C	No
2 . Washington Street/Avenue Of The States	Riverside County/City of Palm Desert	D	Signal	17.8	B	6.5	A	No
3 . Washington Street/Project Driveway	Riverside County/City of Palm Desert	D	TWSC	12.4	B	12.2	B	No
4 . Washington Street/Dudley Drive - Hidden River Road	Riverside County/City of Palm Desert	D	TWSC	11.8	B	11.5	B	No
5 . Washington Street/Mountain View - Palm Royale Drive	City of Palm Desert/City of La Quinta	D	Signal	7.1	A	13.5	B	No
6 . Washington Street/Fred Waring Drive	City of Palm Desert/City of Indian Wells/City of La Quinta	D	Signal	27.4	C	26.1	C	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

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

* Exceeds LOS Standard

LSA

Table 7-D - Horizon Year (2045) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				Control	With Project				Exceeds LOS Standard
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . Washington Street/Hovley Lane - Avenue 42	Riverside County/City of Palm Desert	D	Signal	25.4	C	31.4	C	Signal	25.8	C	31.8	C	No
2 . Washington Street/Avenue Of The States	Riverside County/City of Palm Desert	D	Signal	16.7	B	6.4	A	Signal	16.9	B	6.4	A	No
3 . Washington Street/Project Driveway	Riverside County/City of Palm Desert	D	OWSC	11.4	B	11.3	B	TWSC	12.8	B	12.2	B	No
4 . Washington Street/Dudley Drive - Hidden River Road	Riverside County/City of Palm Desert	D	TWSC	12.2	B	11.5	B	TWSC	12.2	B	11.5	B	No
5 . Washington Street/Mountain View - Palm Royale Drive	City of Palm Desert/City of La Quinta	D	Signal	7.5	A	20.1	C	Signal	7.6	A	20.4	C	No
6 . Washington Street/Fred Waring Drive	City of Palm Desert/City of Indian Wells/City of La Quinta	D	Signal	26.7	C	27.1	C	Signal	27.0	C	27.2	C	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

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

* Exceeds LOS Standard

8.0 SITE ACCESS AND DRIVEWAY SIGHT DISTANCE ANALYSIS

As shown in Figure 1-2, access to the project would be provided via a single RIRO out driveway on Washington Street.

8.1 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the project driveway along Washington Street to evaluate safe access in and out of the project driveway. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, only the stopping sight distance and corner sight distance have been evaluated. That is because those are the only two sight distance issues that would affect safe maneuver of ingress/egress traffic from the project driveway.

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

The stopping sight distance was evaluated on the urban arterial abutting the project (i.e., Washington Street). The posted speed limit on Washington Street is 50 mph. For purposes of this analysis, the posted speed limit has been considered as the design speed. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 430 feet for a design speed of 50 mph. Therefore, the minimum stopping sight distance for the project driveway have been considered as 430 feet.

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. However, as a conservative approach, a corner sight distance was also evaluated for the project driveway. At the project driveway, the minimum corner sight distance was based on design speed, time gap and type of vehicles from the minor road (project driveway) to enter the major road (Washington Street). Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 555 feet would be required for the project driveway. Since the corner sight distance required at project driveway would be greater than the stopping sight distance (555 feet compared to 430 feet), a sight triangle figure was created using the corner sight distance as a conservative approach. As illustrated in Figures 8-1, the proposed project driveway would achieve adequate corner sight distance (and therefore stopping sight distance) and have clear sight triangles for drivers accessing the project site.

8.2 PROJECT SITE ANALYSIS

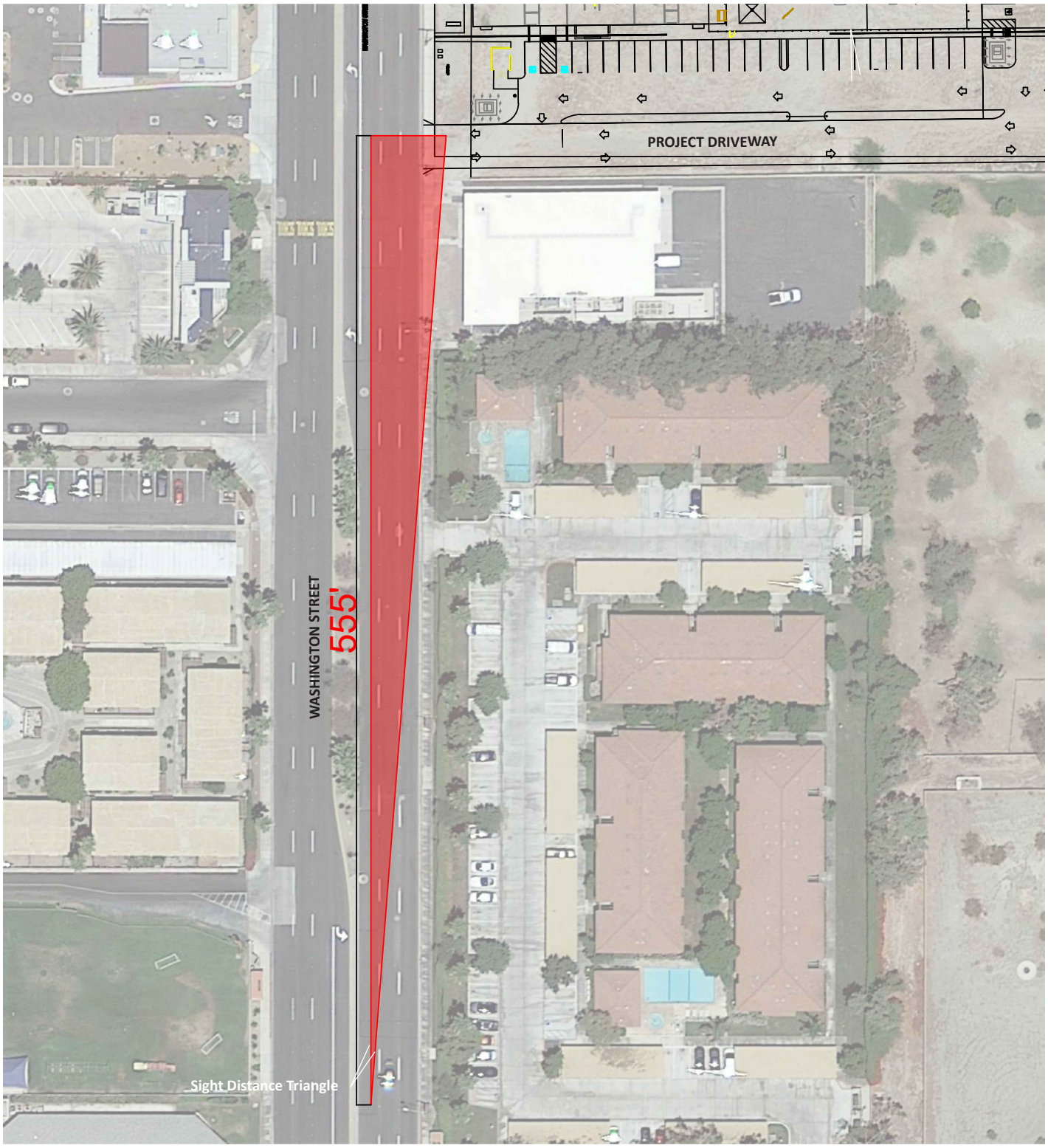
A queuing analysis was conducted at the intersection adjacent to the project driveway for potential effects on traffic safety and operations. The project driveway is located approximately 190 feet south of the intersection of Washington Street/Avenue of the States. Table 8-A summarizes the 95th percentile back-of-queue lengths at the intersection adjacent to the project driveway under Horizon Year (2045) plus project conditions (worst case scenario). The queues for the signalized intersection

have been reported from Synchro. The worst-case queue under the a.m. peak hour is 150 feet for the northbound left turn movement and 95 feet for the northbound through-right movement. The worst-case queue under the p.m. peak hour is 125 feet for the northbound left turn movement and 55 feet for the northbound through-right movement. Therefore, based on the queuing analysis, the queues at the intersection of Washington Street/Avenue of the States are not anticipated to block any egress movements from the project driveway. As such, there is no anticipated effects on traffic safety and operations at the project driveway due to queuing concerns. If deemed necessary, the County may require the project to add a "Do Not Block Driveway" on Washington Street to further alleviate queuing and access concerns at the project driveway.

Detailed queuing worksheets are included in Appendix E.

8.3 LIST OF CHAPTER 8.0 FIGURES AND TABLES

- Figure 8-1: Sight Distance Analysis at Project Driveway
- Table 8-A: Horizon Year (2045) Queuing Analysis



LSA

FIGURE 8-1

N

42500 Washington Street Project
Transportation Analysis

Sight Distance Analysis at Project Driveway

LSA

Table 8-A - Horizon Year (2045) Queuing Analysis

Intersection	Movement	With Project[1]	
		AM Peak Hour	PM Peak Hour
2 . Washington Street/Avenue Of The States	**NBL**	150	95
Signalized	**NBTR**	125	55

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

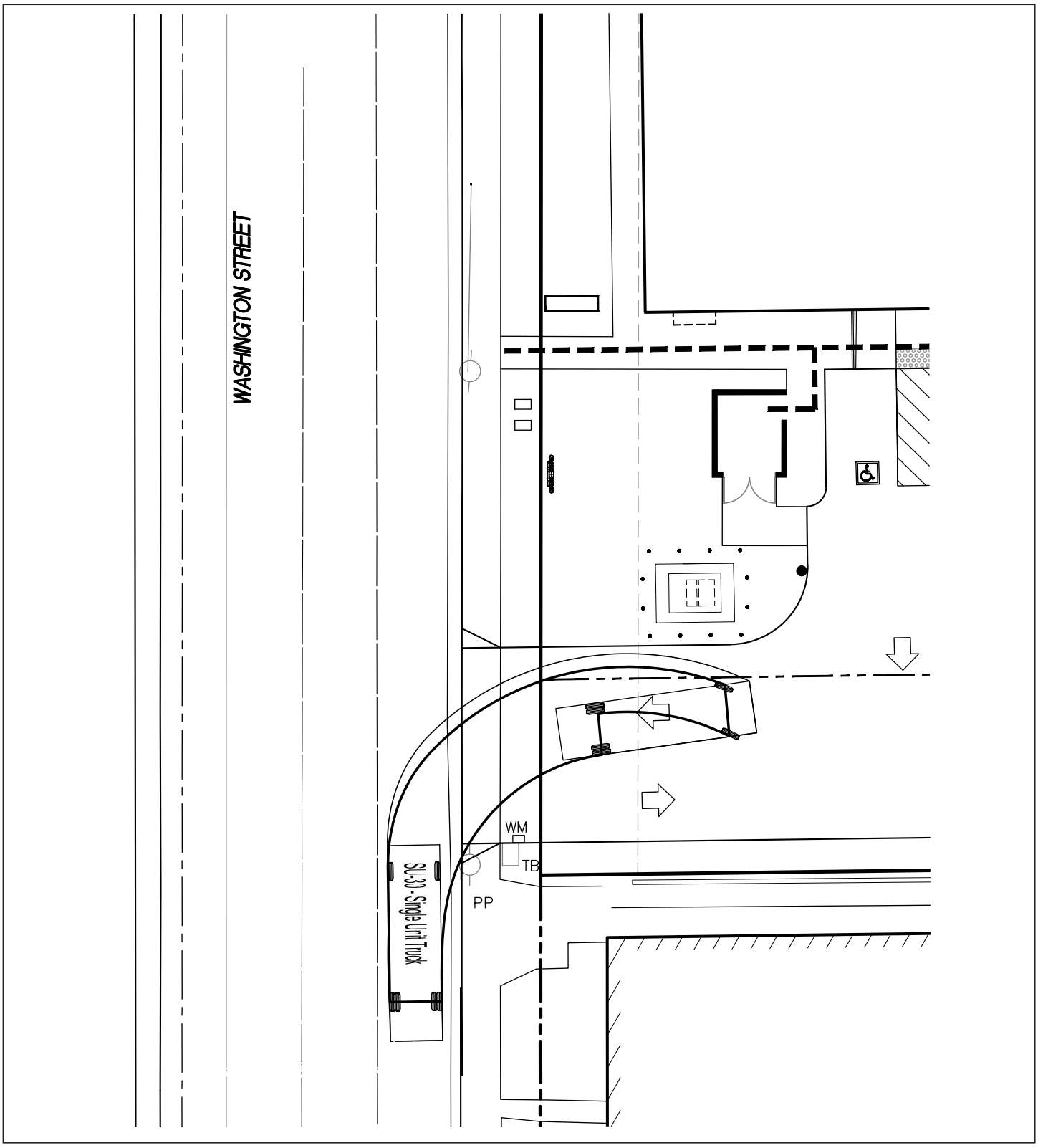
L = Left; T = Through; R = Right

[1] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro.

9.0 DELIVERY TRUCK ACCESS AND TURNING TEMPLATES

A delivery/trash truck access analysis was conducted to determine whether the project site and the driveway would provide adequate turning radius for such trucks accessing the project site. Because these trucks typically require a greater turning radius than passenger vehicles, for purposes of this analysis, the turning radii for these trucks have been utilized to determine adequacy of truck turning radii at the project driveway and within the project site. Ingress, internal circulation, and egress movements for trucks are illustrated in Figures 9-1, Figure 9-2, and Figure 9-3, respectively. As illustrated in Figure 9-1, these trucks would require the use of the outbound lane of the project driveway to safely enter the project site. As illustrated in Figure 9-2, these trucks would have adequate turning radii to maneuver within the project site. As illustrated in Figure 9-3, these trucks will have adequate turning radii to egress the project site.

9.1 LIST OF CHAPTER 9.0 FIGURES



LSA

FIGURE 9-1

N

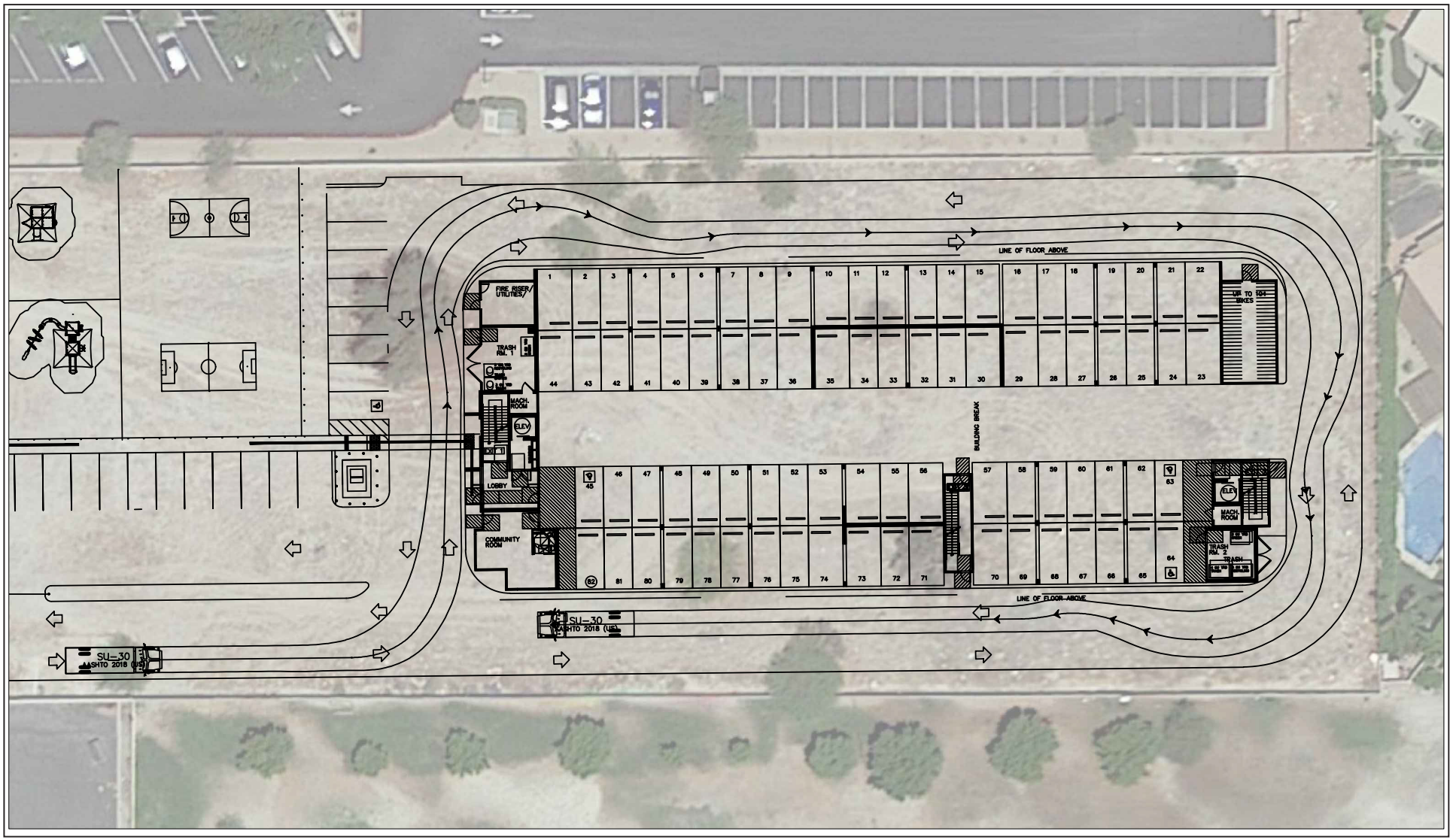
0 10 20
FEET

SOURCE: KES TECHNOLOGIES, August 2023

42500 Washington Street Project
Transportation Analysis

Truck Turning Templates (Ingress)

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig9-1_TruckTemplates_Ingress.ai (08/04/2023)



LSA

FIGURE 9-2

N

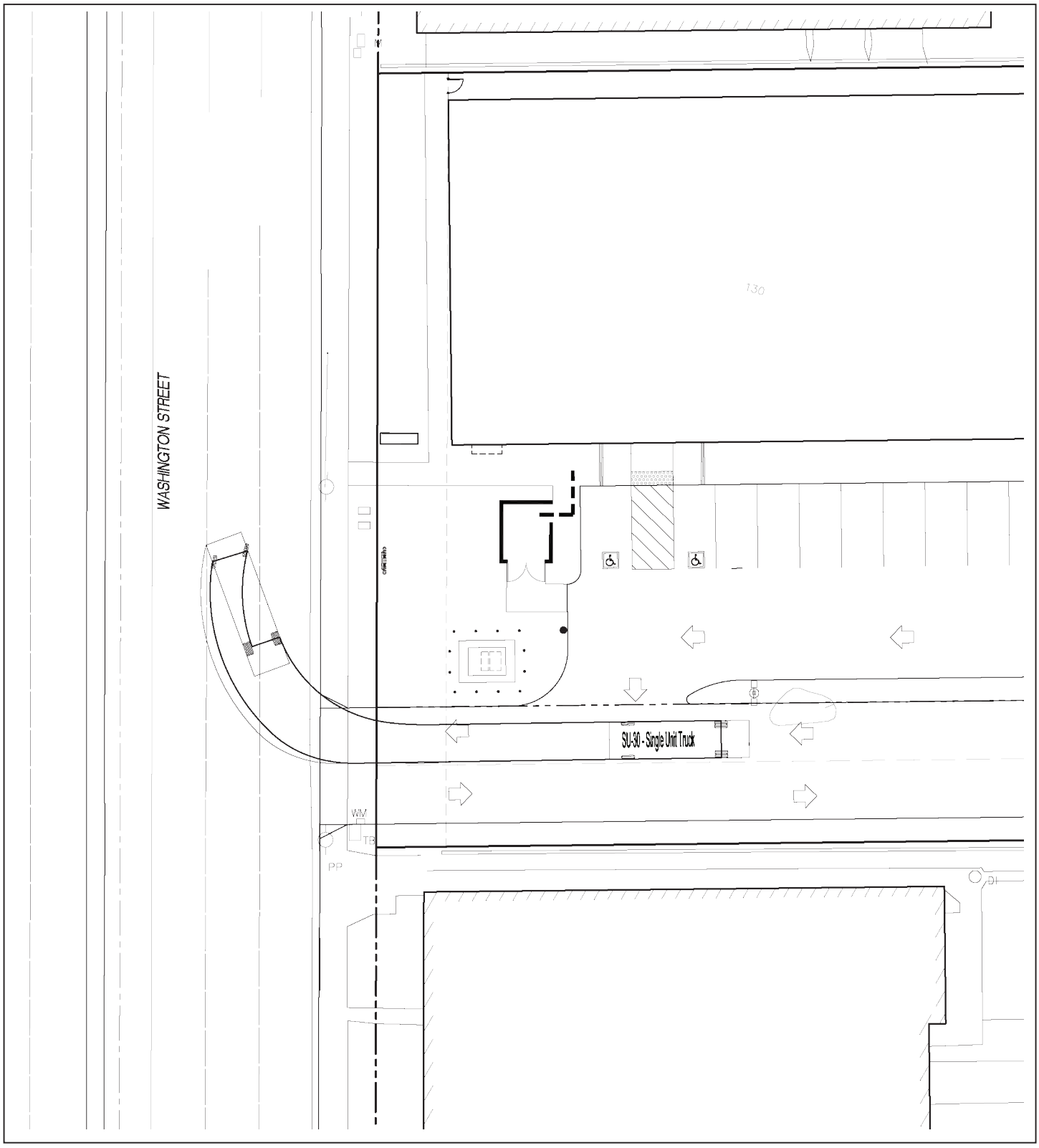
0 20 40

FEET

42500 Washington Street Project
Transportation Analysis

Truck Turning Templates (Internal Circulation)

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig9-2_TruckTemplates_Internal.ai (03/16/2023)



LSA

FIGURE 9-3

N

0 15 30
FEET

42500 Washington Street Project
Transportation Analysis

Truck Turning Templates (Egress)

SOURCE: KES TECHNOLOGIES, March 2023

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig9-3_TruckTemplates_Egress.ai (10/31/2022)

10.0 DAYCARE INTERNAL CIRUCLATION ANALYSIS AND PARKING DEMAND

County staff requested preparation of an internal circulation analysis for the day care facility to determine whether the daycare drop-off/pick-up would block the project's primary driveway and cause traffic to spill over to Washington Street. Additionally, an analysis was conducted to determine whether the day care would provide adequate parking during drop-off/pick-up hours so that vehicles don't block the project driveway.

The internal circulation analysis and parking demand has been prepared based on parking count surveys and drop-off/pick-up surveys conducted at two existing TLE day care facilities in Riverside and Redlands, dated April 12, 2022 and April 13, 2022. As a conservative analysis, the busiest drop-off/pick-up time periods, longest average drop-off and pick-up time, and peak staff parking demand during the busiest drop-off/pick-up period between all the surveys were used to develop project parking demand and drop-off/pick-up rate. The survey site in Riverside had an enrollment of 180 students and the survey site in Redlands had an enrollment of 130 students. Based on the results from the survey data, the Redlands TLE site was used to develop the parking demand and drop-off/pick-up due to its higher parking demand and drop-off/pick-up rates. Following is a detailed analysis of the project's internal circulation and parking demand using the rates from this survey:

10.1 PROJECT DROP-OFF CONDITIONS

According to the drop-off survey counts, average drop-off time in the morning (between 6:30 a.m. and 9:30 p.m.) is approximately 7 minutes 8 seconds (428 seconds). The busiest drop-off period is between 8:00 and 8:30 a.m., in which 39 students are being dropped off every half hour. After applying the per student drop-off times to the project site, it is estimated that for the proposed project, 50 children will be dropped off during the busiest a.m. half hour period. Assuming that every drop-off will be accomplished using separate cars (i.e. no carpooling) as a conservative estimate and a uniform arrival rate, a car is estimated to arrive/depart approximately every 36 seconds during the a.m. peak hour drop-off period.

As per the site plan illustrated in Figure 1-2, the project provides a total of 27 parking stalls for the proposed TLE day care facility. Assuming the most conservative staff parking rates at both sites from both days during the peak drop-off period, it is estimated that 12 parking spaces will be occupied by staff, with the remaining 15 stalls available for student drop-off. Based on the assumption of the uniform service rate of 36 seconds during the a.m. peak hour and the drop-off time of 7 minutes 8 seconds (428 seconds), 12 parking stalls will be occupied by parents dropping off their child at any given time during the drop-off hour, with a surplus of 3 parking stalls. As such, the parking supply would meet the drop-off/parking demand for the peak a.m. drop-off hours. Therefore, it is anticipated that there will not be parking and queuing issues within the project site or on Washington Street.

Additionally, as shown in Figure 1-2, the project proposes a one-way parking aisle within the project site. This will allow for efficient and safe circulation within the project site for additional storage for vehicles during drop-off hours if required.

10.2 PROJECT PICK-UP CONDITIONS

According to the pick-up survey counts, average pick-up time in the afternoon (between 3:30 p.m. and 6:30 p.m.) is approximately 9 minutes and 29 seconds (569 seconds). The busiest pick-up period is between 5:30 and 6:00 p.m., in which 28 students are being picked up every half hour. After applying the per student pick-up times to the project site, it is estimated that for the proposed project, 36 children will be picked up during the busiest p.m. half hour period. Assuming that every pick-up will be accomplished using separate cars (i.e. no carpooling) as a conservative estimate and a uniform arrival rate, a car is estimated to arrive/depart approximately every 50 seconds during the p.m. peak hour pick-up period.

As per the site plan illustrated in Figure 1-2, the project provides a total of 27 parking stalls for the proposed TLE day care facility. Assuming the most conservative staff parking rates at both sites from both days during the peak drop-off period (staff parking during drop-off period is higher than pick-up period), it is estimated that 12 parking spaces will be occupied by staff, with the remaining 15 stalls available for student pick-up. Based on the assumption of the uniform service rate of 50 seconds during the p.m. peak hour and the pick-up time of 9 minutes and 29 seconds (569 seconds), 12 parking stalls will be occupied by parents picking up of their child at any given time during the pick-up hour, with a surplus of 3 parking stalls. As such, the parking supply would meet the pick-up/parking demand for the peak p.m. pick-up hours. Therefore, it is anticipated that there will not be parking and queuing issues within the project site or on Washington Street.

Additionally, as shown in Figure 1-2, the project proposes a one-way parking aisle within the project site. This will allow for efficient and safe circulation within the project site for additional storage for vehicles during pick-up hours if required.

11.0 VEHICLE MILES TRAVELED ANALYSIS

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

The County adopted its VMT Guidelines on December 15, 2020, which includes the VMT analysis metrics, and VMT impact thresholds. Therefore, the County's VMT Guidelines was used in the evaluation of the project's VMT analysis.

11.1 METHODOLOGY

The TA Guidelines provides multiple project types and thresholds for land use projects and land use plans. As stated in the TA Guidelines, under CEQA Assessment – VMT Analysis, "If there are multiple distinct land uses within the project (residential, office, retail, etc.), they will be required to be analyzed separately unless they are determined to be insignificant to the total VMT." Since the project is considered as a mixed use, as per the County's TA Guidelines the project's land uses were analyzed separately.

Upon identification of the appropriate approach of conducting the project's VMT analysis, the next step was to determine whether the individual land uses for the project would be eligible to be potentially screened out from a VMT analysis. As per the County's TA Guidelines, multi-family (low-rise) housing projects less than or equal to 147 dwelling units are presumed to cause a less-than-significant VMT impact due to being classified as small projects. The project proposes to include 43 multi-family (low-rise) housing units and therefore can be screened out from a VMT analysis.

Additionally, the County's TA Guidelines allow for local essential services including day care centers to be screened out from a detailed VMT analysis, as the introduction of new Local Essential Services results in an overall reduction in VMT by putting those services closer to residents, thereby shortening non-discretionary trips. Therefore, based on the County's TA Guidelines, the project's day care center facility can be screened out from detailed VMT analysis due to it qualifying as a Local Essential Service. In summary, as per the County's TA Guidelines, the project would be eligible to be screened out from a detailed VMT analysis.

12.0 SUMMARY AND CONCLUSIONS

The proposed project would consist of a day care facility and a multifamily development. The project's day care land use proposes to include 166 students and 24 staff members. The remaining residential use consists of a 43-unit apartment complex.

12.1 EXISTING CONDITIONS SUMMARY

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

12.2 PROJECT COMPLETION (2024) CONDITIONS SUMMARY

All intersections are forecast to operate at a satisfactory LOS under project completion (2024) plus project conditions. As such, no improvements are needed under project completion (2024) conditions.

12.3 CUMULATIVE (2024) CONDITIONS SUMMARY

All intersections are forecast to operate at a satisfactory LOS under cumulative (2024) plus project conditions. As such, no improvements are needed under cumulative (2024) conditions.

12.4 HORIZON YEAR (2045) CONDITIONS SUMMARY

All intersections are forecast to operate at a satisfactory LOS under horizon year (2045) no project conditions and horizon year (2045) plus project conditions. As such, no improvements are needed under horizon year (2045) no project conditions and horizon year (2045) plus project conditions.

12.5 SITE ACCESS AND DRIVEWAY SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the project driveway along Washington Street to evaluate safe access in and out of the project driveway. Based on the corner sight distance analysis, the proposed project driveway would achieve adequate corner sight distance (and therefore stopping sight distance) and have clear sight triangles for drivers accessing the project site.

12.6 DELIVERY TRUCK ACCESS AND TURNING TEMPLATES

A delivery/trash truck access analysis was conducted to determine whether the project site and the driveway would provide adequate turning radius for such trucks accessing the project site. As illustrated in Figure 9-1, these trucks would require the use of the outbound lane of the project driveway to safely enter the project site. As illustrated in Figure 9-2, these trucks would have adequate turning radii to maneuver within the project site. As illustrated in Figure 9-3, these trucks will have adequate turning radii to egress the project site.

12.7 DAYCARE INTERNAL CIRCULATION ANALYSIS AND PARKING DEMAND

County staff requested preparation of an internal circulation analysis for the day care facility to determine whether the daycare drop-off/pick-up would block the project's primary driveway and cause traffic to spill over to Washington Street. Additionally, an analysis was conducted to

determine whether the day care would provide adequate parking during drop-off/pick-up hours so that vehicles don't block the project driveway. Based on the internal circulation and parking demand analysis, the parking supply would meet the drop-off/parking and pick-up/parking demand for the peak a.m. drop-off hours and peak p.m. pick-up hours. Therefore, it is anticipated that there will not be parking and queuing issues within the project site or on Washington Street.

12.8 VEHICLE MILES TRAVELED SUMMARY

The TA Guidelines provides multiple project types and thresholds for land use projects and land use plans. Since the project is considered as a mixed use, as per the County's TA Guidelines the project's land uses were analyzed separately.

As per the County's TA Guidelines, multi-family (low-rise) housing projects less than or equal to 147 dwelling units are presumed to cause a less-than-significant VMT impact due to being classified as small projects. The project proposes to include 43 multi-family (low-rise) housing units and therefore can be screened out from a VMT analysis.

Additionally, the County's TA Guidelines allow for local essential services including day care centers to be screened out from a detailed VMT analysis, as the introduction of new Local Essential Services results in an overall reduction in VMT by putting those services closer to residents, thereby shortening non-discretionary trips. Therefore, based on the County's TA Guidelines, the project's day care center facility can be screened out from detailed VMT analysis due to it qualifying as a Local Essential Service. In summary, as per the County's TA Guidelines, the project would be eligible to be screened out from a detailed VMT analysis.

APPENDIX A

SCOPING AGREEMENT

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

June 24, 2022

Kevin Tsang, P.E.
Riverside County, TLMA
Transportation Department
4080 Lemon Street, 8th Floor
Riverside, California 92501

Subject: Scope of Work for the 42500 Washington Street Project Transportation Analysis (Case Number PPT210015)

Dear Kevin:

LSA is currently preparing a Transportation Analysis (TA) for the 42500 Washington Street Project (project) to be located at 42500 Washington Street in the Bermuda Dunes unincorporated area in the County of Riverside (County). The project will include a day care center for a capacity of 166 students with a maximum of 24 staff and a 43 unit apartment complex. The existing land use allows for development of medium/high density residential within the project site. The addition of a day care center may require a General Plan Amendment (GPA) and Conditional Use Permit (CUP) to allow the development and operation of the project land use. Therefore, for purposes of this scope of work, a GPA has been considered to prepare this scoping letter. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project. As illustrated in Figure 2, access to the project will be provided via a right-in/right-out (RIRO) driveway on Washington Street. Figure 3 illustrates the study area intersections.

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

SCOPE OF WORK

Project Trip Generation

The proposed project includes a day care facility and multifamily housing. Typically, the trip generation for the such projects are developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for and Land Use 565 – "Day Care Center" and Land Use 220 – "Multifamily Housing (Low-Rise) Not Close to Rail Transit." While the trip generation for the residential component has been developed using ITE rates, County staff requested development of the trip generation for the day care facility by comparing the rates with two similar existing facilities in the region. The proposed day care facility is anticipated to be "The Learning Experience" (TLE). Therefore, two existing TLE day care facilities at Riverside (515 E. Alessandro Boulevard, Riverside, CA) and Redlands (1025 Parkford Drive, Redlands, CA) were surveyed to compare the proposed TLE facility trip generation with ITE Land Use 565 - "Day Care Center" rates.

1500 Iowa Avenue, Suite 200, Riverside, California 92507 951.781.9310 www.lsa.net

Both TLE facilities were surveyed on April 12 (Tuesday) and April 13 (Wednesday). The TLE survey data is included in Appendix A.

The trip generation from the two surveyed TLE facilities along with the current student enrollment numbers are included in Appendix B. The surveyed TLE day care center trip generation and respective daily, a.m., and p.m. rates were compared with the ITE *Trip Generation Manual* (11th Edition) rates. Based on the comparison, it was identified that the a.m. peak hour trip generation rates for one of the surveyed TLE facilities is higher than the ITE a.m. peak hour trip generation rates for LU 565 – "Day Care Center." For the p.m. peak hour and daily conditions, the ITE rates were determined to be higher than the survey rates. Therefore, as a conservative approach, the highest daily, a.m., and p.m. rates between the surveyed TLE facilities and ITE *Trip Generation Manual* (11th Edition) rates were selected for purposes of this analysis. Table A summarizes the daily, a.m., and p.m., peak hour project trip generation. Additionally, as a conservative estimate, internal capture between the two land uses was not considered for purposes of this analysis. The proposed project is estimated to generate 969 daily total trips, with 157 trips occurring during the a.m. peak hour and 153 trips occurring during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Figure 4 illustrates the project trip distribution at study intersections.

The project trip assignment is the product of the project trip generation and the trip distribution percentages. Figure 5 illustrates the project trip assignment.

Study Intersection Analysis

Based on the project's location, the TA for the proposed project will be prepared to meet the requirements of the disclosure of potential operational deficiencies and improvement measures. The TA will be prepared consistent with the requirements of the Riverside County *Transportation Analysis Guidelines for Levels of Service and Vehicle Miles Traveled*, dated December 2020 (County Guidelines). As per the County Guidelines, the study area shall generally include any intersection of two "Collector" or higher classification streets on which the proposed project will add 50 or more peak hour trips or other intersections where addition of project trips may create significant. Based on our preliminary understanding of the project study area, the following intersections are being proposed for analysis:

1. Washington Street/Hovley Lane - Avenue 42 (Riverside County, City of Palm Desert);
2. Washington Street/Avenue of The States (Riverside County, City of Palm Desert);
3. Washington Street/Project Driveway (Riverside County, City of Palm Desert);
4. Washington Street/Dudley Drive – Hidden River Road (Riverside County, City of Palm Desert);
5. Washington Street/Mountain View - Palm Royale Drive (City of Palm Desert, City of La Quinta); and

6. Washington Street/Fred Waring Drive (City of Palm Desert, City of Indian Wells, City of La Quinta).

Previously referenced Figure 3 illustrates the study area intersections.

All study intersections will be analyzed during the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. In accordance with the County Guidelines requirements, intersection levels of service (LOS) will be calculated using the *Highway Capacity Manual 6* (HCM 6) analysis methodologies and the Synchro 11 software.

Analysis Scenarios

The TA will be prepared to meet the requirements of the County. The project opening year is anticipated to be 2024. Since the proposed project constitutes a GPA, the a.m. and p.m. peak hour traffic operations at the study area intersections will be analyzed for the following scenarios:

- Existing (2022) Conditions;
- Project Completion (2024) plus Project Conditions;
- Cumulative (2024) plus Project Conditions;
- Horizon Year (2045) No Project Conditions; and
- Horizon Year (2045) plus Project Conditions.

Volume Development and Analysis Methodology

Traffic volumes for existing year traffic conditions will be based on traffic count data collected at study intersections.

Similarly, project completion without project traffic volumes will be developed by applying a 2 percent per annum growth rate to existing year traffic volumes. The project completion year is estimated to be 2024.

Cumulative without project traffic volumes will be developed by adding trips from approved and pending development projects in the vicinity of the proposed project to the project completion without project traffic volumes. Information for approved and pending projects near the project were obtained from the County and adjacent jurisdictions. Table B lists cumulative projects within the vicinity of the project. Figure 6 illustrates the locations of these cumulative projects.

The Riverside County Transportation Analysis Model (RIVCOM) will be used to develop Horizon Year (2045) No Project conditions traffic volumes. LSA will submit the socio-economic data and network assumption to County staff for approval prior to running the model. The methodology used to develop Horizon Year (2045) traffic volumes will be consistent with local procedures for post-processing of modeled traffic volumes. The methodology will be applied to all study intersections.

Project completion, cumulative, and horizon year plus project volumes will be developed by adding project traffic to the corresponding no project traffic volumes.

As previously stated, the TA will analyze traffic operations at study intersections during the a.m. and p.m. peak hours for Existing (2022), Project Completion (2024) plus Project, Cumulative (2024) plus Project, Horizon Year (2045) No Project, and Horizon Year (2045) plus Project conditions. Intersection LOS will be calculated using HCM 6 analysis methodologies and the Synchro 11 software.

Analysis of Traffic Operations and Recommended Circulation Improvements

Levels of service for all analysis scenarios will be examined to determine operational deficiencies based on the LOS standards and significance threshold criteria as applicable for the County and neighboring jurisdictions. Circulation improvements will be recommended to offset these deficiencies. Improvements may include addition of intersection turn lanes, and signalization. The LOS with the proposed improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

Signal Warrant Analysis

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

DIF/TUMF/Fair Share Contributions

LSA will evaluate whether the recommended improvements identified in the TA are included as part of the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) program or the County's Development Impact Fees (DIF) program. If it is determined that the improvement is not covered through the TUMF or the DIF program, the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing to horizon year conditions.

Delivery Truck Access and Turning Templates

County staff requested truck turning templates for delivery trucks for the proposed project. The TA will summarize and illustrate the delivery truck circulation routes within the project site and at the project driveway.

Day Care Internal Circulation Analysis and Parking Demand

Based on comments received from County staff, the traffic study will need to examine the internal circulation, queuing, and parking demand for the proposed day care. The analysis will examine if there is sufficient storage length within the parking for the day care drop-off and pick-up operations.

Additionally, the analysis will also examine the parking demand of the day care throughout the operational hours as there is potential for parents to park in the parking spaces within the multifamily use during the drop-off/pick-up. LSA recommends using the survey data from the two identified existing TLE facilities that was also utilized to prepare the project trip generation as described. As mentioned earlier, the survey data would be utilized for developing the project day care trip generation as well as evaluate internal circulation, parking, drop-off/pick-up issues on site.

Site Access and Driveway Sight Distance Analysis

County staff requested a site access analysis to examine traffic safety operations at the proposed project driveway. The TA will include a discussion on the distance of the driveway from the adjacent intersections. The TA will also evaluate the sight distance and other potential safety issues at the project driveway as requested by County staff.

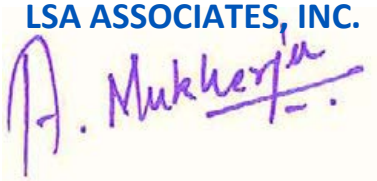
Vehicle Miles Traveled Analysis

As per the County Guidelines, multi-family (low-rise) housing projects less than or equal to 147 dwelling units are presumed to cause a less-than-significant VMT impact due to being classified as small projects, and can be screened out from a VMT analysis. Additionally, the County Guidelines allow for local essential services including day care centers to be screened out from detailed VMT analysis, as the introduction of new Local Essential Services results in an overall reduction in VMT by putting those services closer to residents, thereby shortening non-discretionary trips. The day care center building in the project can be screened out from detailed VMT analysis due to it being a Local Essential Service. Therefore as per the County Guidelines, the project may be eligible to be screened out from a detailed VMT analysis. As such, a separate VMT screening memorandum will include a discussion stating that the project would be screened from a detailed VMT analysis per the screening criteria included in the County Guidelines.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, PE
Principal

Attachments

Table A: Project Trip Generation
Table B: Cumulative Projects
Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution
Figure 5: Project Net Trip Assignment
Figure 6: Cumulative Project Locations
Appendix A: The Learning Experience Survey Data
Appendix B: The Learning Experience Survey Trip Generation Summary

SCOPING AGREEMENT FOR TRANSPORTATION LOS ANALYSIS

This letter acknowledges the Riverside County Transportation Department requirements for transportation level of service analysis of the following project. The analysis must follow the Riverside County Transportation Department Transportation Analysis Guidelines, December 2020.

Case No.	PPT210015
Related Cases	
Project Name:	42500 Washington Street Project
Project Address:	42500 Washington Street
Project Description:	Day care center with a capacity of 166 students and a maximum of 24 staff, and a multifamily apartment complex with 43 dwelling units.

	Traffic Consultant	Applicant/Developer
Name:	LSA	HRI Development
Address:	1500 Iowa Ave Suite 200	225 Bella Vista Avenue
	Riverside, California 92507	Pasadena, CA 91107
Telephone:	(951)781-9310	(626)744-7700
E-mail:		

Current GP Land Use: CD:HDR; CD:MDR
Proposed Land Use: CD:MDR
Current Zoning: R-1-12000/R-3-2000
Proposed Zoning: MU

A. Trip Generation Source: ITE Trip Generation Manual (11th Edition); Survey Data

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	74	83	157
PM Trips	0	0	0	75	78	153

Internal Trip Allowance ☐ Yes ☑ No (____ % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☑ No (____ % Trip Discount)

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

B. Trip Geographic Distribution: N 15 % S 5 % E 40 % W 40 %
(attach exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year:	2024	Annual Ambient Growth Rate:	2 %
Phase Year(s)			
Other projects to be analyzed:	See attached.		
Model/Forecast methodology	RIVCOM		

D. Study intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. Washington St/Hovley Ln- Ave 42
2. Washington St/Ave of The States
3. Washington St/Project Dwy
4. Washington St/Dudley Dr - Hidden River Rd
5. Washington St/Mountain View - Palm Royale Dr
6. Washington St/Fred Waring Dr
7.
8.
9.
10.

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

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

F. Other Jurisdictional

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☑ Yes ☐ No

If yes, name of jurisdiction(s): Palm Desert, Indian Wells, La Quinta, Indio

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_____

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with this form.**

Recommended by:

Traffic Consultant Date

Scoping Agreement Submitted on _____
Revised on _____

Approved Scoping Agreement

Riverside County Transportation Department Date

TABLES

LSA

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Day Care Center	166 STU							
Trips/Unit[1,2]		0.42	0.42	0.84	0.37	0.42	0.79	4.09
Trip Generation		70	70	140	61	70	131	679
Apartments	43 DU							
Trips/Unit[3]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		4	13	17	14	8	22	290
	Total Trip Generation	**74**	**83**	**157**	**75**	**78**	**153**	**969**

Note:

STU = Students; DU = Dwelling Units

[1] A.M. peak hour rates based on survey counts obtained at The Learning Experience at 1025 Parkford Drive Redlands, CA on April 13, 2022 (Wednesday). The higher value of the a.m. peak hour trip generation rate between the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), Land Use 565 - "Day Care Center", Setting/Location - "General Urban/Suburban" and survey counts was used as a conservative approach.

[2] P.M. peak hour and daily rates based on ITE *Trip Generation Manual* (11th Edition), Land Use 565 - "Day Care Center", Setting/Location - "General Urban/Suburban."

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

LSA

Table B - Cumulative Projects

Project No.	Jurisdiction	Project Number/Name	Project Name	Address	Project Description	Comments/Questions
R1	Riverside County	CUP190040	Cannabis Microbusiness	East of El Viento Road, along Flora Road[1]	Use an existing 6 TSF tilt-up concrete building as a cannabis microbusiness location	*Can you please provide exact address ? Can you confirm if the microbusiness will use the entire 6 TSF area of the building ? If not, please provide the project square footage.*
R2	Riverside County	PP26229		Southeast corner of Leopard Street and Wolf Road	Construct 11.292 TSF construct tilt-up building for parking 7 condominium RV units	*Can you please provide address, detailed project description and square footage/units of the project ?*
R3	Riverside County	CUP200015	Microbusiness	North of Varner Road, between Berkey Drive and Washington Street[1]	Cannabis distribution and retail dispensary facility within an existing 13.969 TSF building	*Can you please provide exact address ? Can you confirm if the facility will use the entire 13.969 TSF area of the building ? If not, please provide the project square footage.*
R4	Riverside County	CUP190031	Retail-Cannabis Retail Store	North of Varner Road, between Berkey Drive and Washington Street[1]	Cannabis retail dispensary facility within an existing 2.572 TSF building	*Can you please provide exact address ? Can you confirm if the facility will use the entire 2.572 TSF area of the building ? If not, please provide the project square footage.*
R5	Riverside County	PPT190007 / TPM37678		East of Berkey Drive, West of Washington Street, North of Varner Road, and South of Wildcat Drive	A 46.8 TSF, 35-unit RV garage facility	*Can you please provide address, detailed project description and square footage/units of the project ?*
R6	Riverside County	PP25686 / PP25686E01	FIRST EOT FOR PP25686E01	South of 41st Avenue, East of Washington Street, and West of Sparkey Way	28.711 TSF medical office building	*Can you please verify if the project has already been developed ?*
R7	Riverside County	PAR200009	RV and self-storage	Near Southeast corner of Country Club Drive and Carter Lane[1]	RV and self-storage facility	*Can you please provide exact address, detailed project description and number of storage spaces/units in the project ? If there is an environmental document for the project, please provide that.*
R8	Riverside County	PPT200004	PPT200004	Southeast Corner of Avenue 42 and Coral Drive[1]	New construction of triplex	*Can you please confirm that there is only one residential unit being contructed ?*
R9	Riverside County	TTM37735	TTM37735	West of Hopewell Avenue, North of Port Royal Avenue, East of Hermitage Drive, South of Aerodrome Avenue	17 single-family homes	*Can you please provide the exact address for this project ?*
R10	Riverside County	PPT180035	PPT180035	South of Avenue 42, between Hopewell Avenue and Hermitage Drive[1]	Proposed triplex	*Can you please confirm that there is only one residential unit being contructed ?*
R11	Riverside County	PPT190025		South of Interstate 10 and Country Club Drive, North of Bermuda Dunes Airport, East of Adams Street, and West of Jefferson Street	5 condominium units for vehicle, RV and boat storage	
R12	Riverside County	CUP190052	Microbusiness-Cannabis	Near 79607 Country Club Drive[1]	*Please provide detailed project description*	*Can you please provide exact address, detailed project description and square footage/units of the project ? If there is an environmental document for the project, please provide that.*
	Riverside County	PPT200020		*Please provide address/APN*	*Please provide detailed project description*	*Can you please provide address, detailed project description and square footage/units of the project ?*
	Riverside County	CUP03213R02		*Please provide address/APN*	*Please provide detailed project description*	*Can you please provide address, detailed project description and square footage/units of the project ?*
	Riverside County	CUP03723		*Please provide address/APN*	1.641 TSF liquor store	*Can you please provide exact address of the project ?*

LSA

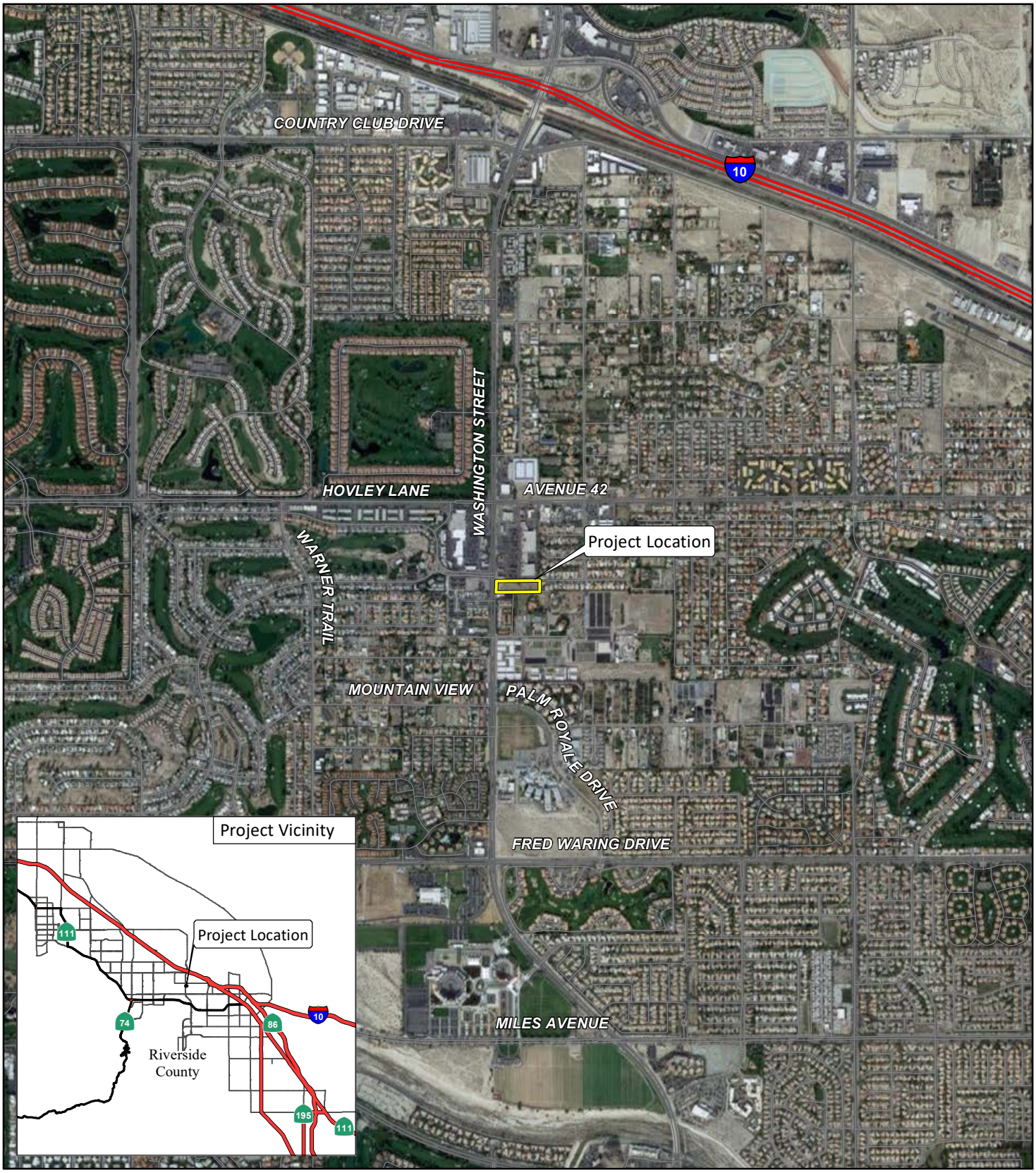
Table B - Cumulative Projects

Project No.	Jurisdiction	Project Number/Name	Project Name	Address	Project Description	Comments/Questions
	Riverside County	CUP03758		*Please provide address/APN*	91.125 TSF single story self-storage project	*Can you please provide address, detailed project description and square footage/units of the project ?*
	Riverside County	CUP03764		*Please provide address/APN*	RV retail sales lot on approx. 60 TSF site, with paved and lighted area for approx. 38 RV's	*Can you please provide address, detailed project description and square footage/units of the project ?*
	Riverside County	PP25673		*Please provide address/APN*	2.036 TSF Taco Bell restaurant	*Can you please provide exact address, and whether the restaurant will have a drive-through window or not ?*
IW1	Indian Wells	Hotel Development	Hotel Development	Northwest corner of Miles Avenue-Manitou Drive and Highway 111	135 hotel rooms, 32 hotel villas, 70 condominium units, 5.5 TSF restaurant and approximately 540 parking spaces	
IW2	Indian Wells	Adobe Communities Affordable Housing	Abode Communities	Along Highway 111, adjacent to the existing Mountain View Villas	100 affordable homes	
PD1	Palm Desert	TPM 37611PP/ CUP 16-303 Palm Village	Palm Village	Southwest corner of Avenue of the States and Washington Street	Denny's resturant and additional 12 TSF of retail/office space	*LSA will confirm the information for this project with the City of Palm Desert*
LQ1	La Quinta	Point Happy Homes	Point Happy Homes	West of Bradshaw Trail at Heritage Way	New plan types to complete existing residential subdivision	*LSA will confirm the information for this project with the City of La Quinta*
LQ2	La Quinta	St. Francis Parish Hall	St. Francis Parish Hall	West of Washington Street, south of Highland Palms Drive	Expansion of existing church for new 27.334 TSF parish hall	
LQ3	La Quinta	CUP 2018-0004 California Desert Museum of Art	California Desert Museum of Art	47705 Caleo Bay	18.456 TSF museum that would include multiple art galleries, offices, and an art studio	
LQ4	La Quinta	Caleo Bay Parking Commercial Building	Caleo Bay Parking Commercial Building	Northeast corner of Washing Street and Avenue 48	New commercial condo building within exsting comercial center	*LSA will confirm the information for this project with the City of La Quinta*
LQ5	La Quinta	Panera Drive-Through	Panera Drive-Through	North corner of SR-111 and La Quinta Center Drive	New 4,335 square foot drive-through Panera restaurant	
LQ6	La Quinta	SP Amendment 2017-0003 Centre at La Quinta	Centre at La Quinta	South of Auto Centre Drive, east of Adams Street	133 condominium units and 2.7 AC hotel site	*LSA will confirm the information for this project with the City of La Quinta*
LQ7	La Quinta	Jefferson Street Apartments	Jefferson Street Apartments	Southeast corner of Jefferson Street and Palm Circle Drive	Two story, 42 unit apartment complex	
I1	Indio	DR 20-11-481, EA 20-11-553, CUP 20-11-1065 Festa Kia	Festa Kia	Varner Road and Fifties Way	24.828 TSF Kia dealership, 4 TSF fast-food restaurant and 3 TSF shopping center	*Per their website, KIA is opening June 2022 and are currently hiring staff.*

Notes:
TSF = Thousand Square Feet; RV = Recreation Vehicle; AC = Acres

[1] For these projects, the location is only approximately known. Exact location is requested along with the project information.

FIGURES



LSA

FIGURE 1

N

0 1000 2000

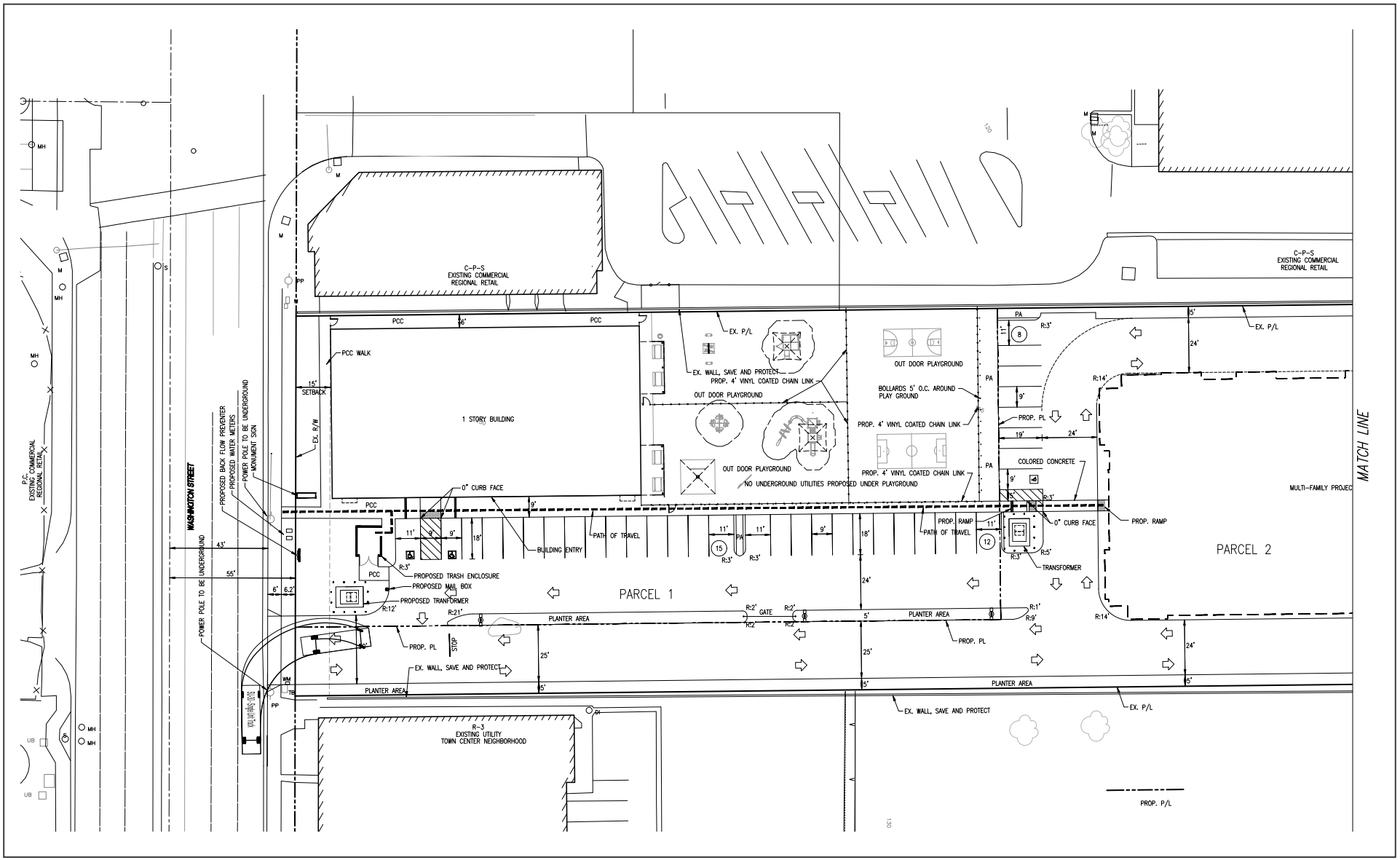
FEET

42500 Washington Street Project
Transportation Analysis

Regional and Project Location

SOURCE: ESRI Streetmap, 2013; Google Earth, 2018.

R:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\GIS\Reports\fig1_Reg_ProjLoc.mxd (1/10/2021)



LSA

FIGURE 2

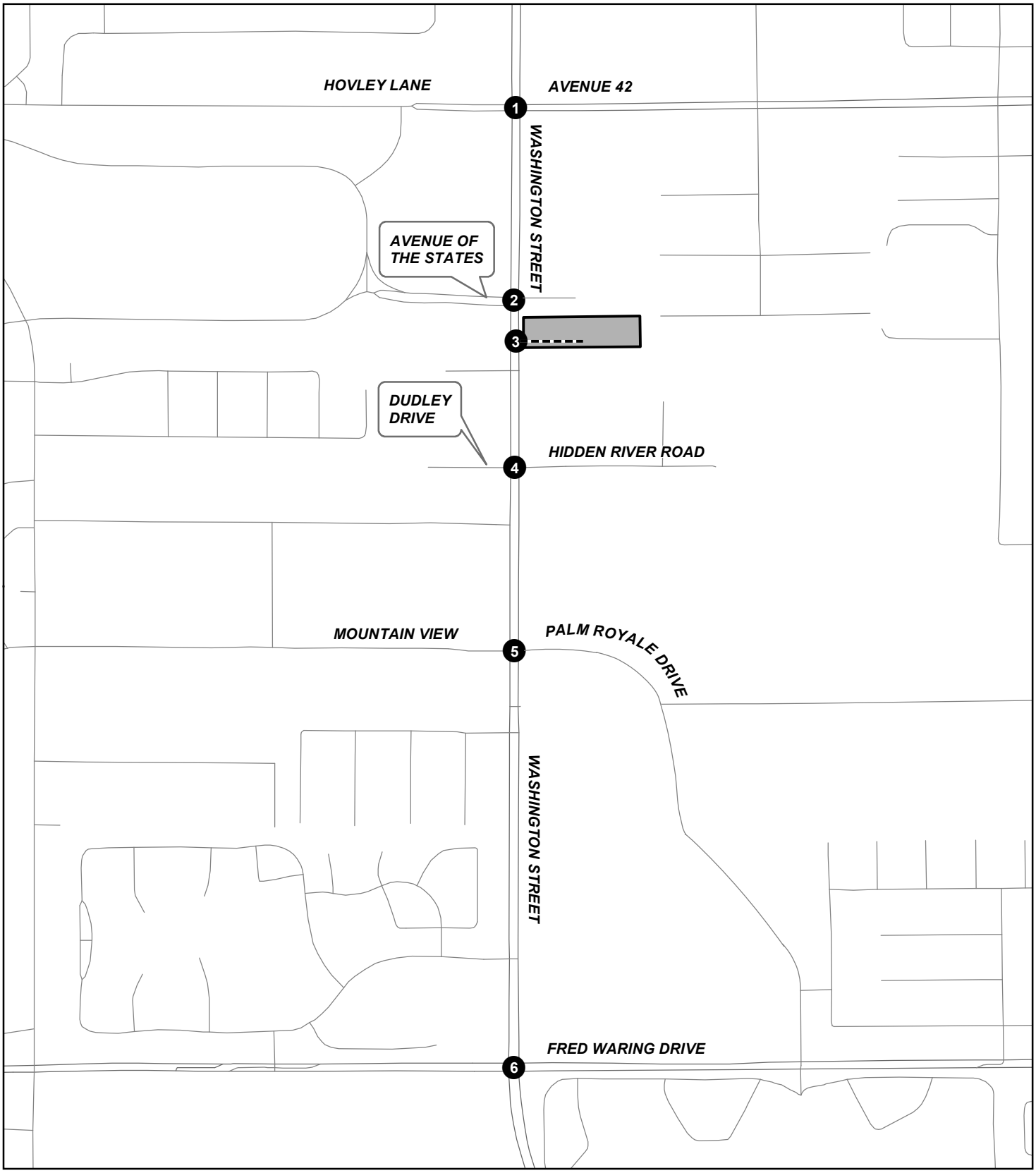
0 35 70

FEET

SOURCE: KES Technologies, Inc. (7/1/2023)

I:\HRD2001\G\Site Plan.ai (9/13/2023)

42500 Washington Street Project
Transportation Analysis
Conceptual Site Plan



LSA

LEGEND

Project Site

Study Intersection

Project Driveway

N

0 375 750

FEET

SOURCE: ESRI Streetmap, 2013.

FIGURE 3

42500 Washington Street Project
Transportation Analysis

Study Area Intersections

R:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\GIS\Reports\fig3_StudyIntersections.mxd (1/10/2021)

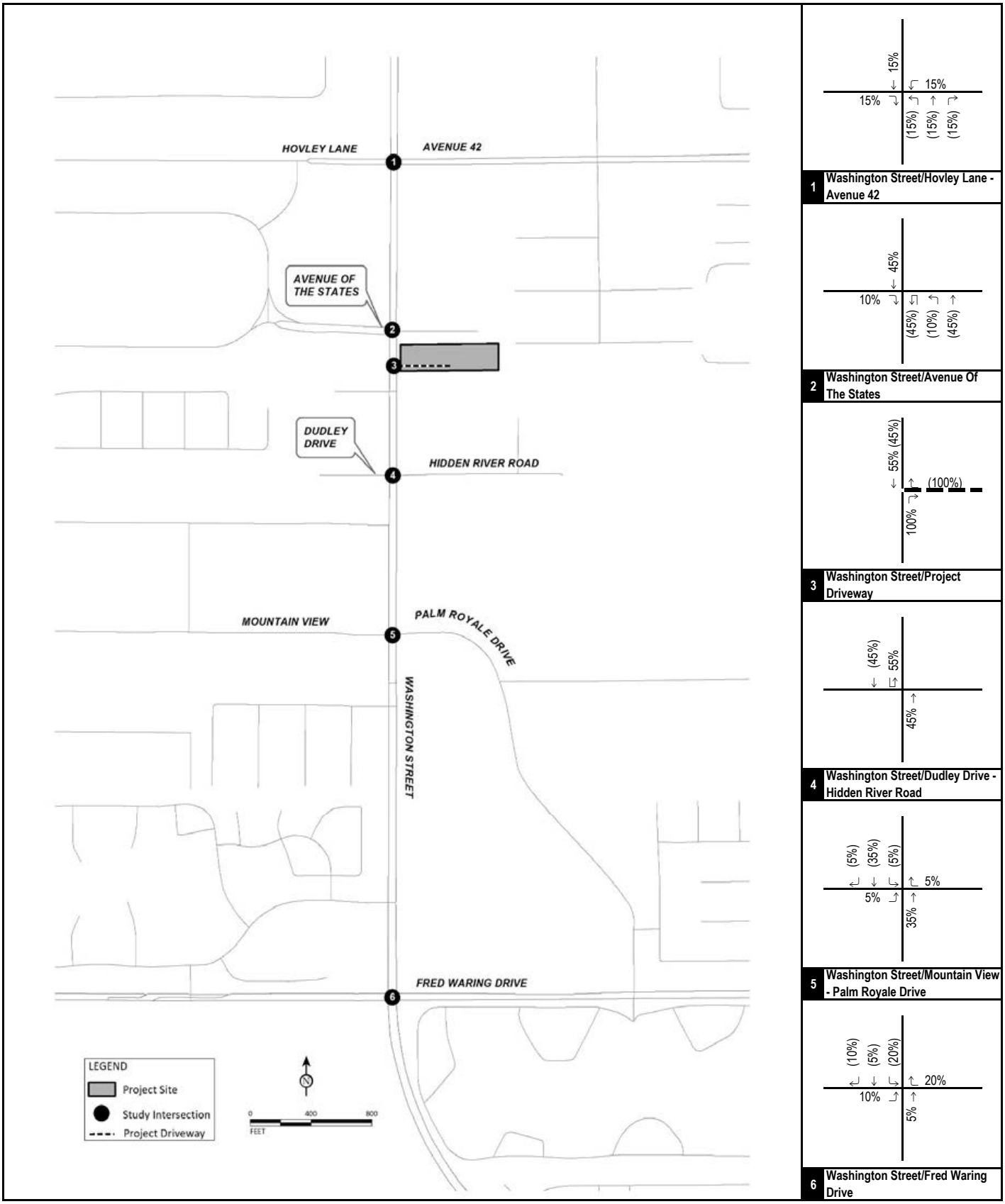


FIGURE 4

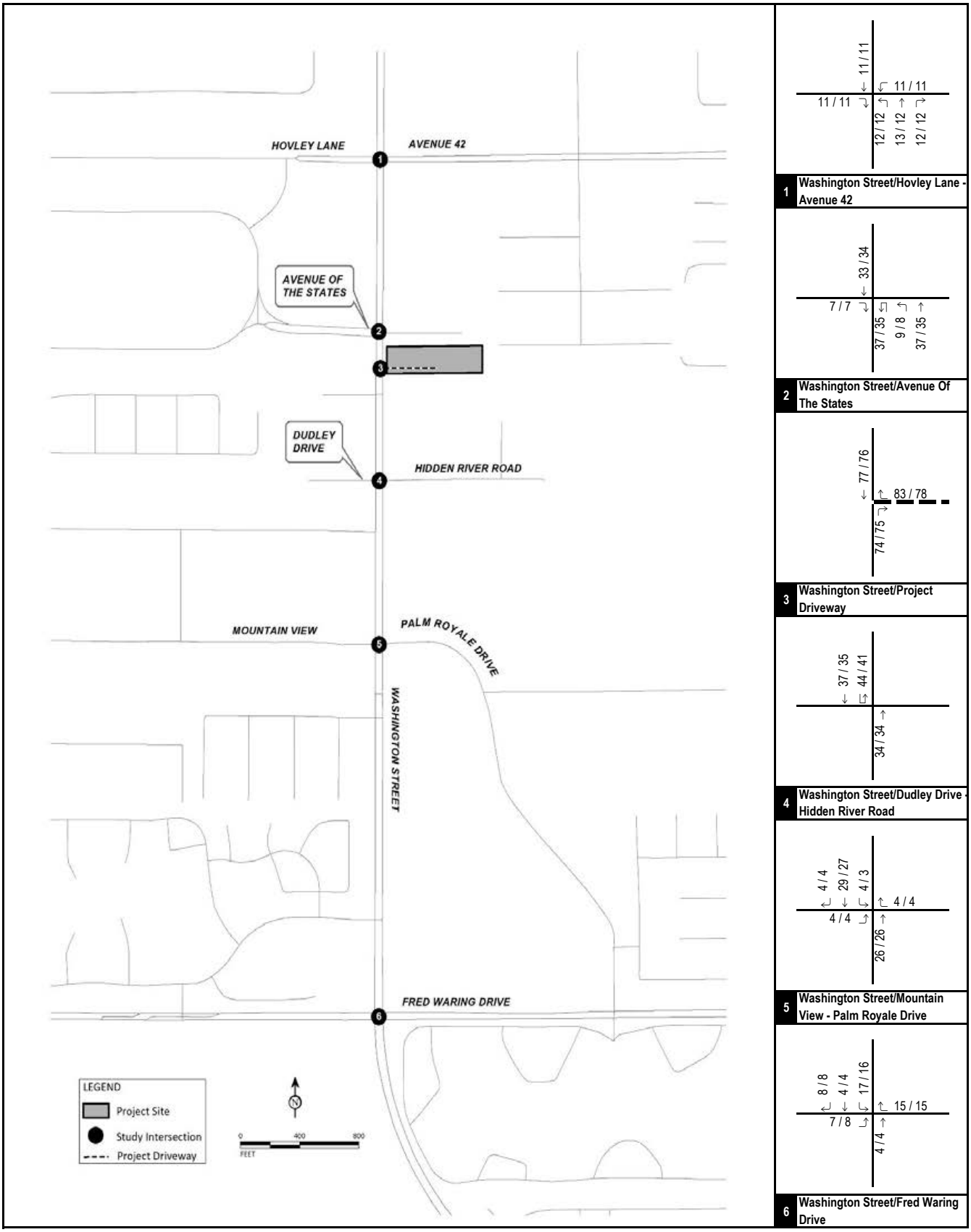
LSA

XXX% (YYY%)
Inbound (Outbound) Trip Distribution
---- Project Driveway

42500 Washington Street Project
Transportation Analysis

Project Trip Distribution

R:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\z30_Dist.xlsx\Figure (1/27/2021)



LSA

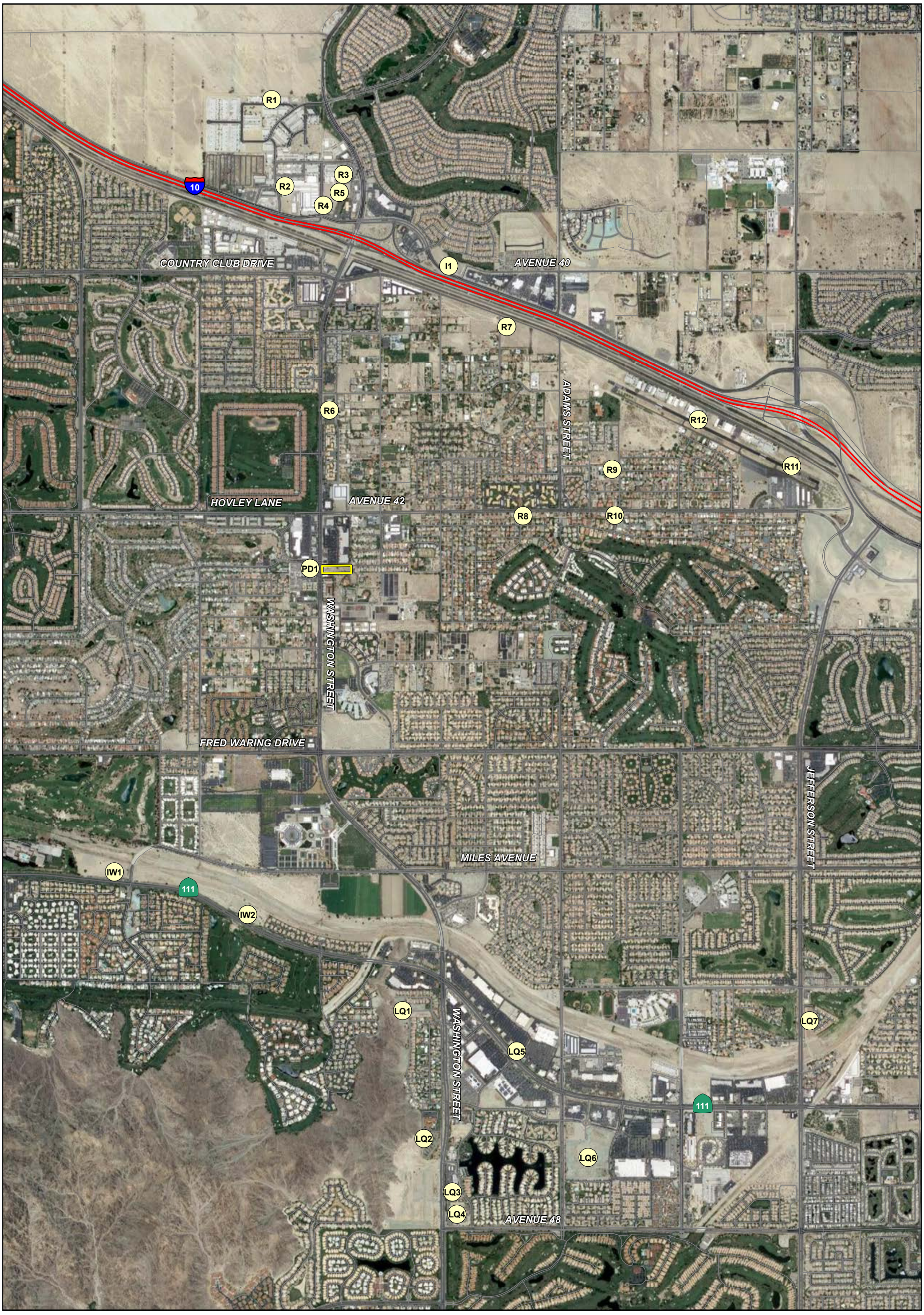
FIGURE 5

XX / YY
AM / PM Peak Hour Trips
---- Project Driveway

42500 Washington Street Project
Transportation Analysis

Project Net Trip Assignment

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\z30_Assn.xlsx\Figure (6/22/2022)



LSA

LEGEND

Project Location

Cumulative Project

0 1000 2000

FEET

FIGURE 6

42500 Washington Street Project
Transportation Analysis

Cumulative Project Locations

SOURCE: ESRI Streetmap, 2021; Google Earth, 2018.

P:\HRD2001 42500 Washington\01 VMT Screening-TX\Traffic\June 2022\GIS\Reports\fig6_Cumulative_Locs.mxd (6/23/2022)

APPENDIX A:

THE LEARNING EXPERIENCE SURVEY DATA

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	1	0	1
6:00	1	0	1
6:15	0	0	0
6:30	6	3	9
6:45	4	6	10
7:00	5	3	8
7:15	6	8	14
7:30	9	6	15
7:45	16	8	24
8:00	19	15	34
8:15	13	19	32
8:30	17	15	32
8:45	13	10	23
9:00	8	12	20
9:15	7	4	11
9:30	7	6	13
9:45	2	3	5
10:00	2	1	3
10:15	2	2	4
10:30	0	2	2
10:45	2	0	2
11:00	3	1	4
11:15	2	9	11
11:30	2	2	4
11:45	1	0	1

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	2	2	4
12:15	4	6	10
12:30	0	0	0
12:45	1	2	3
13:00	0	2	2
13:15	0	1	1
13:30	1	2	3
13:45	1	3	4
14:00	2	0	2
14:15	1	1	2
14:30	3	1	4
14:45	5	2	7
15:00	5	8	13
15:15	12	8	20
15:30	4	9	13
15:45	10	9	19
16:00	7	5	12
16:15	9	8	17
16:30	11	10	21
16:45	9	6	15
17:00	10	16	26
17:15	15	17	32
17:30	13	23	36
17:45	13	14	27
18:00	8	6	14
18:15	4	3	7
18:30	4	0	4
18:45	0	0	0
19:00	0	0	0
19:15	0	2	2
TOTAL	**302**	**301**	**603**

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	0	0	0
6:00	3	0	3
6:15	2	0	2
6:30	2	5	7
6:45	9	6	15
7:00	5	6	11
7:15	7	6	13
7:30	7	6	13
7:45	11	5	16
8:00	19	10	29
8:15	18	20	38
8:30	13	10	23
8:45	9	8	17
9:00	6	7	13
9:15	9	8	17
9:30	9	8	17
9:45	4	5	9
10:00	1	1	2
10:15	1	2	3
10:30	2	2	4
10:45	1	2	3
11:00	1	0	1
11:15	2	4	6
11:30	1	1	2
11:45	2	2	4

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	3	0	3
12:15	3	2	5
12:30	4	9	13
12:45	2	1	3
13:00	2	1	3
13:15	2	3	5
13:30	2	2	4
13:45	4	4	8
14:00	3	1	4
14:15	2	2	4
14:30	3	0	3
14:45	3	2	5
15:00	9	12	21
15:15	10	10	20
15:30	4	7	11
15:45	8	4	12
16:00	12	15	27
16:15	8	10	18
16:30	7	10	17
16:45	10	10	20
17:00	10	12	22
17:15	13	15	28
17:30	18	16	34
17:45	9	19	28
18:00	5	6	11
18:15	1	4	5
18:30	0	2	2
18:45	1	0	1
19:00	0	0	0
19:15	0	0	0
TOTAL	**302**	**303**	**605**

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	0	0	0
6:00	2	0	2
6:15	2	0	2
6:30	2	2	4
6:45	2	2	4
7:00	8	5	13
7:15	6	6	12
7:30	7	8	15
7:45	17	13	30
8:00	12	9	21
8:15	14	12	26
8:30	13	13	26
8:45	6	9	15
9:00	7	3	10
9:15	3	3	6
9:30	5	3	8
9:45	4	5	9
10:00	5	5	10
10:15	1	5	6
10:30	4	0	4
10:45	1	1	2
11:00	0	1	1
11:15	0	0	0
11:30	1	0	1
11:45	1	1	2

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	3	0	3
12:15	1	3	4
12:30	1	1	2
12:45	4	1	5
13:00	2	2	4
13:15	1	3	4
13:30	2	2	4
13:45	1	2	3
14:00	1	1	2
14:15	3	5	8
14:30	3	3	6
14:45	6	5	11
15:00	6	8	14
15:15	3	4	7
15:30	2	3	5
15:45	6	5	11
16:00	5	8	13
16:15	12	9	21
16:30	5	8	13
16:45	7	7	14
17:00	10	6	16
17:15	6	11	17
17:30	5	4	9
17:45	12	11	23
18:00	3	10	13
18:15	3	1	4
18:30	1	1	2
18:45	0	0	0
19:00	0	2	2
19:15	0	0	0
TOTAL	**237**	**232**	**469**

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	0	0	0
6:00	3	0	3
6:15	0	0	0
6:30	5	4	9
6:45	2	1	3
7:00	8	4	12
7:15	3	2	5
7:30	8	6	14
7:45	17	13	30
8:00	14	14	28
8:15	12	19	31
8:30	11	9	20
8:45	13	10	23
9:00	5	8	13
9:15	6	4	10
9:30	5	3	8
9:45	6	4	10
10:00	5	8	13
10:15	1	1	2
10:30	4	3	7
10:45	1	3	4
11:00	3	3	6
11:15	4	1	5
11:30	0	2	2
11:45	1	0	1

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	1	0	1
12:15	4	3	7
12:30	0	5	5
12:45	3	2	5
13:00	3	4	7
13:15	1	0	1
13:30	2	4	6
13:45	3	1	4
14:00	4	1	5
14:15	2	4	6
14:30	5	3	8
14:45	5	7	12
15:00	3	9	12
15:15	1	1	2
15:30	4	3	7
15:45	8	4	12
16:00	9	9	18
16:15	9	12	21
16:30	9	10	19
16:45	11	8	19
17:00	7	7	14
17:15	9	8	17
17:30	6	6	12
17:45	8	10	18
18:00	1	6	7
18:15	3	4	7
18:30	0	4	4
18:45	1	2	3
19:00	2	0	2
19:15	0	1	1
TOTAL	**261**	**260**	**521**

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

APPENDIX B:

THE LEARNING EXPERIENCE SURVEY TRIP GENERATION SUMMARY

LSA

Appendix B - The Learning Experience Survey Trip Generation Summary

The Learning Experience (Riverside, CA) Survey Rates - April 12, 2022 (Tuesday)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
The Learning Experience (Riverside, CA)	180 STU[1]							
Trips/Unit		0.36	0.32	0.68	0.28	0.39	0.67	3.35
Trip Generation[2]		65	57	122	51	70	121	603

Note:

STU = Students

[1] Student enrollment numbers provided by the applicant.

[2] Trip generation rates developed based on survey counts obtained at The Learning Experience at 515 E. Alessandro Boulevard Riverside, CA on April 12, 2022 (Tuesday).

The Learning Experience (Riverside, CA) Survey Rates - April 13, 2022 (Wednesday)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
The Learning Experience (Riverside, CA)	180 STU[1]							
Trips/Unit		0.33	0.27	0.59	0.28	0.34	0.62	3.36
Trip Generation[2]		59	48	107	50	62	112	605

Note:

STU = Students

[1] Student enrollment numbers provided by the applicant.

[2] Trip generation rates developed based on survey counts obtained at The Learning Experience at 515 E. Alessandro Boulevard Riverside, CA on April 13, 2022 (Wednesday).

The Learning Experience (Redlands, CA) Survey Rates - April 12, 2022 (Tuesday)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
The Learning Experience (Redlands, CA)	130 STU[1]							
Trips/Unit		0.43	0.36	0.79	0.25	0.25	0.50	3.61
Trip Generation[2]		56	47	103	33	32	65	469

Note:

STU = Students

[1] Student enrollment numbers provided by the applicant.

[2] Trip generation rates developed based on survey counts obtained at The Learning Experience at 1025 Parkford Drive Redlands, CA on April 12, 2022 (Tuesday).

The Learning Experience (Redlands, CA) Survey Rates - April 13, 2022 (Wednesday)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
The Learning Experience (Redlands, CA)	130 STU[1]							
Trips/Unit		0.42	0.42	0.84	0.29	0.30	0.59	4.01
Trip Generation[2]		54	55	109	38	39	77	521

Note:

STU = Students

[1] Student enrollment numbers provided by the applicant.

[2] Trip generation rates developed based on survey counts obtained at The Learning Experience at 1025 Parkford Drive Redlands, CA on April 13, 2022 (Wednesday).

APPENDIX B

TRAFFIC COUNT SHEETS

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

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

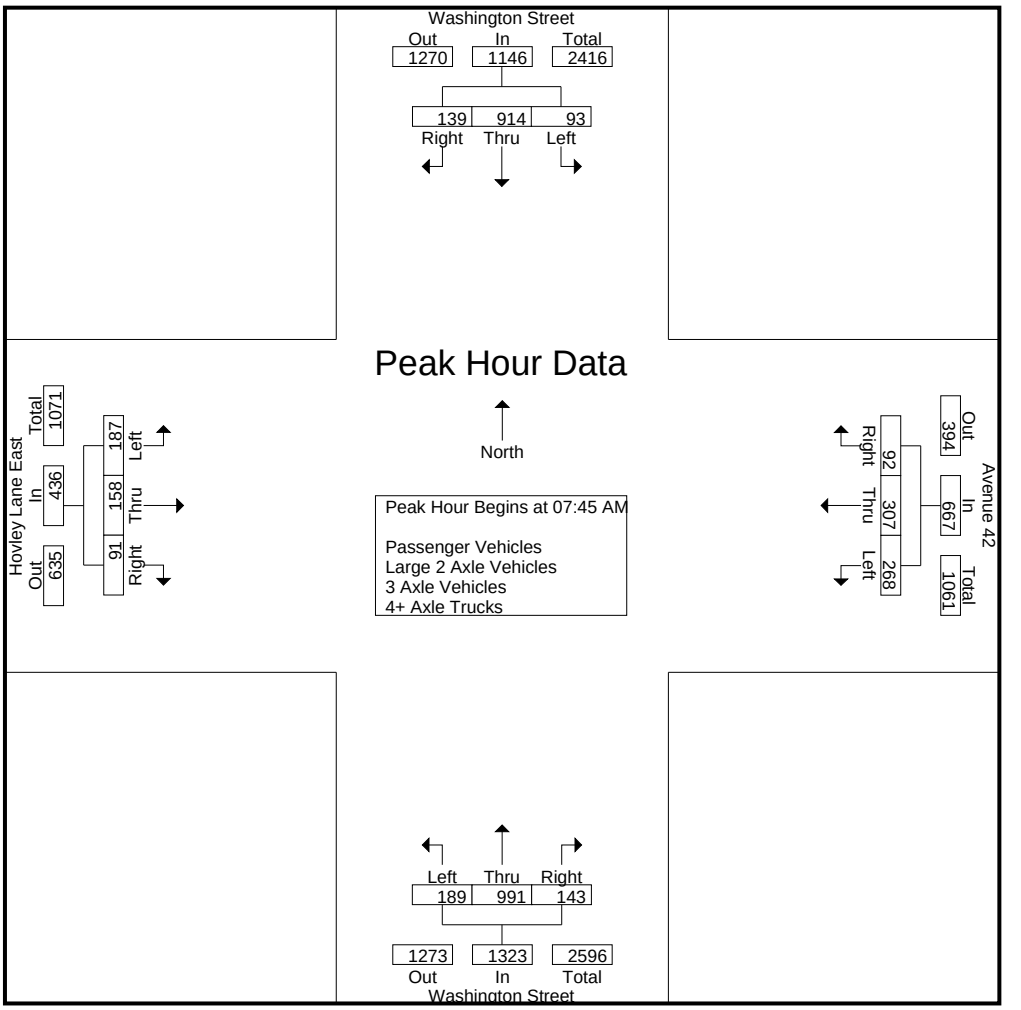
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	142	27	190	20	70	24	114	35	121	15	171	48	35	18	101	576
07:15 AM	18	182	27	227	44	70	23	137	42	225	29	296	33	32	19	84	744
07:30 AM	26	195	29	250	70	56	32	158	45	193	37	275	40	32	18	90	773
07:45 AM	28	282	44	354	81	92	34	207	47	256	35	338	51	42	23	116	1015
Total	93	801	127	1021	215	288	113	616	169	795	116	1080	172	141	78	391	3108
08:00 AM	21	209	30	260	93	69	22	184	48	222	40	310	55	45	28	128	882
08:15 AM	24	248	32	304	49	60	15	124	48	279	39	366	36	40	23	99	893
08:30 AM	20	175	33	228	45	86	21	152	46	234	29	309	45	31	17	93	782
08:45 AM	31	198	25	254	43	68	18	129	26	224	23	273	35	34	30	99	755
Total	96	830	120	1046	230	283	76	589	168	959	131	1258	171	150	98	419	3312
Grand Total	189	1631	247	2067	445	571	189	1205	337	1754	247	2338	343	291	176	810	6420
Apprch %	9.1	78.9	11.9		36.9	47.4	15.7		14.4	75	10.6		42.3	35.9	21.7		
Total %	2.9	25.4	3.8	32.2	6.9	8.9	2.9	18.8	5.2	27.3	3.8	36.4	5.3	4.5	2.7	12.6	
Passenger Vehicles	179	1558	234	1971	436	557	184	1177	330	1712	239	2281	332	282	163	777	6206
% Passenger Vehicles	94.7	95.5	94.7	95.4	98	97.5	97.4	97.7	97.9	97.6	96.8	97.6	96.8	96.9	92.6	95.9	96.7
Large 2 Axle Vehicles	9	63	8	80	9	14	4	27	6	30	7	43	8	8	10	26	176
% Large 2 Axle Vehicles	4.8	3.9	3.2	3.9	2	2.5	2.1	2.2	1.8	1.7	2.8	1.8	2.3	2.7	5.7	3.2	2.7
3 Axle Vehicles	0	4	3	7	0	0	1	1	0	2	0	2	1	1	1	3	13
% 3 Axle Vehicles	0	0.2	1.2	0.3	0	0	0.5	0.1	0	0.1	0	0.1	0.3	0.3	0.6	0.4	0.2
4+ Axle Trucks	1	6	2	9	0	0	0	0	1	10	1	12	2	0	2	4	25
% 4+ Axle Trucks	0.5	0.4	0.8	0.4	0	0	0	0	0.3	0.6	0.4	0.5	0.6	0	1.1	0.5	0.4

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**28**	**282**	**44**	**354**	81	**92**	**34**	**207**	47	256	35	338	51	42	23	116	**1015**
08:00 AM	21	209	30	260	**93**	69	22	184	**48**	222	**40**	310	**55**	**45**	**28**	**128**	882
08:15 AM	24	248	32	304	49	60	15	124	48	**279**	39	**366**	36	40	23	99	893
08:30 AM	20	175	33	228	45	86	21	152	46	234	29	309	45	31	17	93	782
Total Volume	93	914	139	1146	268	307	92	667	189	991	143	1323	187	158	91	436	3572
% App. Total	8.1	79.8	12.1		40.2	46	13.8		14.3	74.9	10.8		42.9	36.2	20.9		
PHF	.830	.810	.790	.809	.720	.834	.676	.806	.984	.888	.894	.904	.850	.878	.813	.852	.880

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	26	195	29	250	44	70	23	137	47	256	35	338	51	42	23	116
+15 mins.	**28**	**282**	**44**	**354**	70	56	32	158	**48**	222	**40**	310	**55**	**45**	**28**	**128**
+30 mins.	21	209	30	260	81	**92**	**34**	**207**	48	**279**	39	**366**	36	40	23	99
+45 mins.	24	248	32	304	**93**	69	22	184	46	234	29	309	45	31	17	93
Total Volume	99	934	135	1168	288	287	111	686	189	991	143	1323	187	158	91	436
% App. Total	8.5	80	11.6		42	41.8	16.2		14.3	74.9	10.8		42.9	36.2	20.9	
PHF	.884	.828	.767	.825	.774	.780	.816	.829	.984	.888	.894	.904	.850	.878	.813	.852

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger Vehicles

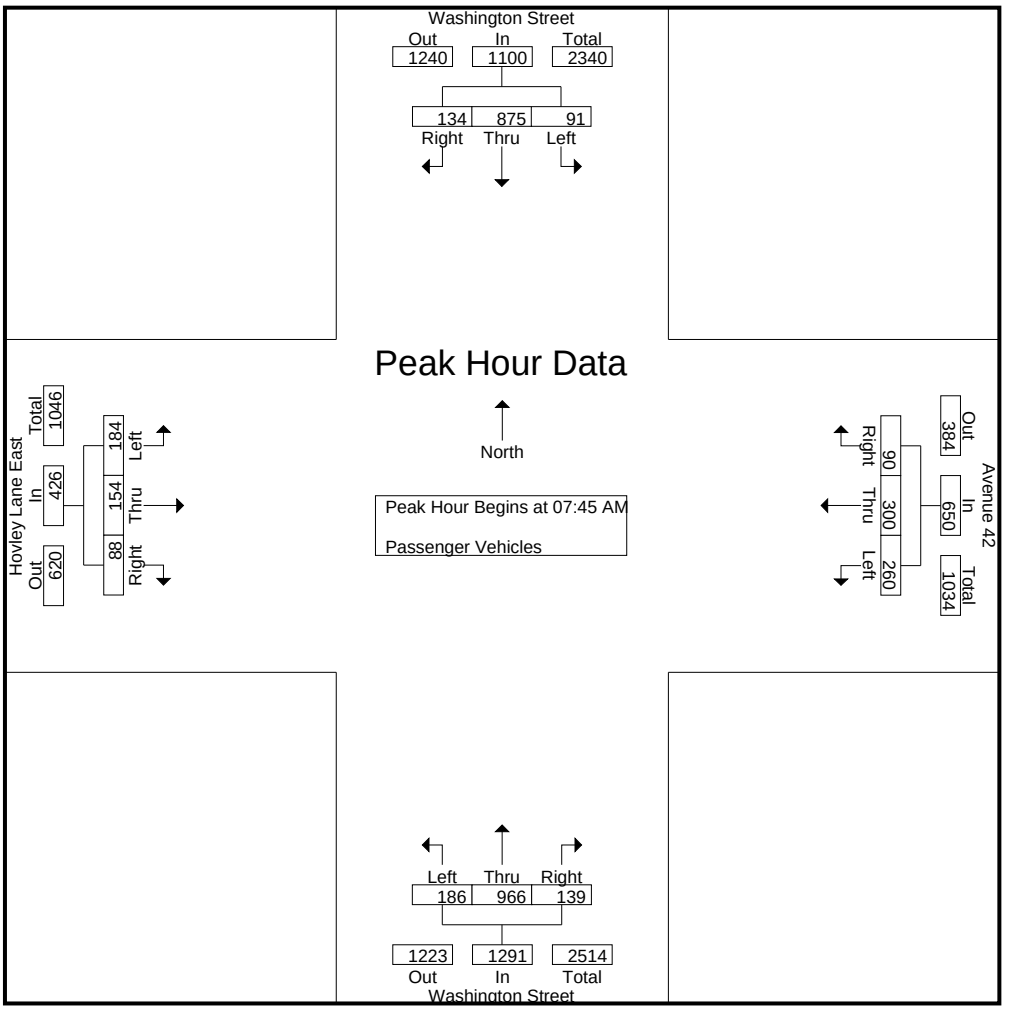
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	127	24	169	20	69	24	113	34	119	14	167	44	34	17	95	544
07:15 AM	16	173	25	214	44	66	23	133	40	223	28	291	32	32	16	80	718
07:30 AM	26	188	27	241	69	54	30	153	45	187	36	268	37	30	14	81	743
07:45 AM	27	274	43	344	79	90	34	203	46	250	34	330	51	41	22	114	991
Total	87	762	119	968	212	279	111	602	165	779	112	1056	164	137	69	370	2996
08:00 AM	21	197	29	247	89	67	22	178	48	215	39	302	53	43	28	124	851
08:15 AM	23	235	30	288	48	60	15	123	48	270	38	356	36	40	22	98	865
08:30 AM	20	169	32	221	44	83	19	146	44	231	28	303	44	30	16	90	760
08:45 AM	28	195	24	247	43	68	17	128	25	217	22	264	35	32	28	95	734
Total	92	796	115	1003	224	278	73	575	165	933	127	1225	168	145	94	407	3210
Grand Total	179	1558	234	1971	436	557	184	1177	330	1712	239	2281	332	282	163	777	6206
Apprch %	9.1	79	11.9		37	47.3	15.6		14.5	75.1	10.5		42.7	36.3	21		
Total %	2.9	25.1	3.8	31.8	7	9	3	19	5.3	27.6	3.9	36.8	5.3	4.5	2.6	12.5	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**27**	**274**	**43**	**344**	79	**90**	**34**	**203**	46	250	34	330	51	41	22	114	**991**
08:00 AM	21	197	29	247	**89**	67	22	178	**48**	215	**39**	302	**53**	**43**	**28**	**124**	851
08:15 AM	23	235	30	288	48	60	15	123	48	**270**	38	**356**	36	40	22	98	865
08:30 AM	20	169	32	221	44	83	19	146	44	231	28	303	44	30	16	90	760
Total Volume	91	875	134	1100	260	300	90	650	186	966	139	1291	184	154	88	426	3467
% App. Total	8.3	79.5	12.2		40	46.2	13.8		14.4	74.8	10.8		43.2	36.2	20.7		
PHF	.843	.798	.779	.799	.730	.833	.662	.800	.969	.894	.891	.907	.868	.895	.786	.859	.875

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**27**	**274**	**43**	**344**	79	**90**	**34**	**203**	46	250	34	330	51	41	22	114
+15 mins.	21	197	29	247	**89**	67	22	178	**48**	215	**39**	302	**53**	**43**	**28**	**124**
+30 mins.	23	235	30	288	48	60	15	123	48	**270**	38	**356**	36	40	22	98
+45 mins.	20	169	32	221	44	83	19	146	44	231	28	303	44	30	16	90
Total Volume	91	875	134	1100	260	300	90	650	186	966	139	1291	184	154	88	426
% App. Total	8.3	79.5	12.2		40	46.2	13.8		14.4	74.8	10.8		43.2	36.2	20.7	
PHF	.843	.798	.779	.799	.730	.833	.662	.800	.969	.894	.891	.907	.868	.895	.786	.859

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

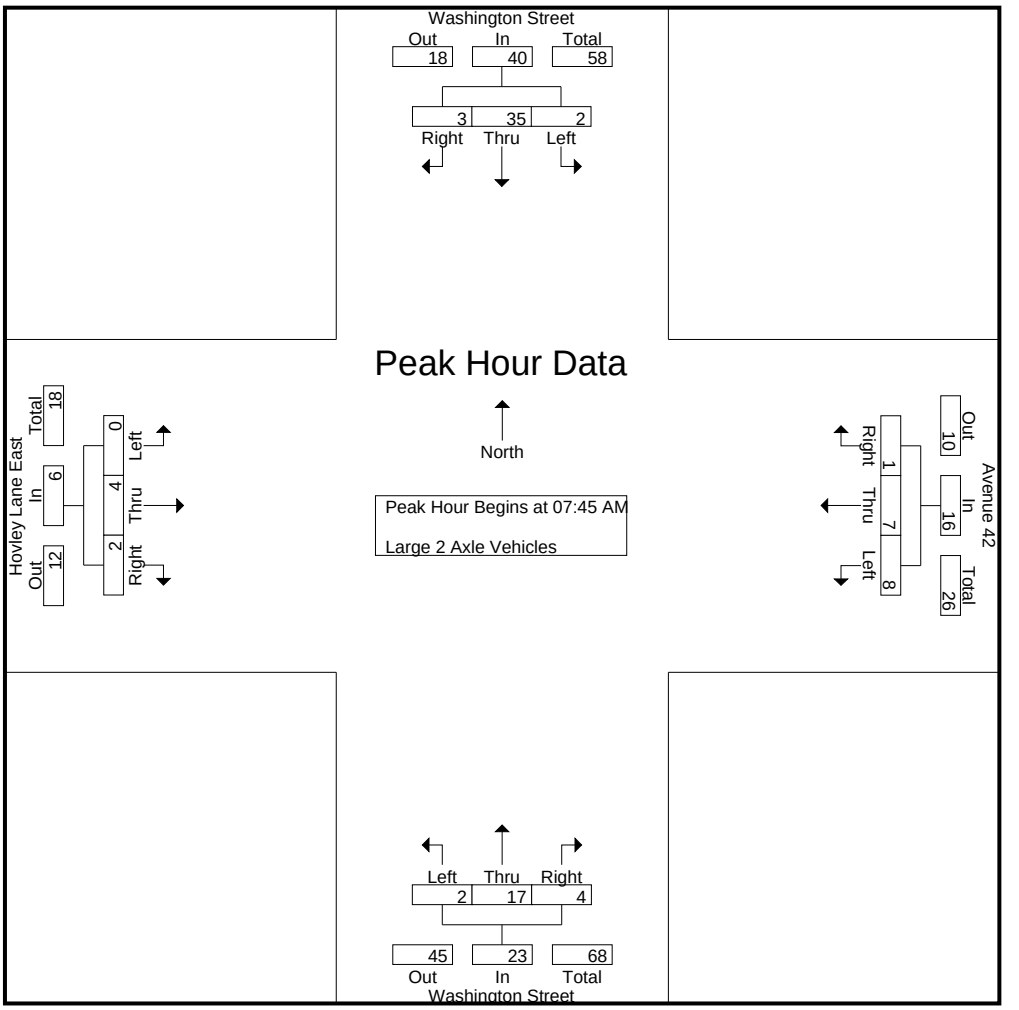
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	14	1	18	0	1	0	1	1	2	0	3	4	1	0	5	27
07:15 AM	2	6	2	10	0	4	0	4	2	2	1	5	1	0	3	4	23
07:30 AM	0	6	1	7	1	2	2	5	0	5	1	6	3	1	4	8	26
07:45 AM	1	7	1	9	2	2	0	4	0	3	1	4	0	1	1	2	19
Total	6	33	5	44	3	9	2	14	3	12	3	18	8	3	8	19	95
08:00 AM	0	11	0	11	4	2	0	6	0	5	1	6	0	2	0	2	25
08:15 AM	1	11	1	13	1	0	0	1	0	8	1	9	0	0	1	1	24
08:30 AM	0	6	1	7	1	3	1	5	2	1	1	4	0	1	0	1	17
08:45 AM	2	2	1	5	0	0	1	1	1	4	1	6	0	2	1	3	15
Total	3	30	3	36	6	5	2	13	3	18	4	25	0	5	2	7	81
Grand Total	9	63	8	80	9	14	4	27	6	30	7	43	8	8	10	26	176
Apprch %	11.2	78.8	10		33.3	51.9	14.8		14	69.8	16.3		30.8	30.8	38.5		
Total %	5.1	35.8	4.5	45.5	5.1	8	2.3	15.3	3.4	17	4	24.4	4.5	4.5	5.7	14.8	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	7	**1**	9	2	2	0	4	0	3	**1**	4	0	1	**1**	**2**	19
08:00 AM	0	**11**	0	11	**4**	2	0	**6**	0	5	1	6	0	**2**	0	2	**25**
08:15 AM	1	11	1	**13**	1	0	0	1	0	**8**	1	**9**	0	0	1	1	24
08:30 AM	0	6	1	7	1	**3**	**1**	5	**2**	1	1	4	0	1	0	1	17
Total Volume	2	35	3	40	8	7	1	16	2	17	4	23	0	4	2	6	85
% App. Total	5	87.5	7.5		50	43.8	6.2		8.7	73.9	17.4		0	66.7	33.3		
PHF	.500	.795	.750	.769	.500	.583	.250	.667	.250	.531	1.00	.639	.000	.500	.500	.750	.850

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	7	**1**	9	2	2	0	4	0	3	**1**	4	0	1	**1**	**2**
+15 mins.	0	**11**	0	11	**4**	2	0	**6**	0	5	1	6	0	**2**	0	2
+30 mins.	1	11	1	**13**	1	0	0	1	0	**8**	1	**9**	0	0	1	1
+45 mins.	0	6	1	7	1	**3**	**1**	5	**2**	1	1	4	0	1	0	1
Total Volume	2	35	3	40	8	7	1	16	2	17	4	23	0	4	2	6
% App. Total	5	87.5	7.5		50	43.8	6.2		8.7	73.9	17.4		0	66.7	33.3	
PHF	.500	.795	.750	.769	.500	.583	.250	.667	.250	.531	1.000	.639	.000	.500	.500	.750

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

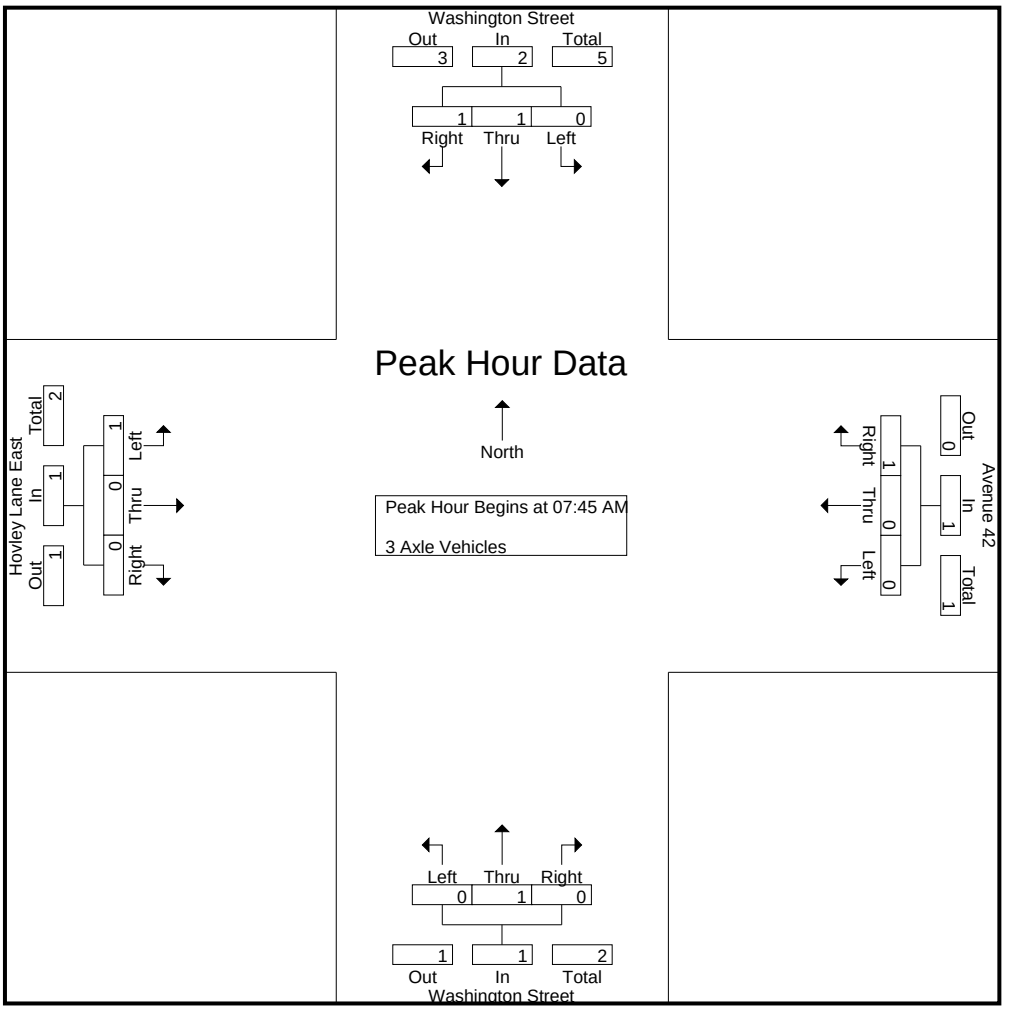
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	4	0	0	0	0	0	0	0	0	0	1	1	2	6
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	1	3	0	0	1	1	0	2	0	2	1	0	0	1	7
Grand Total	0	4	3	7	0	0	1	1	0	2	0	2	1	1	1	3	13
Apprch %	0	57.1	42.9		0	0	100		0	100	0		33.3	33.3	33.3		
Total %	0	30.8	23.1	53.8	0	0	7.7	7.7	0	15.4	0	15.4	7.7	7.7	7.7	23.1	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
08:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	2
Total Volume	0	1	1	2	0	0	1	1	0	1	0	1	1	0	0	1	5
% App. Total	0	50	50		0	0	100		0	100	0		100	0	0		
PHF	.000	.250	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250	.625

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**
Total Volume	0	1	1	2	0	0	1	1	0	1	0	1	1	0	0	1
% App. Total	0	50	50		0	0	100		0	100	0		100	0	0	
PHF	.000	.250	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

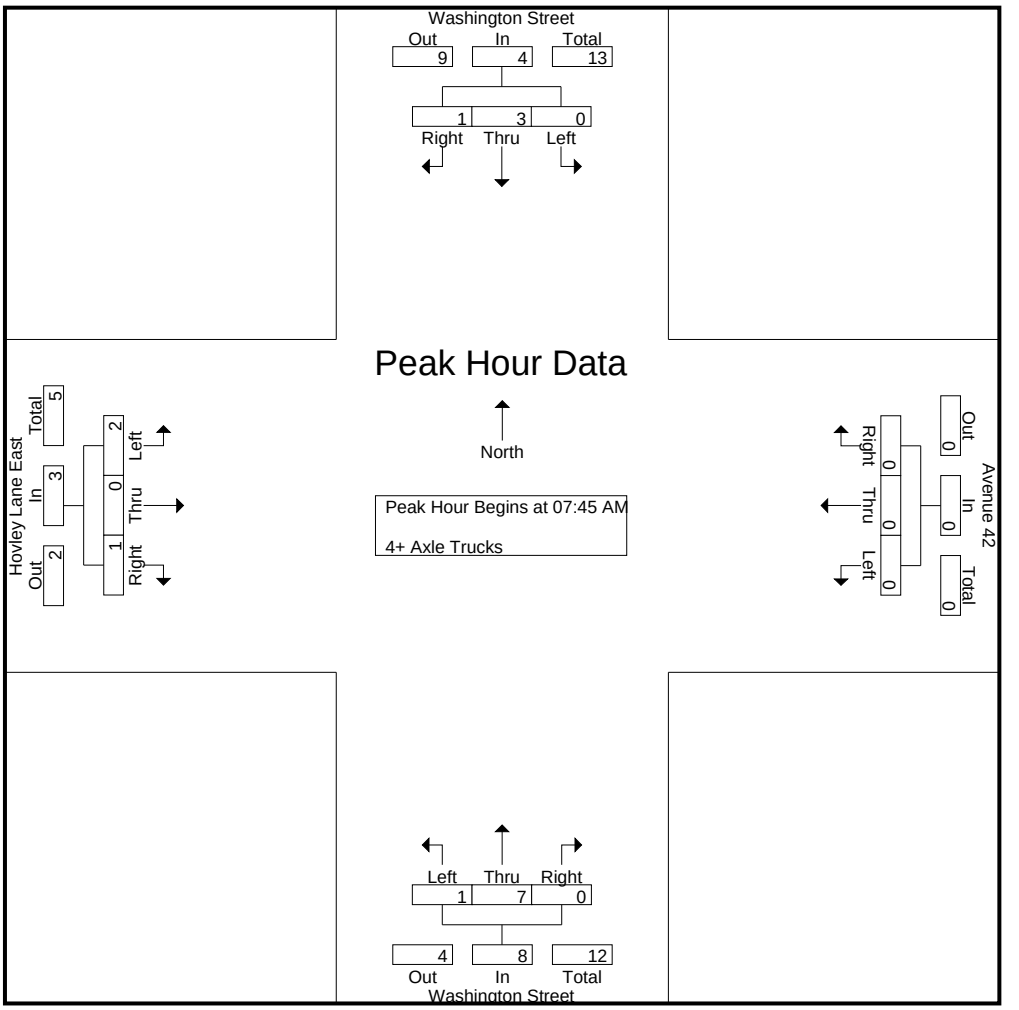
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0	5
Total	0	4	1	5	0	0	0	0	1	4	1	6	0	0	0	0	11
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	2	0	0	2	5
08:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
08:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
Total	1	2	1	4	0	0	0	0	0	6	0	6	2	0	2	4	14
Grand Total	1	6	2	9	0	0	0	0	1	10	1	12	2	0	2	4	25
Apprch %	11.1	66.7	22.2		0	0	0		8.3	83.3	8.3		50	0	50		
Total %	4	24	8	36	0	0	0	0	4	40	4	48	8	0	8	16	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	1	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	**5**
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	**2**	0	0	**2**	5
08:15 AM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	**1**	1	3
Total Volume	0	3	1	4	0	0	0	0	1	7	0	8	2	0	1	3	15
% App. Total	0	75	25		0	0	0		12.5	87.5	0		66.7	0	33.3		
PHF	.000	.750	.250	.500	.000	.000	.000	.000	.250	.583	.000	.500	.250	.000	.250	.375	.750

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**1**	0	1	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	**2**	0	0	**2**
+30 mins.	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	**1**	1
Total Volume	0	3	1	4	0	0	0	0	1	7	0	8	2	0	1	3
% App. Total	0	75	25		0	0	0		12.5	87.5	0		66.7	0	33.3	
PHF	.000	.750	.250	.500	.000	.000	.000	.000	.250	.583	.000	.500	.250	.000	.250	.375

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

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

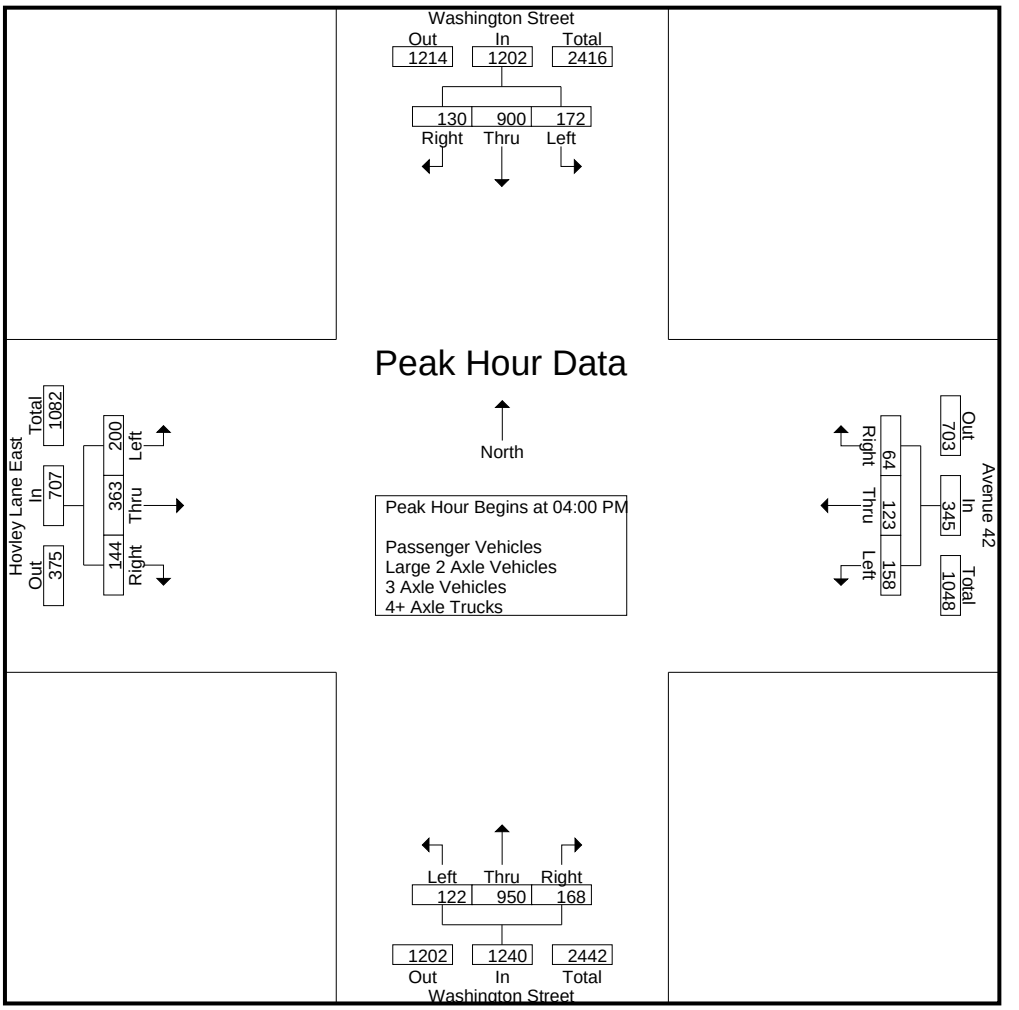
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	202	35	278	46	34	20	100	39	249	52	340	47	97	33	177	895
04:15 PM	51	223	32	306	40	26	15	81	28	235	38	301	47	105	43	195	883
04:30 PM	43	252	36	331	34	26	16	76	23	220	35	278	55	81	31	167	852
04:45 PM	37	223	27	287	38	37	13	88	32	246	43	321	51	80	37	168	864
Total	172	900	130	1202	158	123	64	345	122	950	168	1240	200	363	144	707	3494
05:00 PM	38	255	30	323	43	33	17	93	21	212	42	275	57	93	30	180	871
05:15 PM	28	246	30	304	34	47	24	105	36	217	39	292	46	109	30	185	886
05:30 PM	24	198	27	249	27	48	16	91	21	183	13	217	35	80	33	148	705
05:45 PM	31	195	21	247	33	42	21	96	19	214	32	265	43	60	19	122	730
Total	121	894	108	1123	137	170	78	385	97	826	126	1049	181	342	112	635	3192
Grand Total	293	1794	238	2325	295	293	142	730	219	1776	294	2289	381	705	256	1342	6686
Apprch %	12.6	77.2	10.2		40.4	40.1	19.5		9.6	77.6	12.8		28.4	52.5	19.1		
Total %	4.4	26.8	3.6	34.8	4.4	4.4	2.1	10.9	3.3	26.6	4.4	34.2	5.7	10.5	3.8	20.1	
Passenger Vehicles	292	1779	233	2304	294	286	137	717	216	1739	291	2246	376	697	255	1328	6595
% Passenger Vehicles	99.7	99.2	97.9	99.1	99.7	97.6	96.5	98.2	98.6	97.9	99	98.1	98.7	98.9	99.6	99	98.6
Large 2 Axle Vehicles	1	10	4	15	1	5	4	10	3	34	3	40	5	8	0	13	78
% Large 2 Axle Vehicles	0.3	0.6	1.7	0.6	0.3	1.7	2.8	1.4	1.4	1.9	1	1.7	1.3	1.1	0	1	1.2
3 Axle Vehicles	0	1	1	2	0	2	0	2	0	2	0	2	0	0	1	1	7
% 3 Axle Vehicles	0	0.1	0.4	0.1	0	0.7	0	0.3	0	0.1	0	0.1	0	0	0.4	0.1	0.1
4+ Axle Trucks	0	4	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0.7	0.1	0	0.1	0	0	0	0	0	0	0.1

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	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	41	202	35	278	**46**	34	**20**	**100**	**39**	**249**	**52**	**340**	47	97	33	177	**895**
04:15 PM	**51**	223	32	306	40	26	15	81	28	235	38	301	47	**105**	**43**	**195**	883
04:30 PM	43	**252**	**36**	**331**	34	26	16	76	23	220	35	278	**55**	81	31	167	852
04:45 PM	37	223	27	287	38	**37**	13	88	32	246	43	321	51	80	37	168	864
Total Volume	172	900	130	1202	158	123	64	345	122	950	168	1240	200	363	144	707	3494
% App. Total	14.3	74.9	10.8		45.8	35.7	18.6		9.8	76.6	13.5		28.3	51.3	20.4		
PHF	.843	.893	.903	.908	.859	.831	.800	.863	.782	.954	.808	.912	.909	.864	.837	.906	.976

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:15 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	**51**	223	32	306	**43**	33	17	93	**39**	**249**	**52**	**340**	47	**105**	**43**	**195**
+15 mins.	43	252	**36**	**331**	34	47	**24**	**105**	28	235	38	301	55	81	31	167
+30 mins.	37	223	27	287	27	**48**	16	91	23	220	35	278	51	80	37	168
+45 mins.	38	**255**	30	323	33	42	21	96	32	246	43	321	**57**	93	30	180
Total Volume	169	953	125	1247	137	170	78	385	122	950	168	1240	210	359	141	710
% App. Total	13.6	76.4	10		35.6	44.2	20.3		9.8	76.6	13.5		29.6	50.6	19.9	
PHF	.828	.934	.868	.942	.797	.885	.813	.917	.782	.954	.808	.912	.921	.855	.820	.910

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger Vehicles

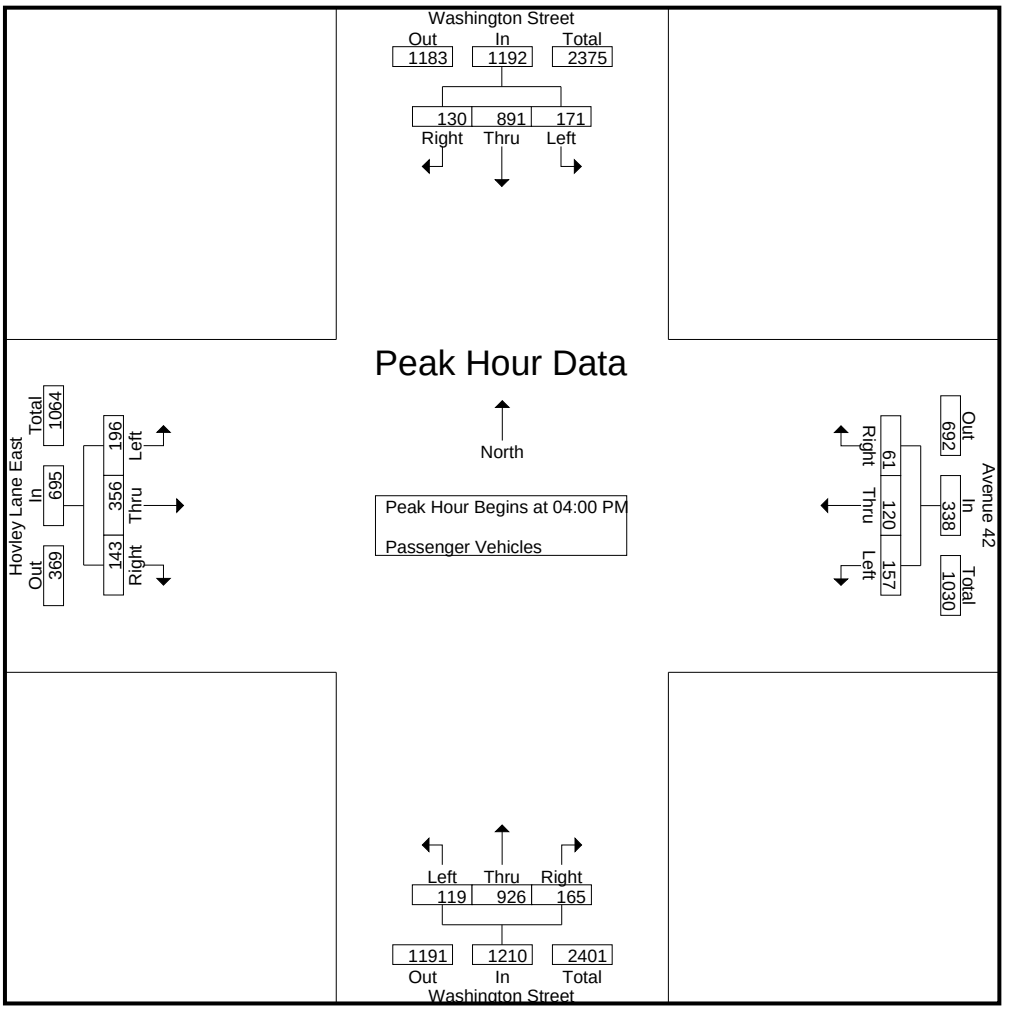
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	199	35	275	46	32	20	98	38	244	51	333	46	95	33	174	880
04:15 PM	51	222	32	305	40	25	15	80	27	231	37	295	47	102	43	192	872
04:30 PM	43	248	36	327	33	26	14	73	22	213	35	270	53	81	31	165	835
04:45 PM	36	222	27	285	38	37	12	87	32	238	42	312	50	78	36	164	848
Total	171	891	130	1192	157	120	61	338	119	926	165	1210	196	356	143	695	3435
05:00 PM	38	254	28	320	43	32	16	91	21	207	42	270	57	93	30	180	861
05:15 PM	28	243	30	301	34	46	23	103	36	216	39	291	46	108	30	184	879
05:30 PM	24	197	25	246	27	47	16	90	21	176	13	210	35	80	33	148	694
05:45 PM	31	194	20	245	33	41	21	95	19	214	32	265	42	60	19	121	726
Total	121	888	103	1112	137	166	76	379	97	813	126	1036	180	341	112	633	3160
Grand Total	292	1779	233	2304	294	286	137	717	216	1739	291	2246	376	697	255	1328	6595
Apprch %	12.7	77.2	10.1		41	39.9	19.1		9.6	77.4	13		28.3	52.5	19.2		
Total %	4.4	27	3.5	34.9	4.5	4.3	2.1	10.9	3.3	26.4	4.4	34.1	5.7	10.6	3.9	20.1	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	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	41	199	35	275	**46**	32	**20**	**98**	**38**	**244**	**51**	**333**	46	95	33	174	**880**
04:15 PM	**51**	222	32	305	40	25	15	80	27	231	37	295	47	**102**	**43**	**192**	872
04:30 PM	43	**248**	**36**	**327**	33	26	14	73	22	213	35	270	**53**	81	31	165	835
04:45 PM	36	222	27	285	38	**37**	12	87	32	238	42	312	50	78	36	164	848
Total Volume	171	891	130	1192	157	120	61	338	119	926	165	1210	196	356	143	695	3435
% App. Total	14.3	74.7	10.9		46.4	35.5	18		9.8	76.5	13.6		28.2	51.2	20.6		
PHF	.838	.898	.903	.911	.853	.811	.763	.862	.783	.949	.809	.908	.925	.873	.831	.905	.976

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	41	199	35	275	**46**	32	**20**	**98**	**38**	**244**	**51**	**333**	46	95	33	174
+15 mins.	**51**	222	32	305	40	25	15	80	27	231	37	295	47	**102**	**43**	**192**
+30 mins.	43	**248**	**36**	**327**	33	26	14	73	22	213	35	270	**53**	81	31	165
+45 mins.	36	222	27	285	38	**37**	12	87	32	238	42	312	50	78	36	164
Total Volume	171	891	130	1192	157	120	61	338	119	926	165	1210	196	356	143	695
% App. Total	14.3	74.7	10.9		46.4	35.5	18		9.8	76.5	13.6		28.2	51.2	20.6	
PHF	.838	.898	.903	.911	.853	.811	.763	.862	.783	.949	.809	.908	.925	.873	.831	.905

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

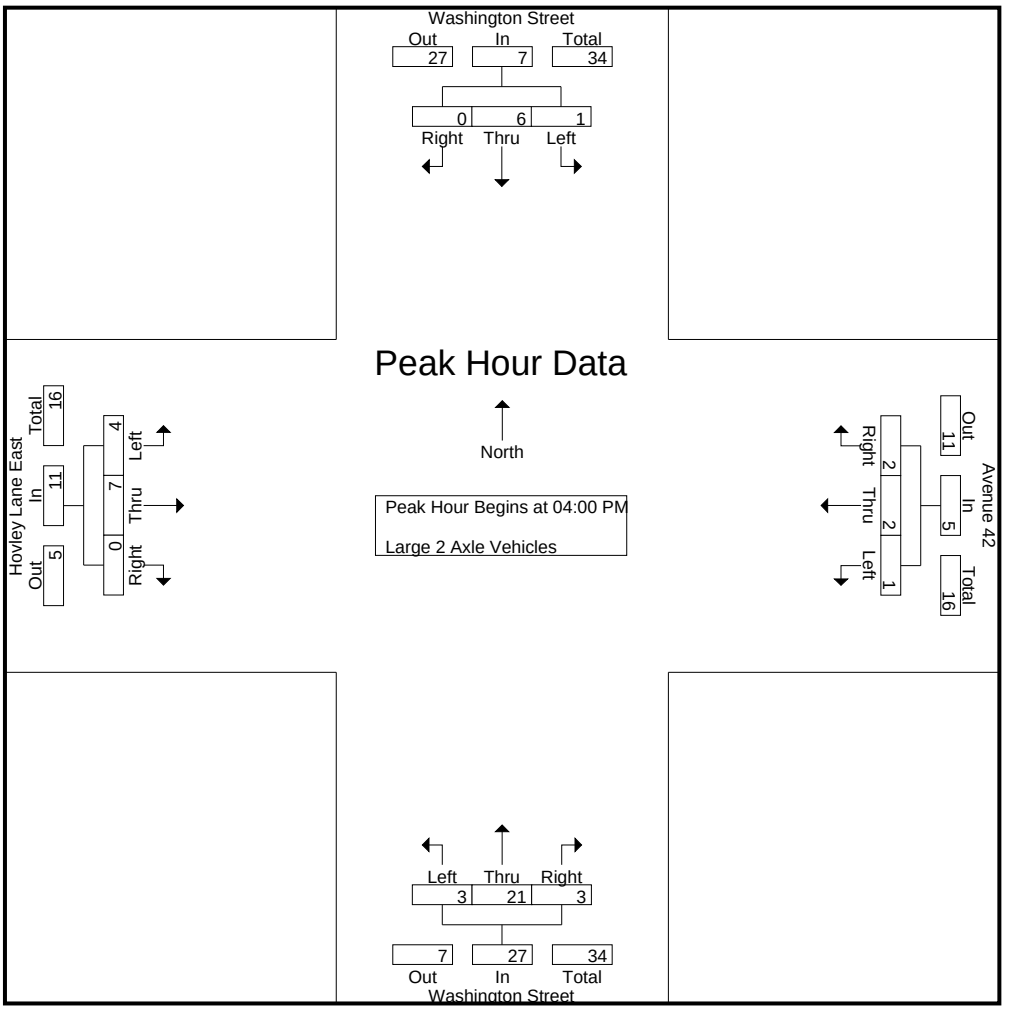
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	1	0	1	1	5	1	7	1	2	0	3	14
04:15 PM	0	0	0	0	0	1	0	1	1	3	1	5	0	3	0	3	9
04:30 PM	0	2	0	2	1	0	1	2	1	6	0	7	2	0	0	2	13
04:45 PM	1	1	0	2	0	0	1	1	0	7	1	8	1	2	0	3	14
Total	1	6	0	7	1	2	2	5	3	21	3	27	4	7	0	11	50
05:00 PM	0	1	2	3	0	1	1	2	0	5	0	5	0	0	0	0	10
05:15 PM	0	2	0	2	0	1	1	2	0	1	0	1	0	1	0	1	6
05:30 PM	0	1	2	3	0	1	0	1	0	7	0	7	0	0	0	0	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	4	4	8	0	3	2	5	0	13	0	13	1	1	0	2	28
Grand Total	1	10	4	15	1	5	4	10	3	34	3	40	5	8	0	13	78
Apprch %	6.7	66.7	26.7		10	50	40		7.5	85	7.5		38.5	61.5	0		
Total %	1.3	12.8	5.1	19.2	1.3	6.4	5.1	12.8	3.8	43.6	3.8	51.3	6.4	10.3	0	16.7	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	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	**3**	0	**3**	0	**1**	0	1	**1**	5	**1**	7	1	2	0	**3**	**14**
04:15 PM	0	0	0	0	0	1	0	1	1	3	1	5	0	**3**	0	3	9
04:30 PM	0	2	0	2	**1**	0	**1**	**2**	1	6	0	7	**2**	0	0	2	13
04:45 PM	**1**	1	0	2	0	0	1	1	0	**7**	1	**8**	1	2	0	3	14
Total Volume	1	6	0	7	1	2	2	5	3	21	3	27	4	7	0	11	50
% App. Total	14.3	85.7	0		20	40	40		11.1	77.8	11.1		36.4	63.6	0		
PHF	.250	.500	.000	.583	.250	.500	.500	.625	.750	.750	.750	.844	.500	.583	.000	.917	.893

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	**3**	0	**1**	0	1	**1**	5	**1**	7	1	2	0	**3**
+15 mins.	0	0	0	0	0	1	0	1	1	3	1	5	0	**3**	0	3
+30 mins.	0	2	0	2	**1**	0	**1**	**2**	1	6	0	7	**2**	0	0	2
+45 mins.	**1**	1	0	2	0	0	1	1	0	**7**	1	**8**	1	2	0	3
Total Volume	1	6	0	7	1	2	2	5	3	21	3	27	4	7	0	11
% App. Total	14.3	85.7	0		20	40	40		11.1	77.8	11.1		36.4	63.6	0	
PHF	.250	.500	.000	.583	.250	.500	.500	.625	.750	.750	.750	.844	.500	.583	.000	.917

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

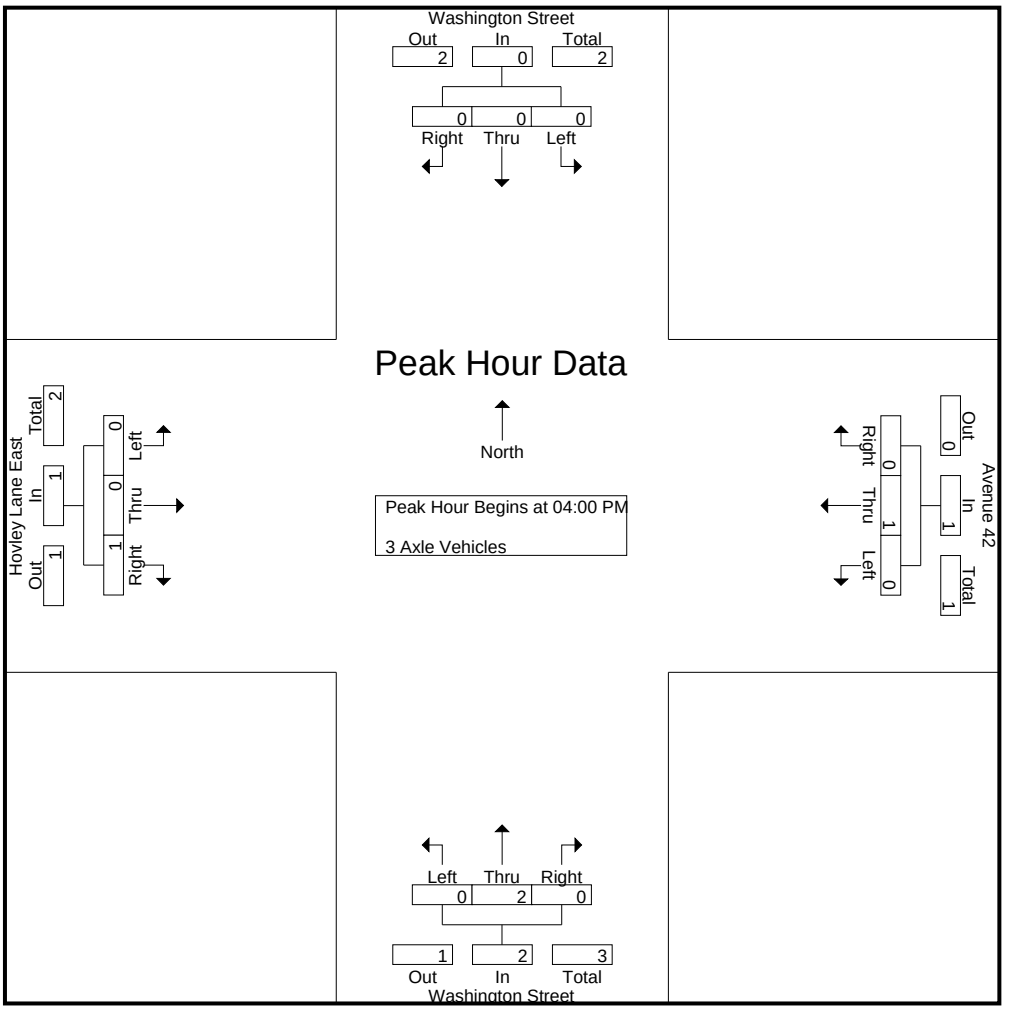
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Grand Total	0	1	1	2	0	2	0	2	0	2	0	2	0	0	1	1	7
Apprch %	0	50	50		0	100	0		0	100	0		0	0	100		
Total %	0	14.3	14.3	28.6	0	28.6	0	28.6	0	28.6	0	28.6	0	0	14.3	14.3	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	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	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	0	0	1	1	4
% App. Total	0	0	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.250	.250	1.00

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

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

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

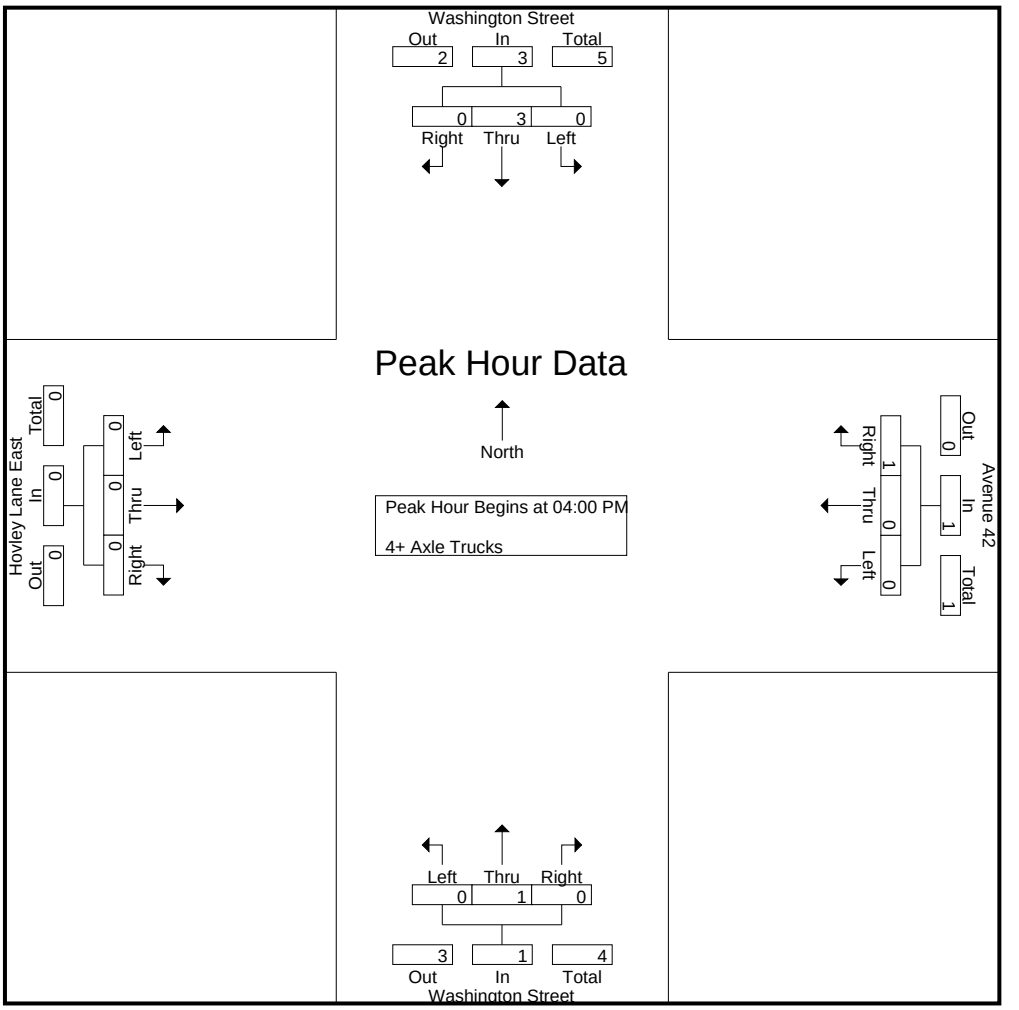
	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	4	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	16.7	16.7	0	16.7	0	16.7	0	0	0	0	

	Washington Street Southbound				Avenue 42 Westbound				Washington Street Northbound				Hovley Lane East Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	3	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.417

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

County of Riverside
N/S: Washington Street
E/W: Hovley Lane E/Avenue 42
Weather: Clear

File Name : 01_CRV_Wash_HovE PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	3	0	3	0	0	1	1	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

Location: County of Riverside
N/S: Washington Street
E/W: Hovley Ln E/Ave 42

Date: 8/17/2022
Day: Wednesday

PEDESTRIANS

	North Leg Washington Street	East Leg Avenue 42	South Leg Washington Street	West Leg Hovley Lane East	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	3	2	0	0	5
7:45 AM	2	0	2	2	6
8:00 AM	0	0	3	0	3
8:15 AM	0	0	2	0	2
8:30 AM	1	0	0	1	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	7	3	8	3	21

	North Leg Washington Street	East Leg Avenue 42	South Leg Washington Street	West Leg Hovley Lane East	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	2	1	4
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	2	0	2
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	2	4	1	7

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

Location: County of Riverside
N/S: Washington Street
E/W: Hovley Ln E/Ave 42

Date: 8/17/2022
Day: Wednesday

BICYCLES

	Southbound Washington Street			Westbound Avenue 42			Northbound Washington Street			Eastbound Hovley Lane East			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	1	1	0	2	1	0	8

	Southbound Washington Street			Westbound Avenue 42			Northbound Washington Street			Eastbound Hovley Lane East			
	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	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	1	0	3	0	6

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

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

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

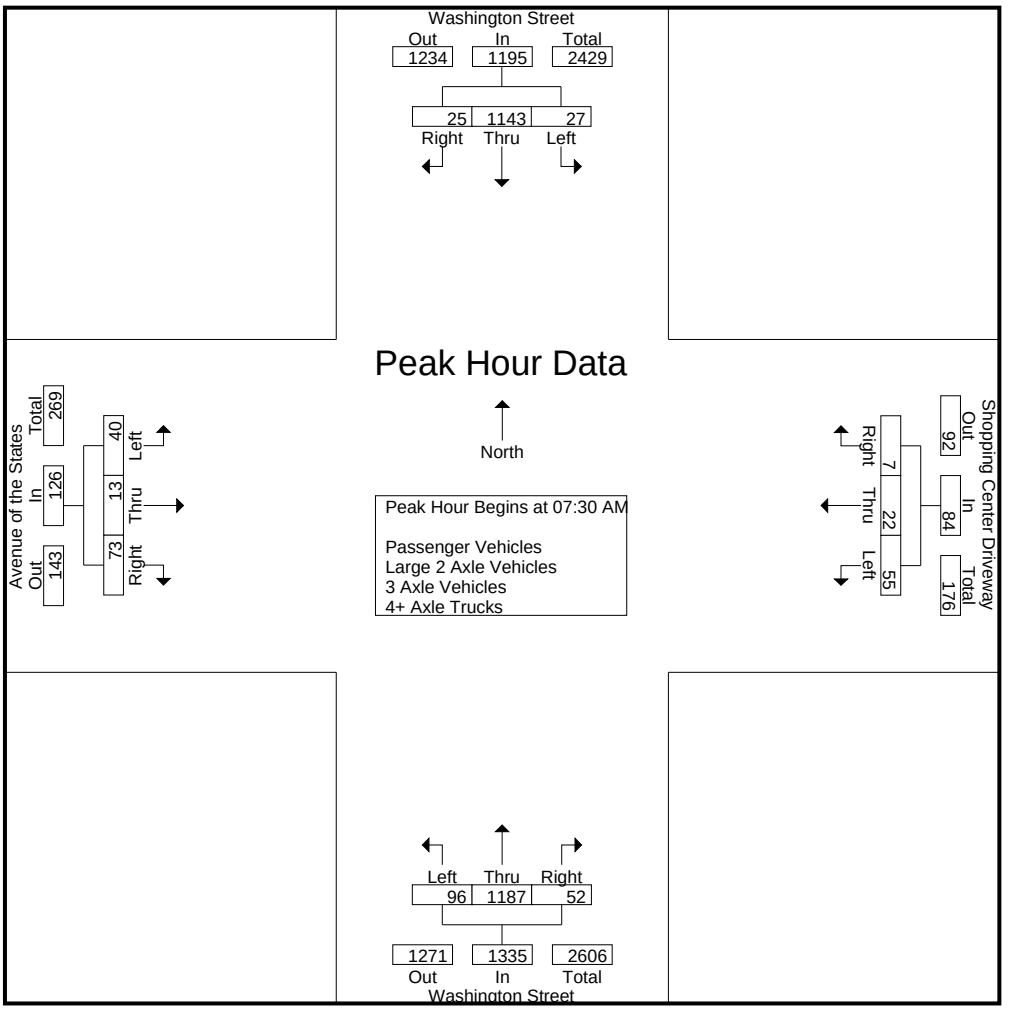
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	165	4	171	6	2	1	9	16	164	2	182	7	4	7	18	380
07:15 AM	6	232	4	242	10	2	1	13	10	279	3	292	10	4	15	29	576
07:30 AM	9	239	4	252	15	5	1	21	20	266	13	299	14	5	11	30	602
07:45 AM	9	341	3	353	14	3	5	22	26	327	15	368	13	3	16	32	775
Total	26	977	15	1018	45	12	8	65	72	1036	33	1141	44	16	49	109	2333
08:00 AM	5	282	8	295	17	3	1	21	24	261	11	296	7	2	22	31	643
08:15 AM	4	281	10	295	9	11	0	20	26	333	13	372	6	3	24	33	720
08:30 AM	6	207	9	222	12	8	1	21	31	281	11	323	7	4	15	26	592
08:45 AM	11	222	10	243	17	6	7	30	38	254	22	314	7	1	16	24	611
Total	26	992	37	1055	55	28	9	92	119	1129	57	1305	27	10	77	114	2566
Grand Total	52	1969	52	2073	100	40	17	157	191	2165	90	2446	71	26	126	223	4899
Apprch %	2.5	95	2.5		63.7	25.5	10.8		7.8	88.5	3.7		31.8	11.7	56.5		
Total %	1.1	40.2	1.1	42.3	2	0.8	0.3	3.2	3.9	44.2	1.8	49.9	1.4	0.5	2.6	4.6	
Passenger Vehicles	50	1835	51	1936	97	39	16	152	183	2086	87	2356	71	26	124	221	4665
% Passenger Vehicles	96.2	93.2	98.1	93.4	97	97.5	94.1	96.8	95.8	96.4	96.7	96.3	100	100	98.4	99.1	95.2
Large 2 Axle Vehicles	2	123	0	125	3	0	1	4	8	63	3	74	0	0	2	2	205
% Large 2 Axle Vehicles	3.8	6.2	0	6	3	0	5.9	2.5	4.2	2.9	3.3	3	0	0	1.6	0.9	4.2
3 Axle Vehicles	0	3	1	4	0	1	0	1	0	4	0	4	0	0	0	0	9
% 3 Axle Vehicles	0	0.2	1.9	0.2	0	2.5	0	0.6	0	0.2	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
% 4+ Axle Trucks	0	0.4	0	0.4	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0.4

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	**9**	239	4	252	15	5	1	21	20	266	13	299	**14**	**5**	11	30	602
07:45 AM	9	**341**	3	**353**	14	3	**5**	**22**	**26**	327	**15**	368	13	3	16	32	**775**
08:00 AM	5	282	8	295	**17**	3	1	21	24	261	11	296	7	2	22	31	643
08:15 AM	4	281	**10**	295	9	**11**	0	20	26	**333**	13	**372**	6	3	**24**	**33**	720
Total Volume	27	1143	25	1195	55	22	7	84	96	1187	52	1335	40	13	73	126	2740
% App. Total	2.3	95.6	2.1		65.5	26.2	8.3		7.2	88.9	3.9		31.7	10.3	57.9		
PHF	.750	.838	.625	.846	.809	.500	.350	.955	.923	.891	.867	.897	.714	.650	.760	.955	.884

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	**9**	239	4	252	**17**	3	1	21	26	327	**15**	368	**14**	**5**	11	30
+15 mins.	9	**341**	3	**353**	9	**11**	0	20	24	261	11	296	13	3	16	32
+30 mins.	5	282	8	295	12	8	1	21	26	**333**	13	**372**	7	2	22	31
+45 mins.	4	281	**10**	295	17	6	**7**	**30**	**31**	281	11	323	6	3	**24**	**33**
Total Volume	27	1143	25	1195	55	28	9	92	107	1202	50	1359	40	13	73	126
% App. Total	2.3	95.6	2.1		59.8	30.4	9.8		7.9	88.4	3.7		31.7	10.3	57.9	
PHF	.750	.838	.625	.846	.809	.636	.321	.767	.863	.902	.833	.913	.714	.650	.760	.955

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger Vehicles

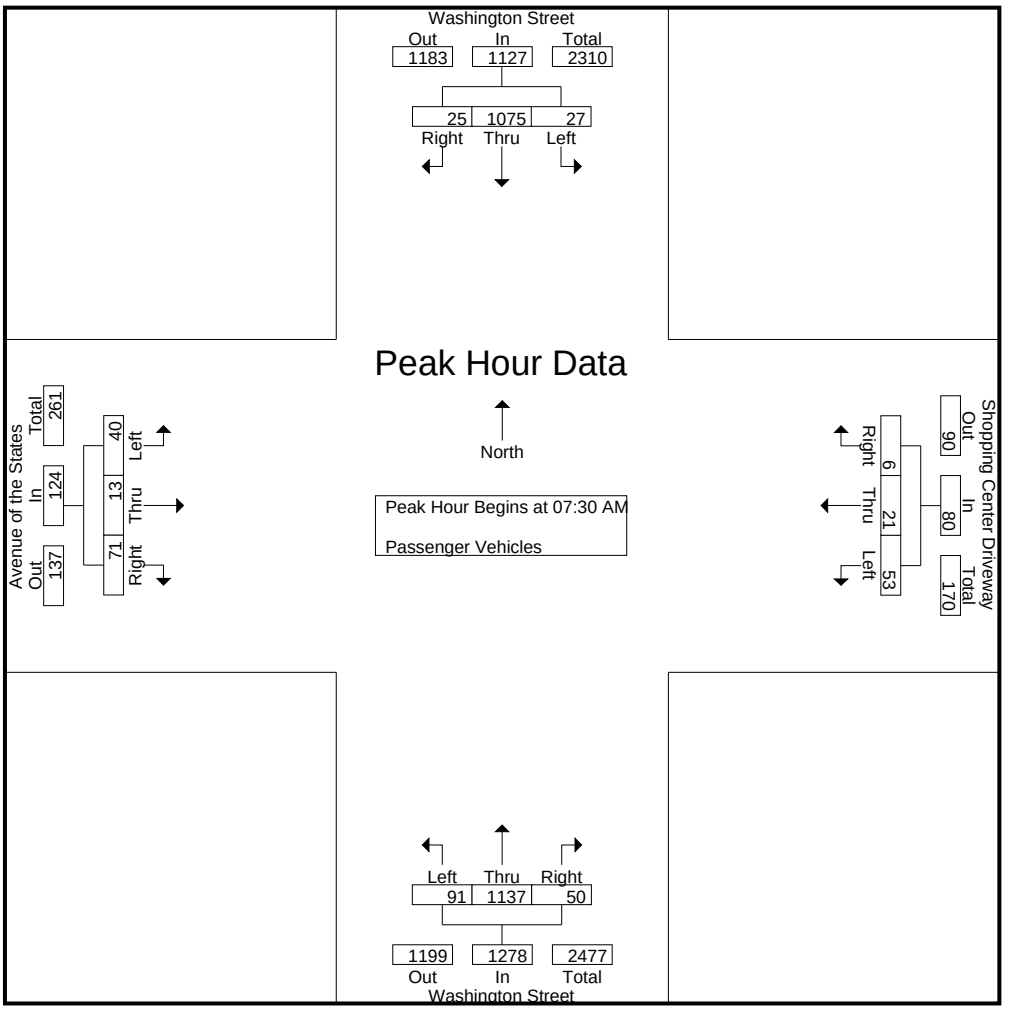
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	137	4	143	6	2	1	9	16	159	2	177	7	4	7	18	347
07:15 AM	6	208	3	217	10	2	1	13	10	275	2	287	10	4	15	29	546
07:30 AM	9	223	4	236	15	4	1	20	19	249	12	280	14	5	11	30	566
07:45 AM	9	323	3	335	13	3	4	20	24	318	15	357	13	3	15	31	743
Total	26	891	14	931	44	11	7	62	69	1001	31	1101	44	16	48	108	2202
08:00 AM	5	271	8	284	16	3	1	20	23	252	10	285	7	2	21	30	619
08:15 AM	4	258	10	272	9	11	0	20	25	318	13	356	6	3	24	33	681
08:30 AM	5	198	9	212	12	8	1	21	29	277	11	317	7	4	15	26	576
08:45 AM	10	217	10	237	16	6	7	29	37	238	22	297	7	1	16	24	587
Total	24	944	37	1005	53	28	9	90	114	1085	56	1255	27	10	76	113	2463
Grand Total	50	1835	51	1936	97	39	16	152	183	2086	87	2356	71	26	124	221	4665
Apprch %	2.6	94.8	2.6		63.8	25.7	10.5		7.8	88.5	3.7		32.1	11.8	56.1		
Total %	1.1	39.3	1.1	41.5	2.1	0.8	0.3	3.3	3.9	44.7	1.9	50.5	1.5	0.6	2.7	4.7	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	**9**	223	4	236	15	4	1	**20**	19	249	12	280	**14**	**5**	11	30	566
07:45 AM	9	**323**	3	**335**	13	3	**4**	20	24	**318**	**15**	**357**	13	3	15	31	**743**
08:00 AM	5	271	8	284	**16**	3	1	20	23	252	10	285	7	2	21	30	619
08:15 AM	4	258	**10**	272	9	**11**	0	20	**25**	318	13	356	6	3	**24**	**33**	681
Total Volume	27	1075	25	1127	53	21	6	80	91	1137	50	1278	40	13	71	124	2609
% App. Total	2.4	95.4	2.2		66.2	26.2	7.5		7.1	89	3.9		32.3	10.5	57.3		
PHF	.750	.832	.625	.841	.828	.477	.375	1.00	.910	.894	.833	.895	.714	.650	.740	.939	.878

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**9**	223	4	236	15	4	1	**20**	19	249	12	280	**14**	**5**	11	30
+15 mins.	9	**323**	3	**335**	13	3	**4**	20	24	**318**	**15**	**357**	13	3	15	31
+30 mins.	5	271	8	284	**16**	3	1	20	23	252	10	285	7	2	21	30
+45 mins.	4	258	**10**	272	9	**11**	0	20	**25**	318	13	356	6	3	**24**	**33**
Total Volume	27	1075	25	1127	53	21	6	80	91	1137	50	1278	40	13	71	124
% App. Total	2.4	95.4	2.2		66.2	26.2	7.5		7.1	89	3.9		32.3	10.5	57.3	
PHF	.750	.832	.625	.841	.828	.477	.375	1.000	.910	.894	.833	.895	.714	.650	.740	.939

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

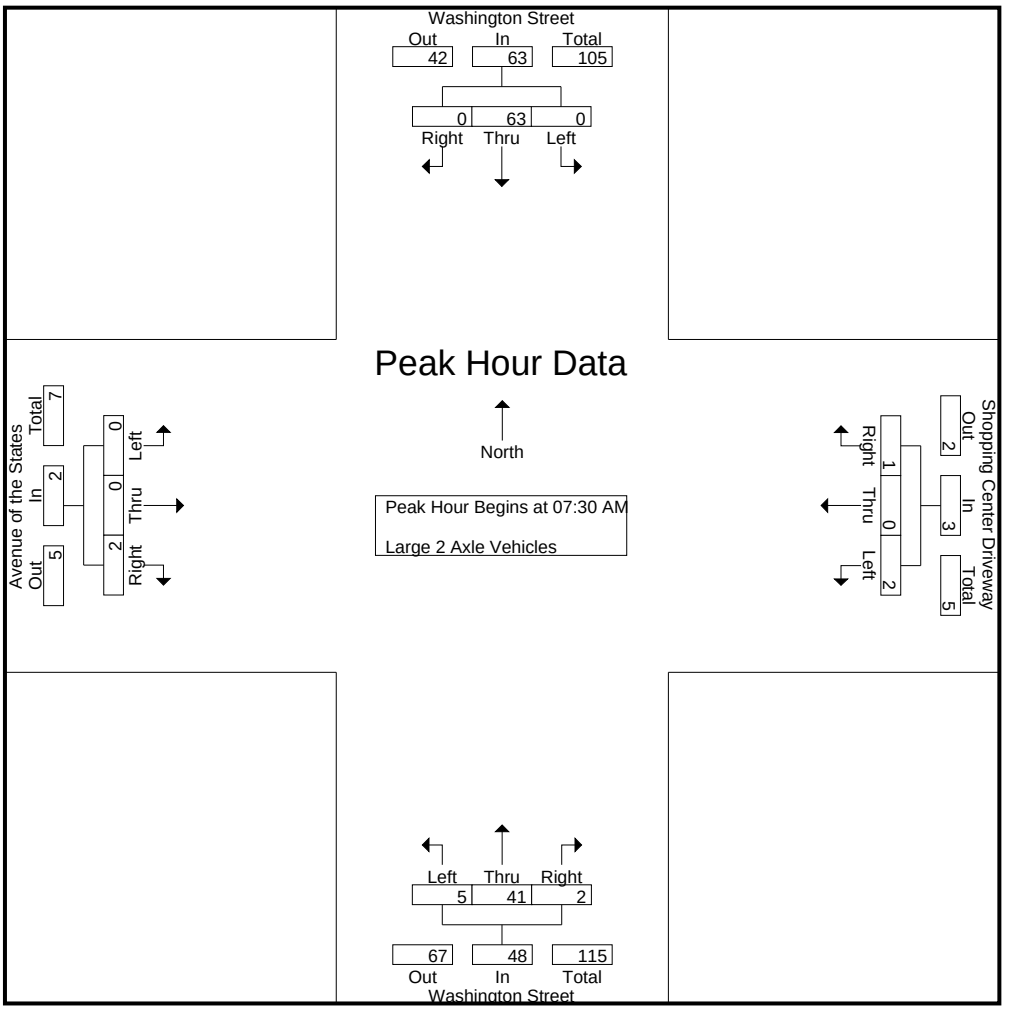
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	26	0	26	0	0	0	0	0	4	0	4	0	0	0	0	30
07:15 AM	0	22	0	22	0	0	0	0	0	4	1	5	0	0	0	0	27
07:30 AM	0	15	0	15	0	0	0	0	1	16	1	18	0	0	0	0	33
07:45 AM	0	17	0	17	1	0	1	2	2	4	0	6	0	0	1	1	26
Total	0	80	0	80	1	0	1	2	3	28	2	33	0	0	1	1	116
08:00 AM	0	10	0	10	1	0	0	1	1	7	1	9	0	0	1	1	21
08:15 AM	0	21	0	21	0	0	0	0	1	14	0	15	0	0	0	0	36
08:30 AM	1	8	0	9	0	0	0	0	2	2	0	4	0	0	0	0	13
08:45 AM	1	4	0	5	1	0	0	1	1	12	0	13	0	0	0	0	19
Total	2	43	0	45	2	0	0	2	5	35	1	41	0	0	1	1	89
Grand Total	2	123	0	125	3	0	1	4	8	63	3	74	0	0	2	2	205
Apprch %	1.6	98.4	0		75	0	25		10.8	85.1	4.1		0	0	100		
Total %	1	60	0	61	1.5	0	0.5	2	3.9	30.7	1.5	36.1	0	0	1	1	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	15	0	15	0	0	0	0	1	**16**	**1**	**18**	0	0	0	0	33
07:45 AM	0	17	0	17	**1**	0	**1**	**2**	**2**	4	0	6	0	0	**1**	**1**	26
08:00 AM	0	10	0	10	1	0	0	1	1	7	1	9	0	0	1	1	21
08:15 AM	0	**21**	0	**21**	0	0	0	0	1	14	0	15	0	0	0	0	**36**
Total Volume	0	63	0	63	2	0	1	3	5	41	2	48	0	0	2	2	116
% App. Total	0	100	0		66.7	0	33.3		10.4	85.4	4.2		0	0	100		
PHF	.000	.750	.000	.750	.500	.000	.250	.375	.625	.641	.500	.667	.000	.000	.500	.500	.806

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	15	0	15	0	0	0	0	1	**16**	**1**	**18**	0	0	0	0
+15 mins.	0	17	0	17	**1**	0	**1**	**2**	**2**	4	0	6	0	0	**1**	**1**
+30 mins.	0	10	0	10	1	0	0	1	1	7	1	9	0	0	1	1
+45 mins.	0	**21**	0	**21**	0	0	0	0	1	14	0	15	0	0	0	0
Total Volume	0	63	0	63	2	0	1	3	5	41	2	48	0	0	2	2
% App. Total	0	100	0		66.7	0	33.3		10.4	85.4	4.2		0	0	100	
PHF	.000	.750	.000	.750	.500	.000	.250	.375	.625	.641	.500	.667	.000	.000	.500	.500

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

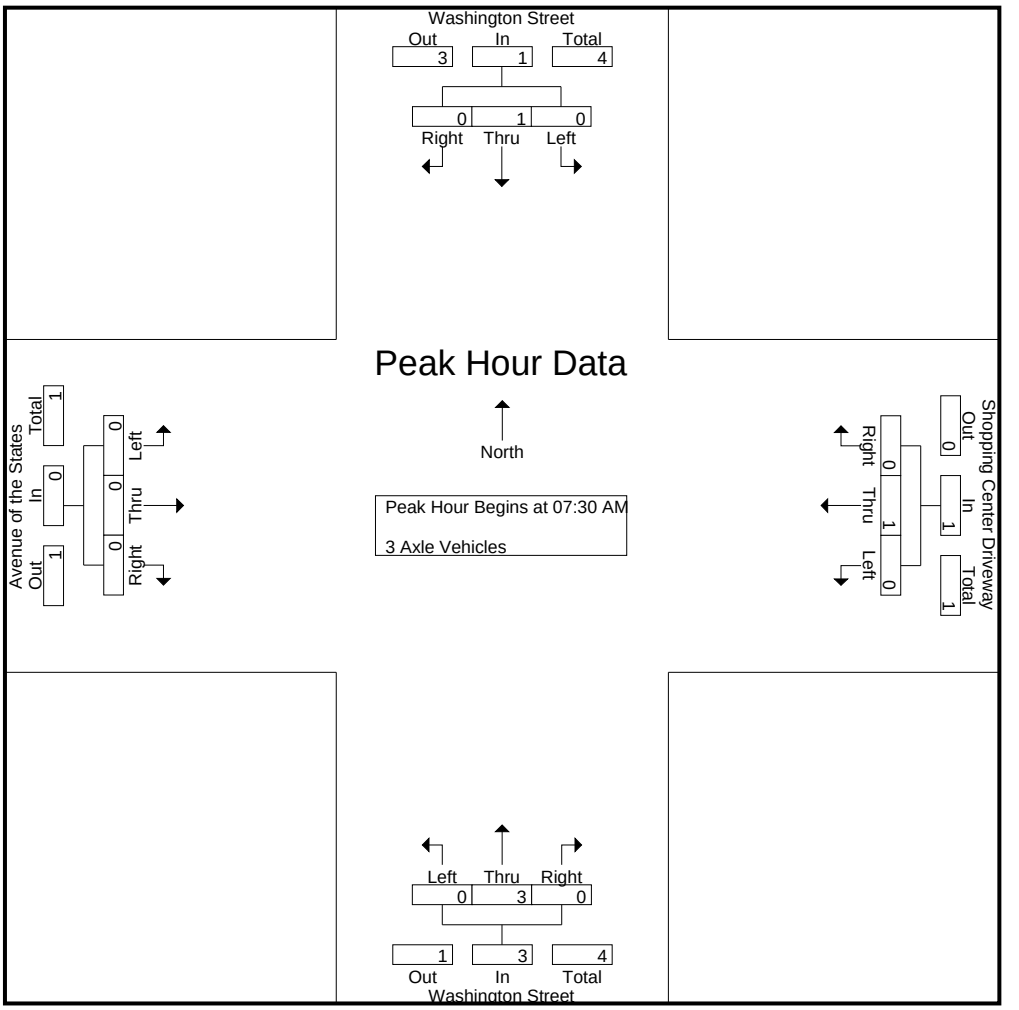
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	3	1	4	0	1	0	1	0	4	0	4	0	0	0	0	9
Apprch %	0	75	25		0	100	0		0	100	0		0	0	0		
Total %	0	33.3	11.1	44.4	0	11.1	0	11.1	0	44.4	0	44.4	0	0	0	0	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.625

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	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	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

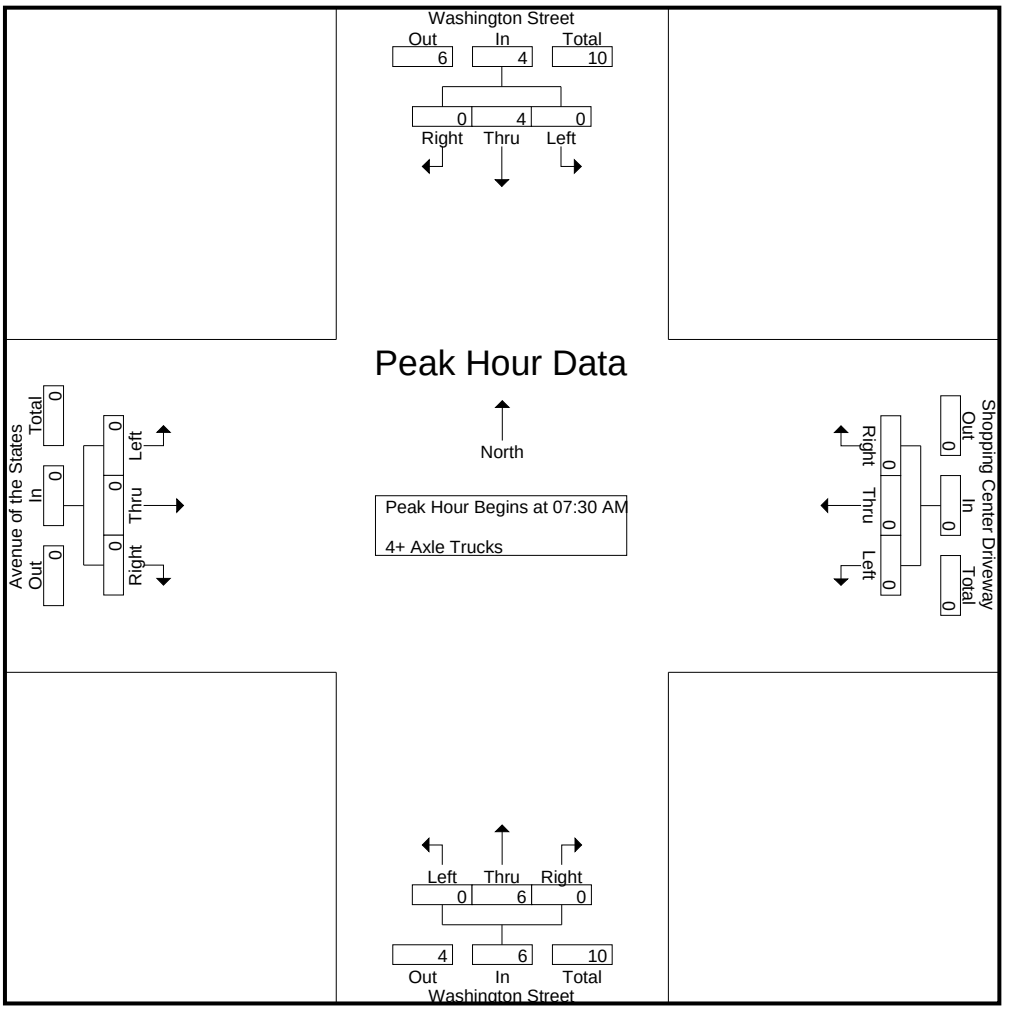
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
Grand Total	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**5**
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

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

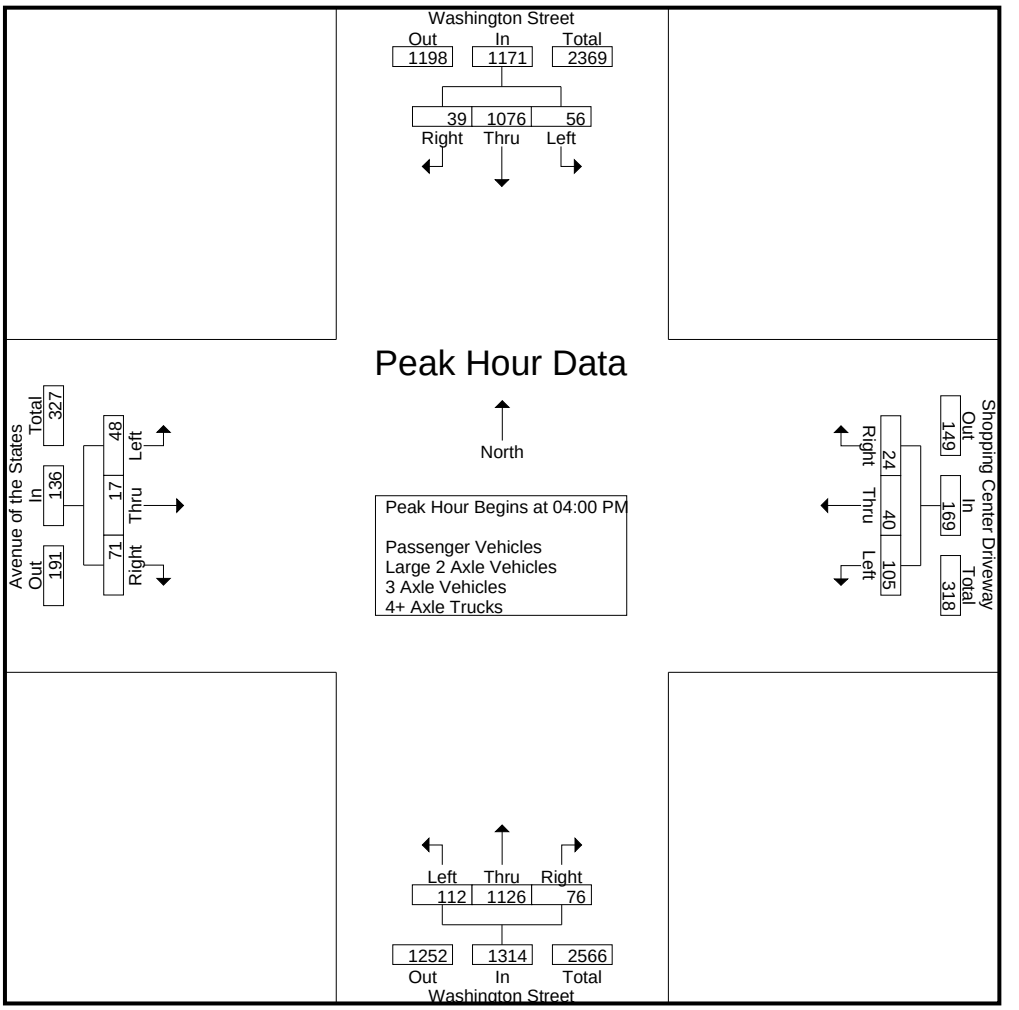
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	261	4	278	27	6	4	37	26	317	16	359	11	2	18	31	705
04:15 PM	12	286	7	305	20	10	7	37	33	258	20	311	17	6	19	42	695
04:30 PM	14	265	15	294	29	12	10	51	30	251	17	298	6	5	16	27	670
04:45 PM	17	264	13	294	29	12	3	44	23	300	23	346	14	4	18	36	720
Total	56	1076	39	1171	105	40	24	169	112	1126	76	1314	48	17	71	136	2790
05:00 PM	15	289	18	322	28	16	7	51	35	217	13	265	15	6	19	40	678
05:15 PM	9	288	17	314	26	10	7	43	38	222	7	267	10	1	20	31	655
05:30 PM	11	219	1	231	23	6	6	35	26	195	13	234	12	7	17	36	536
05:45 PM	14	215	16	245	31	13	9	53	23	230	10	263	9	3	14	26	587
Total	49	1011	52	1112	108	45	29	182	122	864	43	1029	46	17	70	133	2456
Grand Total	105	2087	91	2283	213	85	53	351	234	1990	119	2343	94	34	141	269	5246
Apprch %	4.6	91.4	4		60.7	24.2	15.1		10	84.9	5.1		34.9	12.6	52.4		
Total %	2	39.8	1.7	43.5	4.1	1.6	1	6.7	4.5	37.9	2.3	44.7	1.8	0.6	2.7	5.1	
Passenger Vehicles	104	2060	90	2254	212	85	53	350	231	1944	119	2294	92	34	141	267	5165
% Passenger Vehicles	99	98.7	98.9	98.7	99.5	100	100	99.7	98.7	97.7	100	97.9	97.9	100	100	99.3	98.5
Large 2 Axle Vehicles	0	24	1	25	1	0	0	1	3	44	0	47	2	0	0	2	75
% Large 2 Axle Vehicles	0	1.1	1.1	1.1	0.5	0	0	0.3	1.3	2.2	0	2	2.1	0	0	0.7	1.4
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 3 Axle Vehicles	1	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	261	4	278	27	6	4	37	26	**317**	16	**359**	11	2	18	31	705
04:15 PM	12	**286**	7	**305**	20	10	7	37	**33**	258	20	311	**17**	**6**	**19**	**42**	695
04:30 PM	14	265	**15**	294	**29**	**12**	**10**	**51**	30	251	17	298	6	5	16	27	670
04:45 PM	**17**	264	13	294	29	12	3	44	23	300	**23**	346	14	4	18	36	**720**
Total Volume	56	1076	39	1171	105	40	24	169	112	1126	76	1314	48	17	71	136	2790
% App. Total	4.8	91.9	3.3		62.1	23.7	14.2		8.5	85.7	5.8		35.3	12.5	52.2		
PHF	.824	.941	.650	.960	.905	.833	.600	.828	.848	.888	.826	.915	.706	.708	.934	.810	.969

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:30 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	14	265	15	294	**29**	12	**10**	**51**	26	**317**	16	**359**	**17**	**6**	**19**	**42**
+15 mins.	**17**	264	13	294	29	12	3	44	**33**	258	20	311	6	5	16	27
+30 mins.	15	**289**	**18**	**322**	28	**16**	7	51	30	251	17	298	14	4	18	36
+45 mins.	9	288	17	314	26	10	7	43	23	300	**23**	346	15	6	19	40
Total Volume	55	1106	63	1224	112	50	27	189	112	1126	76	1314	52	21	72	145
% App. Total	4.5	90.4	5.1		59.3	26.5	14.3		8.5	85.7	5.8		35.9	14.5	49.7	
PHF	.809	.957	.875	.950	.966	.781	.675	.926	.848	.888	.826	.915	.765	.875	.947	.863

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger Vehicles

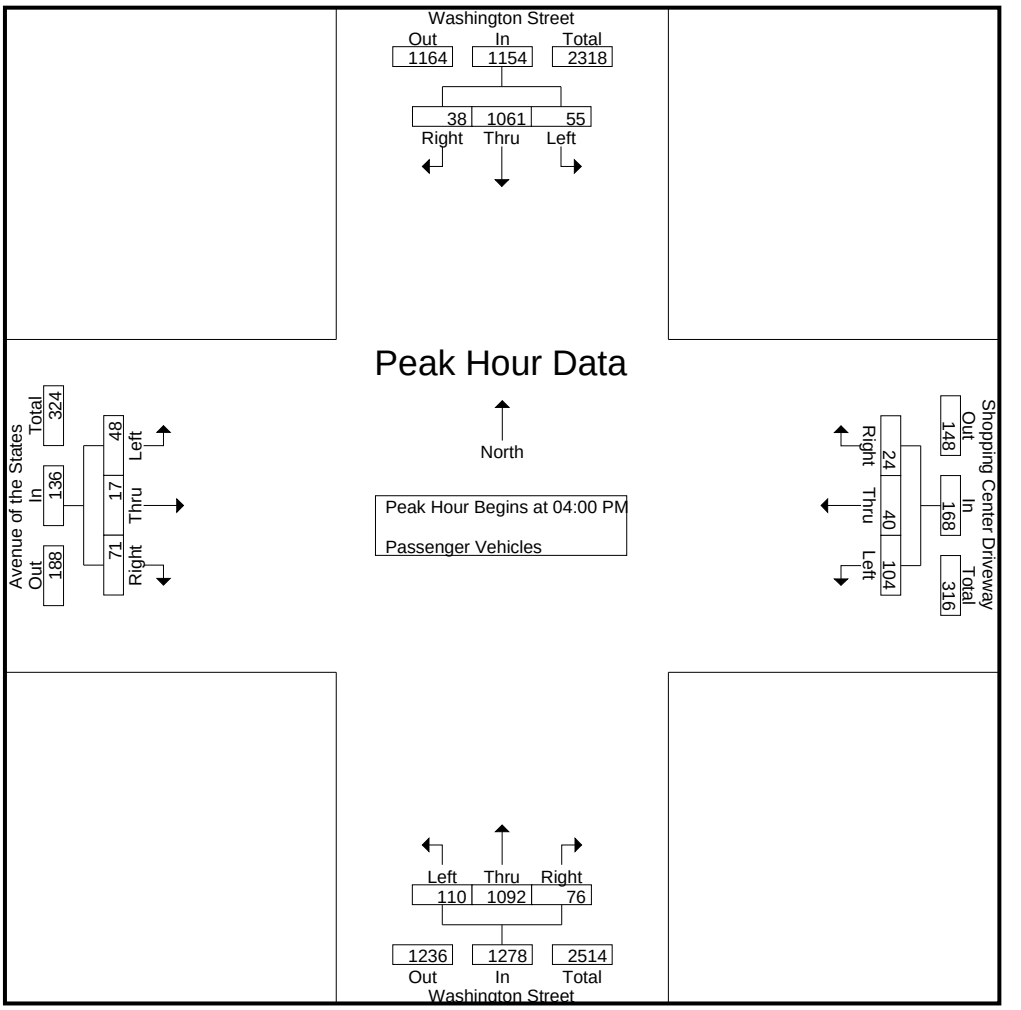
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	254	4	271	26	6	4	36	26	308	16	350	11	2	18	31	688
04:15 PM	12	285	7	304	20	10	7	37	32	249	20	301	17	6	19	42	684
04:30 PM	14	258	14	286	29	12	10	51	30	243	17	290	6	5	16	27	654
04:45 PM	16	264	13	293	29	12	3	44	22	292	23	337	14	4	18	36	710
Total	55	1061	38	1154	104	40	24	168	110	1092	76	1278	48	17	71	136	2736
05:00 PM	15	283	18	316	28	16	7	51	34	213	13	260	13	6	19	38	665
05:15 PM	9	284	17	310	26	10	7	43	38	218	7	263	10	1	20	31	647
05:30 PM	11	218	1	230	23	6	6	35	26	194	13	233	12	7	17	36	534
05:45 PM	14	214	16	244	31	13	9	53	23	227	10	260	9	3	14	26	583
Total	49	999	52	1100	108	45	29	182	121	852	43	1016	44	17	70	131	2429
Grand Total	104	2060	90	2254	212	85	53	350	231	1944	119	2294	92	34	141	267	5165
Apprch %	4.6	91.4	4		60.6	24.3	15.1		10.1	84.7	5.2		34.5	12.7	52.8		
Total %	2	39.9	1.7	43.6	4.1	1.6	1	6.8	4.5	37.6	2.3	44.4	1.8	0.7	2.7	5.2	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	13	254	4	271	26	6	4	36	26	**308**	16	**350**	11	2	18	31	688
04:15 PM	12	**285**	7	**304**	20	10	7	37	**32**	249	20	301	**17**	**6**	**19**	**42**	684
04:30 PM	14	258	**14**	286	**29**	**12**	**10**	**51**	30	243	17	290	6	5	16	27	654
04:45 PM	**16**	264	13	293	29	12	3	44	22	292	**23**	337	14	4	18	36	**710**
Total Volume	55	1061	38	1154	104	40	24	168	110	1092	76	1278	48	17	71	136	2736
% App. Total	4.8	91.9	3.3		61.9	23.8	14.3		8.6	85.4	5.9		35.3	12.5	52.2		
PHF	.859	.931	.679	.949	.897	.833	.600	.824	.859	.886	.826	.913	.706	.708	.934	.810	.963

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	13	254	4	271	26	6	4	36	26	**308**	16	**350**	11	2	18	31
+15 mins.	12	**285**	7	**304**	20	10	7	37	**32**	249	20	301	**17**	**6**	**19**	**42**
+30 mins.	14	258	**14**	286	**29**	**12**	**10**	**51**	30	243	17	290	6	5	16	27
+45 mins.	**16**	264	13	293	29	12	3	44	22	292	**23**	337	14	4	18	36
Total Volume	55	1061	38	1154	104	40	24	168	110	1092	76	1278	48	17	71	136
% App. Total	4.8	91.9	3.3		61.9	23.8	14.3		8.6	85.4	5.9		35.3	12.5	52.2	
PHF	.859	.931	.679	.949	.897	.833	.600	.824	.859	.886	.826	.913	.706	.708	.934	.810

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

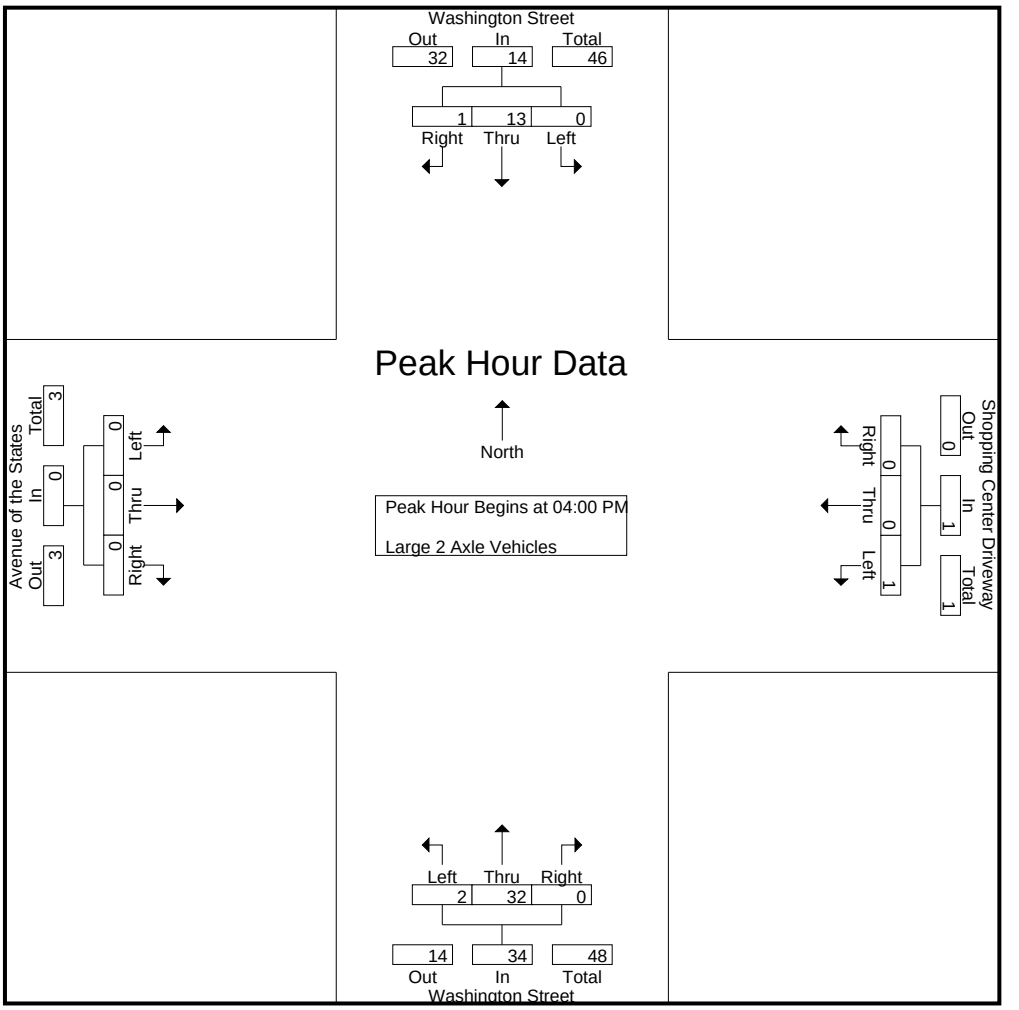
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	0	7	1	0	0	1	0	9	0	9	0	0	0	0	17
04:15 PM	0	1	0	1	0	0	0	0	1	7	0	8	0	0	0	0	9
04:30 PM	0	5	1	6	0	0	0	0	0	8	0	8	0	0	0	0	14
04:45 PM	0	0	0	0	0	0	0	0	1	8	0	9	0	0	0	0	9
Total	0	13	1	14	1	0	0	1	2	32	0	34	0	0	0	0	49
05:00 PM	0	6	0	6	0	0	0	0	1	4	0	5	2	0	0	2	13
05:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	11	0	11	0	0	0	0	1	12	0	13	2	0	0	2	26
Grand Total	0	24	1	25	1	0	0	1	3	44	0	47	2	0	0	2	75
Apprch %	0	96	4		100	0	0		6.4	93.6	0		100	0	0		
Total %	0	32	1.3	33.3	1.3	0	0	1.3	4	58.7	0	62.7	2.7	0	0	2.7	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	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	**7**	0	**7**	**1**	0	0	**1**	0	**9**	0	**9**	0	0	0	0	**17**
04:15 PM	0	1	0	1	0	0	0	0	**1**	7	0	8	0	0	0	0	9
04:30 PM	0	5	**1**	6	0	0	0	0	0	8	0	8	0	0	0	0	14
04:45 PM	0	0	0	0	0	0	0	0	1	8	0	9	0	0	0	0	9
Total Volume	0	13	1	14	1	0	0	1	2	32	0	34	0	0	0	0	49
% App. Total	0	92.9	7.1		100	0	0		5.9	94.1	0		0	0	0		
PHF	.000	.464	.250	.500	.250	.000	.000	.250	.500	.889	.000	.944	.000	.000	.000	.000	.721

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**7**	0	**7**	**1**	0	0	**1**	0	**9**	0	**9**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	**1**	7	0	8	0	0	0	0
+30 mins.	0	5	**1**	6	0	0	0	0	0	8	0	8	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	8	0	9	0	0	0	0
Total Volume	0	13	1	14	1	0	0	1	2	32	0	34	0	0	0	0
% App. Total	0	92.9	7.1		100	0	0		5.9	94.1	0		0	0	0	
PHF	.000	.464	.250	.500	.250	.000	.000	.250	.500	.889	.000	.944	.000	.000	.000	.000

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

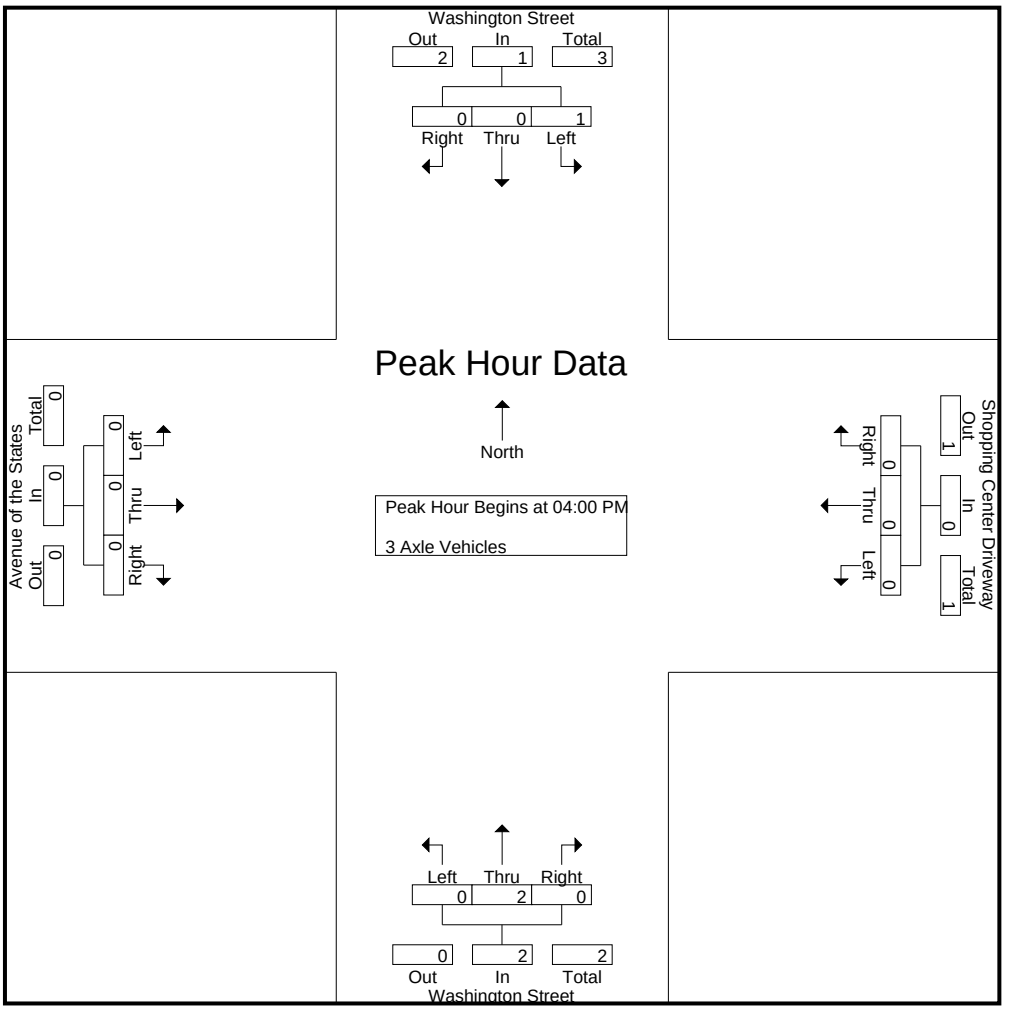
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	100	0		0	0	0		
Total %	33.3	0	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

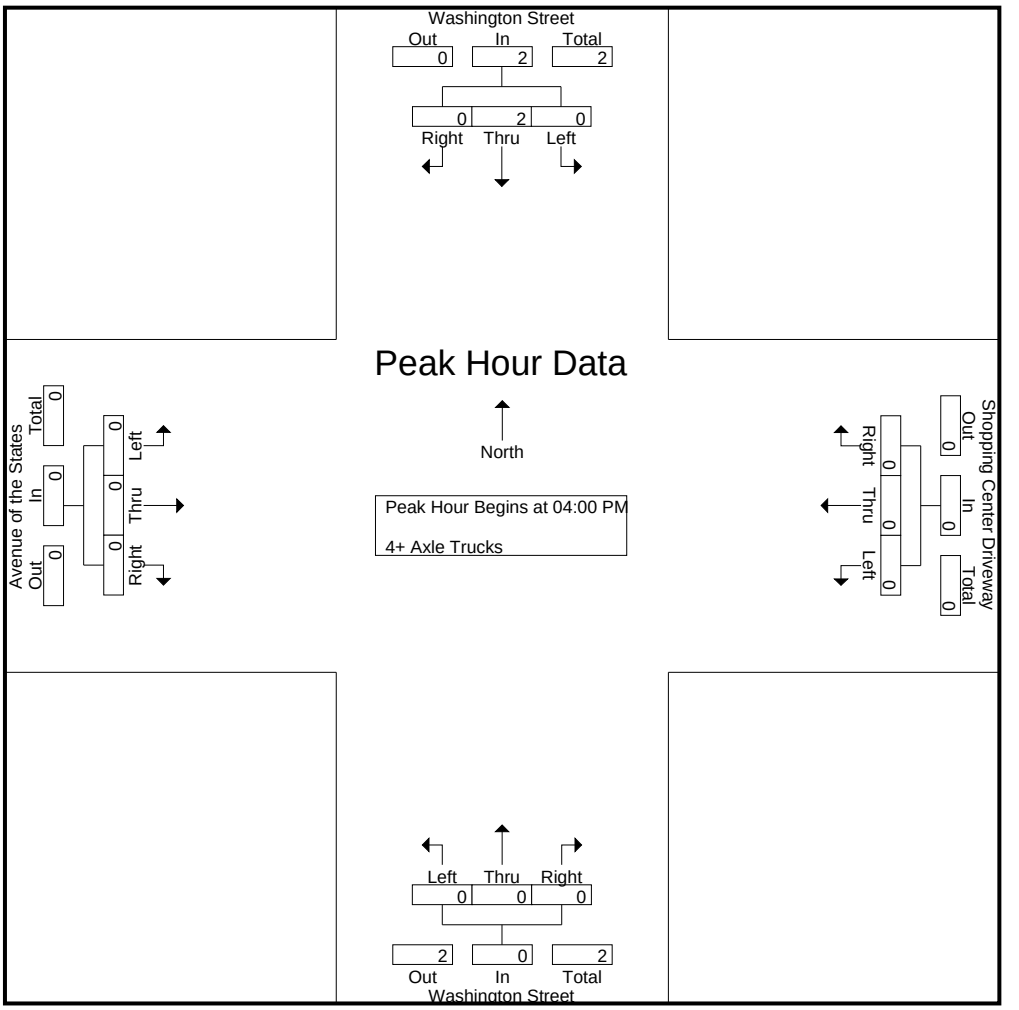
	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Washington Street Southbound				Shopping Center Driveway Westbound				Washington Street Northbound				Avenue of the States Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

County of Riverside
N/S: Washington Street
E/W: Avenue of the States
Weather: Clear

File Name : 02_CRV_Wash_AotS PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: County of Riverside
N/S: Washington Street
E/W: Avenue of the States

Date: 8/17/2022
Day: Wednesday

PEDESTRIANS

	North Leg Washington Street	East Leg Shopping Ctr Driveway	South Leg Washington Street	West Leg Avenue of the States	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	1	1	1	0	3
8:00 AM	3	2	0	0	5
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	1	1	0	0	2
TOTAL VOLUMES:	7	4	2	0	13

	North Leg Washington Street	East Leg Shopping Ctr Driveway	South Leg Washington Street	West Leg Avenue of the States	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	1	2
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	1	3

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

Location: County of Riverside
N/S: Washington Street
E/W: Avenue of the States

Date: 8/17/2022
Day: Wednesday

BICYCLES

	Southbound Washington Street			Westbound Shopping Ctr Driveway			Northbound Washington Street			Eastbound Avenue of the States			
	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	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	0	1	0	0	2	0	0	0	1	5

	Southbound Washington Street			Westbound Shopping Ctr Driveway			Northbound Washington Street			Eastbound Avenue of the States			
	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	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	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

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

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

County of Riverside
N/S: Washington Street
E/W: Palm Desert Dentistry Driveway
Weather: Clear

File Name : 06_CRV_Wash_Driveway AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Total Volume

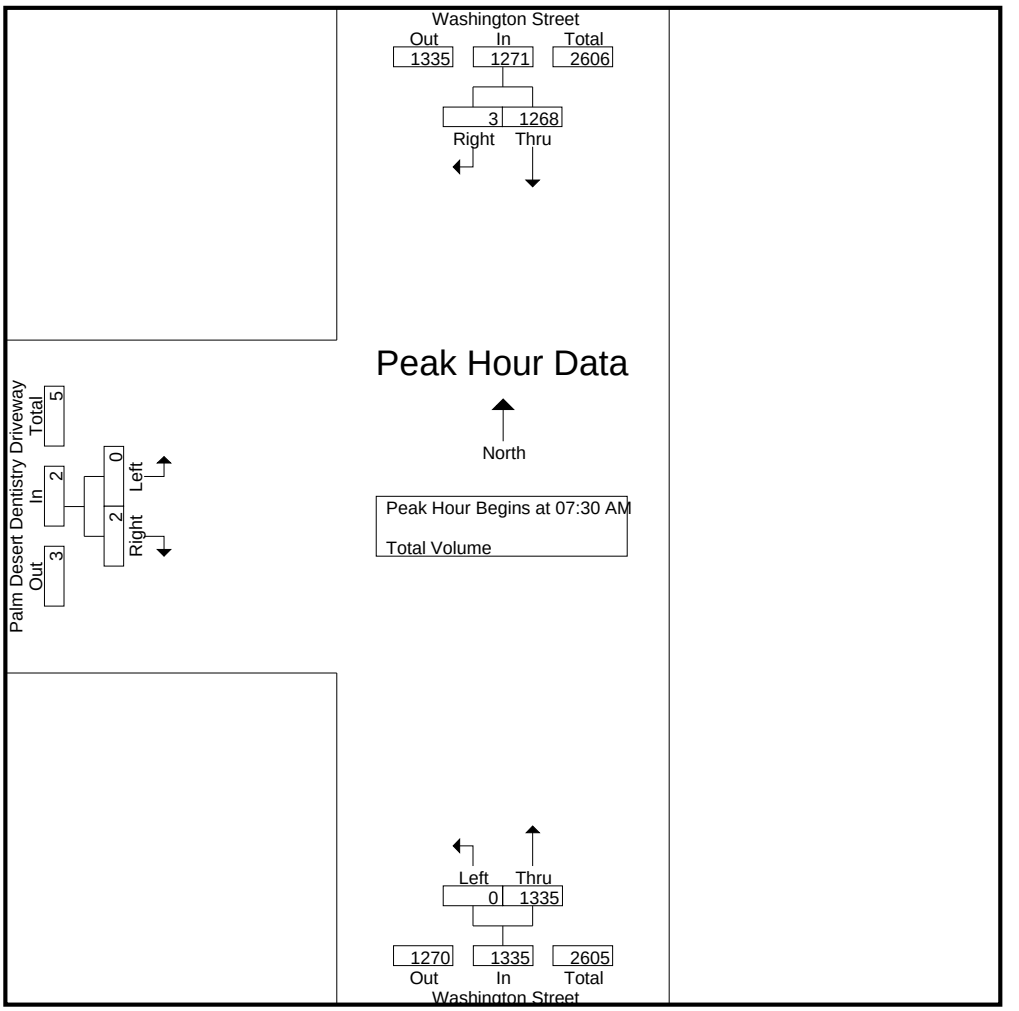
	Washington Street Southbound			Washington Street Northbound			Palm Desert Dentistry Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	178	0	178	0	182	182	0	0	0	360
07:15 AM	257	0	257	0	292	292	0	0	0	549
07:30 AM	265	0	265	0	299	299	0	1	1	565
07:45 AM	369	2	371	0	368	368	0	0	0	739
Total	1069	2	1071	0	1141	1141	0	1	1	2213
08:00 AM	320	1	321	0	296	296	0	1	1	618
08:15 AM	314	0	314	0	372	372	0	0	0	686
08:30 AM	233	1	234	0	323	323	0	2	2	559
08:45 AM	252	3	255	0	314	314	0	1	1	570
Total	1119	5	1124	0	1305	1305	0	4	4	2433
Grand Total	2188	7	2195	0	2446	2446	0	5	5	4646
Apprch %	99.7	0.3		0	100		0	100		
Total %	47.1	0.2	47.2	0	52.6	52.6	0	0.1	0.1	

	Washington Street Southbound			Washington Street Northbound			Palm Desert Dentistry Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	265	0	265	0	299	299	0	**1**	**1**	565
07:45 AM	**369**	**2**	**371**	0	368	368	0	0	0	**739**
08:00 AM	320	1	321	0	296	296	0	1	1	618
08:15 AM	314	0	314	0	**372**	**372**	0	0	0	686
Total Volume	1268	3	1271	0	1335	1335	0	2	2	2608
% App. Total	99.8	0.2		0	100		0	100		
PHF	.859	.375	.856	.000	.897	.897	.000	.500	.500	.882

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

County of Riverside
N/S: Washington Street
E/W: Palm Desert Dentistry Driveway
Weather: Clear

File Name : 06_CRV_Wash_Driveway AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM			07:45 AM			08:00 AM		
+0 mins.	265	0	265	0	368	368	0	1	1
+15 mins.	**369**	**2**	**371**	0	296	296	0	0	0
+30 mins.	320	1	321	0	**372**	**372**	0	**2**	**2**
+45 mins.	314	0	314	0	323	323	0	1	1
Total Volume	1268	3	1271	0	1359	1359	0	4	4
% App. Total	99.8	0.2		0	100		0	100	
PHF	.859	.375	.856	.000	.913	.913	.000	.500	.500

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

County of Riverside
N/S: Washington Street
E/W: Palm Desert Dentistry Driveway
Weather: Clear

File Name : 06_CRV_Wash_Driveway PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Total Volume

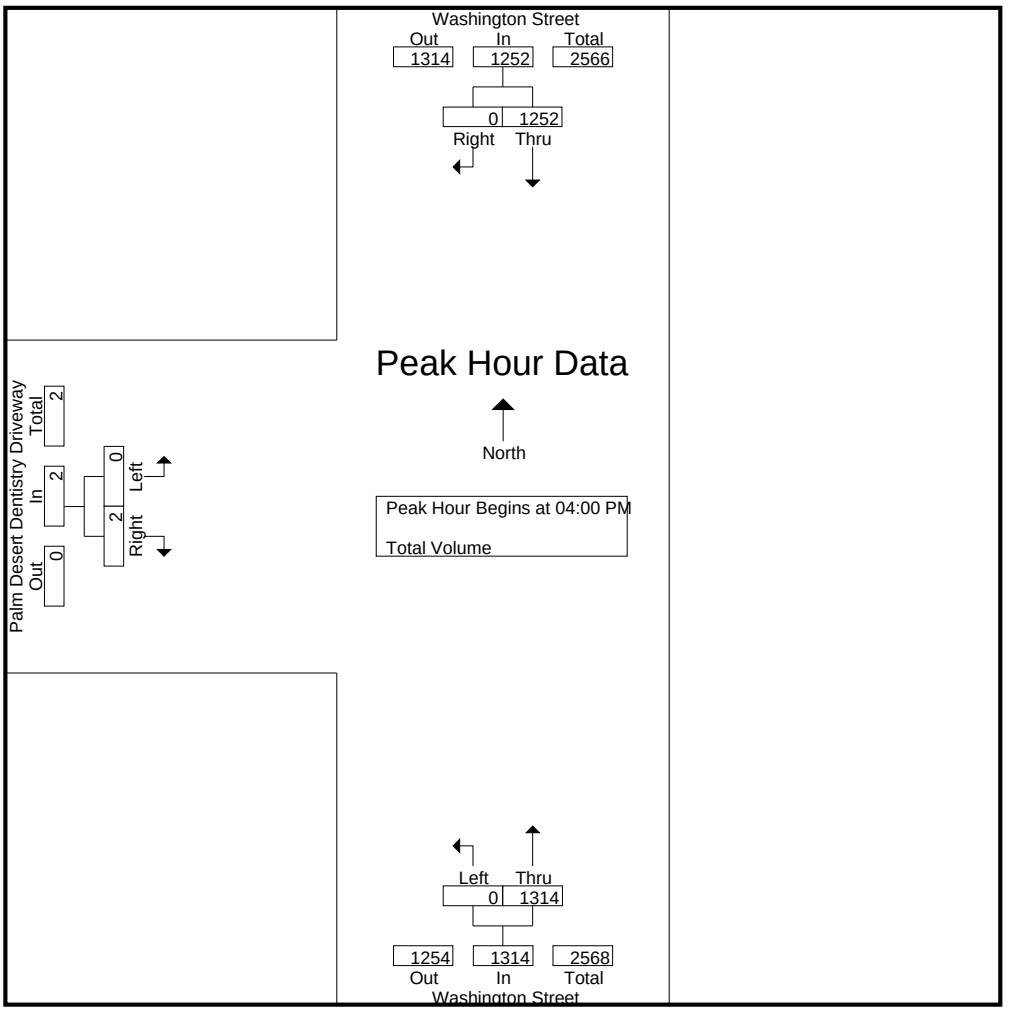
	Washington Street Southbound			Washington Street Northbound			Palm Desert Dentistry Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	306	0	306	0	359	359	0	1	1	666
04:15 PM	325	0	325	0	311	311	0	0	0	636
04:30 PM	310	0	310	0	298	298	0	0	0	608
04:45 PM	311	0	311	0	346	346	0	1	1	658
Total	1252	0	1252	0	1314	1314	0	2	2	2568
05:00 PM	336	0	336	0	265	265	0	0	0	601
05:15 PM	334	0	334	0	267	267	0	1	1	602
05:30 PM	259	0	259	0	234	234	0	0	0	493
05:45 PM	260	0	260	0	263	263	0	2	2	525
Total	1189	0	1189	0	1029	1029	0	3	3	2221
Grand Total	2441	0	2441	0	2343	2343	0	5	5	4789
Apprch %	100	0		0	100		0	100		
Total %	51	0	51	0	48.9	48.9	0	0.1	0.1	

	Washington Street Southbound			Washington Street Northbound			Palm Desert Dentistry Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	306	0	306	0	**359**	**359**	0	**1**	**1**	**666**
04:15 PM	**325**	0	**325**	0	311	311	0	0	0	636
04:30 PM	310	0	310	0	298	298	0	0	0	608
04:45 PM	311	0	311	0	346	346	0	1	1	658
Total Volume	1252	0	1252	0	1314	1314	0	2	2	2568
% App. Total	100	0		0	100		0	100		
PHF	.963	.000	.963	.000	.915	.915	.000	.500	.500	.964

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

County of Riverside
N/S: Washington Street
E/W: Palm Desert Dentistry Driveway
Weather: Clear

File Name : 06_CRV_Wash_Driveway PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:30 PM			04:00 PM			05:00 PM		
+0 mins.	310	0	310	0	**359**	**359**	0	0	0
+15 mins.	311	0	311	0	311	311	0	1	1
+30 mins.	**336**	0	**336**	0	298	298	0	0	0
+45 mins.	334	0	334	0	346	346	0	**2**	**2**
Total Volume	1291	0	1291	0	1314	1314	0	3	3
% App. Total	100	0		0	100		0	100	
PHF	.961	.000	.961	.000	.915	.915	.000	.375	.375

Location: County of Riverside
N/S: Washington Street
E/W: Palm Desert Dentistry Dwy

Date: 8/17/2022
Day: Wednesday

PEDESTRIANS

	North Leg Washington Street	East Leg Shopping Ctr Driveway	South Leg Washington Street	West Leg Palm Desert Dentistry Dwy	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
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	4	4

	North Leg Washington Street	East Leg Shopping Ctr Driveway	South Leg Washington Street	West Leg Palm Desert Dentistry Dwy	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
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:	1	0	0	1	2

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

Location: County of Riverside
N/S: Washington Street
E/W: Palm Desert Dentistry Dwy

Date: 8/17/2022
Day: Wednesday

BICYCLES

	Southbound Washington Street			Westbound Shopping Ctr Driveway			Northbound Washington Street			Eastbound Palm Desert Dentistry Dwy			
	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	1	0	0	0	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	1	0	0	0	0	1

	Southbound Washington Street			Westbound Shopping Ctr Driveway			Northbound Washington Street			Eastbound Palm Desert Dentistry Dwy			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

County of Riverside
N/S: Washington Street
E/W: Dudley Drive/Hidden River Road
Weather: Clear

File Name : 03_CRV_Wash_HidRiv AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Total Volume

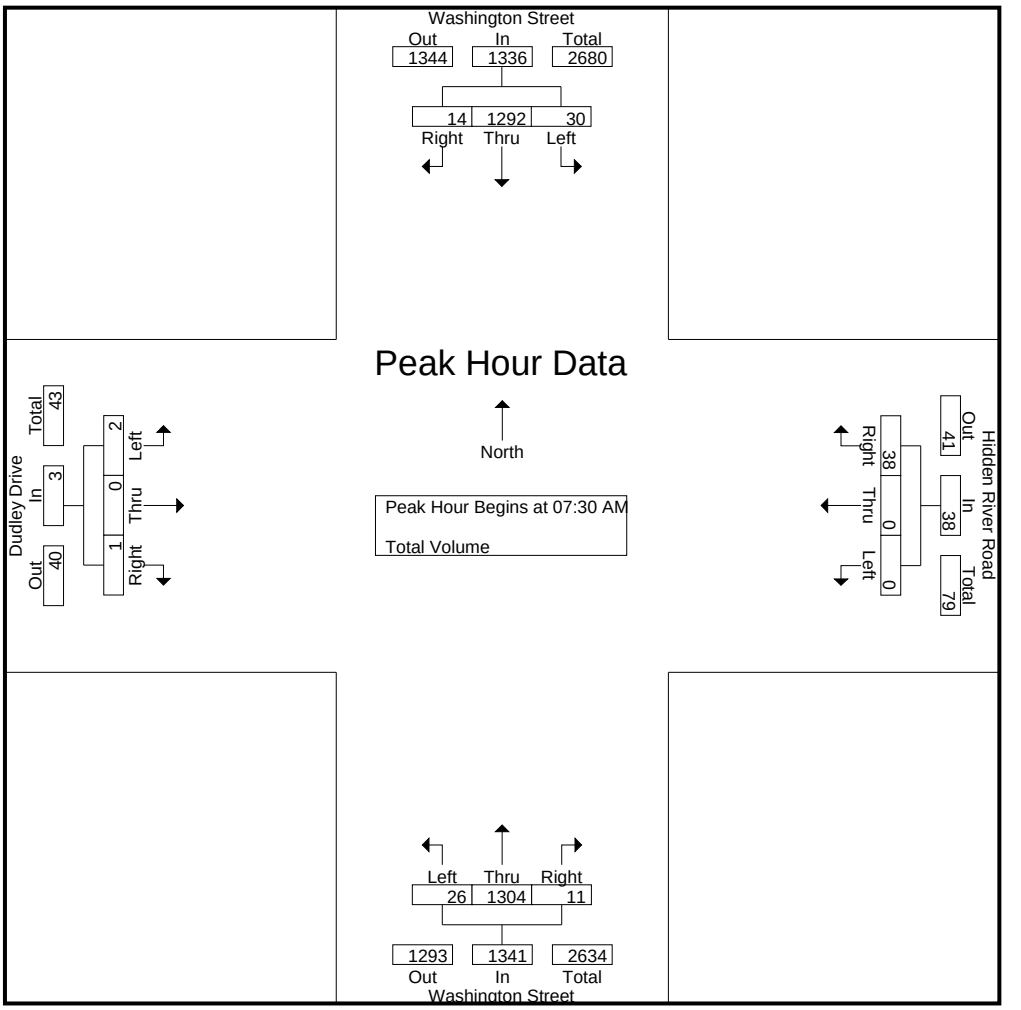
	Washington Street Southbound				Hidden River Road Westbound				Washington Street Northbound				Dudley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	174	0	178	0	0	7	7	1	195	0	196	0	0	2	2	383
07:15 AM	4	258	3	265	0	0	8	8	6	264	1	271	0	0	0	0	544
07:30 AM	7	281	4	292	0	0	10	10	7	294	2	303	1	0	0	1	606
07:45 AM	5	369	3	377	0	0	7	7	8	349	3	360	0	0	0	0	744
Total	20	1082	10	1112	0	0	32	32	22	1102	6	1130	1	0	2	3	2277
08:00 AM	7	337	4	348	0	0	11	11	3	323	3	329	1	0	0	1	689
08:15 AM	11	305	3	319	0	0	10	10	8	338	3	349	0	0	1	1	679
08:30 AM	5	220	2	227	0	0	9	9	1	297	3	301	0	0	0	0	537
08:45 AM	11	251	4	266	0	0	8	8	4	306	3	313	0	0	1	1	588
Total	34	1113	13	1160	0	0	38	38	16	1264	12	1292	1	0	2	3	2493
Grand Total	54	2195	23	2272	0	0	70	70	38	2366	18	2422	2	0	4	6	4770
Apprch %	2.4	96.6	1		0	0	100		1.6	97.7	0.7		33.3	0	66.7		
Total %	1.1	46	0.5	47.6	0	0	1.5	1.5	0.8	49.6	0.4	50.8	0	0	0.1	0.1	

	Washington Street Southbound				Hidden River Road Westbound				Washington Street Northbound				Dudley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	281	**4**	292	0	0	10	10	7	294	2	303	**1**	0	0	**1**	606
07:45 AM	5	**369**	3	**377**	0	0	7	7	**8**	**349**	**3**	**360**	0	0	0	0	**744**
08:00 AM	7	337	4	348	0	0	**11**	**11**	3	323	3	329	1	0	0	1	689
08:15 AM	**11**	305	3	319	0	0	10	10	8	338	3	349	0	0	**1**	1	679
Total Volume	30	1292	14	1336	0	0	38	38	26	1304	11	1341	2	0	1	3	2718
% App. Total	2.2	96.7	1		0	0	100		1.9	97.2	0.8		66.7	0	33.3		
PHF	.682	.875	.875	.886	.000	.000	.864	.864	.813	.934	.917	.931	.500	.000	.250	.750	.913

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

County of Riverside
N/S: Washington Street
E/W: Dudley Drive/Hidden River Road
Weather: Clear

File Name : 03_CRV_Wash_HidRiv AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	7	281	**4**	292	0	0	10	10	7	294	2	303	0	0	**2**	**2**
+15 mins.	5	**369**	3	**377**	0	0	7	7	**8**	**349**	**3**	**360**	0	0	0	0
+30 mins.	7	337	4	348	0	0	**11**	**11**	3	323	3	329	**1**	0	0	1
+45 mins.	**11**	305	3	319	0	0	10	10	8	338	3	349	0	0	0	0
Total Volume	30	1292	14	1336	0	0	38	38	26	1304	11	1341	1	0	2	3
% App. Total	2.2	96.7	1		0	0	100		1.9	97.2	0.8		33.3	0	66.7	
PHF	.682	.875	.875	.886	.000	.000	.864	.864	.813	.934	.917	.931	.250	.000	.250	.375

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

County of Riverside
N/S: Washington Street
E/W: Dudley Drive/Hidden River Road
Weather: Clear

File Name : 03_CRV_Wash_HidRiv PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Total Volume

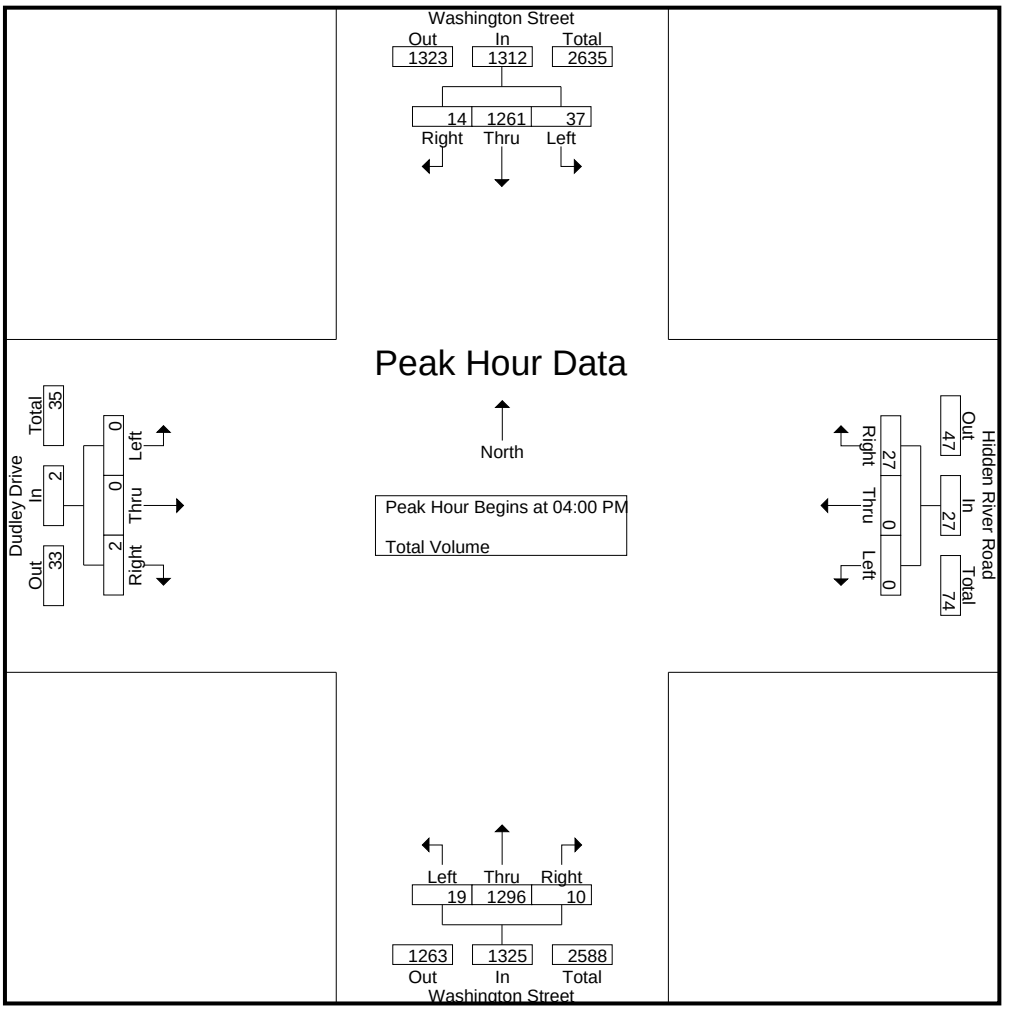
	Washington Street Southbound				Hidden River Road Westbound				Washington Street Northbound				Dudley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	303	5	318	0	0	6	6	8	354	2	364	0	0	1	1	689
04:15 PM	8	329	3	340	0	0	13	13	3	306	3	312	0	0	0	0	665
04:30 PM	10	310	2	322	0	0	5	5	4	289	2	295	0	0	1	1	623
04:45 PM	9	319	4	332	0	0	3	3	4	347	3	354	0	0	0	0	689
Total	37	1261	14	1312	0	0	27	27	19	1296	10	1325	0	0	2	2	2666
05:00 PM	10	331	2	343	0	0	1	1	4	298	4	306	0	0	0	0	650
05:15 PM	8	324	1	333	0	0	7	7	1	268	2	271	0	0	0	0	611
05:30 PM	5	264	0	269	0	0	4	4	0	245	0	245	0	0	0	0	518
05:45 PM	7	267	0	274	0	0	8	8	1	268	5	274	0	0	0	0	556
Total	30	1186	3	1219	0	0	20	20	6	1079	11	1096	0	0	0	0	2335
Grand Total	67	2447	17	2531	0	0	47	47	25	2375	21	2421	0	0	2	2	5001
Apprch %	2.6	96.7	0.7		0	0	100		1	98.1	0.9		0	0	100		
Total %	1.3	48.9	0.3	50.6	0	0	0.9	0.9	0.5	47.5	0.4	48.4	0	0	0	0	

	Washington Street Southbound				Hidden River Road Westbound				Washington Street Northbound				Dudley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**10**	303	**5**	318	0	0	6	6	**8**	**354**	2	**364**	0	0	**1**	**1**	**689**
04:15 PM	8	**329**	3	**340**	0	0	**13**	**13**	3	306	**3**	312	0	0	0	0	665
04:30 PM	10	310	2	322	0	0	5	5	4	289	2	295	0	0	1	1	623
04:45 PM	9	319	4	332	0	0	3	3	4	347	3	354	0	0	0	0	689
Total Volume	37	1261	14	1312	0	0	27	27	19	1296	10	1325	0	0	2	2	2666
% App. Total	2.8	96.1	1.1		0	0	100		1.4	97.8	0.8		0	0	100		
PHF	.925	.958	.700	.965	.000	.000	.519	.519	.594	.915	.833	.910	.000	.000	.500	.500	.967

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

County of Riverside
N/S: Washington Street
E/W: Dudley Drive/Hidden River Road
Weather: Clear

File Name : 03_CRV_Wash_HidRiv PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	329	3	340	0	0	6	6	**8**	**354**	2	**364**	0	0	**1**	**1**
+15 mins.	**10**	310	2	322	0	0	**13**	**13**	3	306	**3**	312	0	0	0	0
+30 mins.	9	319	**4**	332	0	0	5	5	4	289	2	295	0	0	1	1
+45 mins.	10	**331**	2	**343**	0	0	3	3	4	347	3	354	0	0	0	0
Total Volume	37	1289	11	1337	0	0	27	27	19	1296	10	1325	0	0	2	2
% App. Total	2.8	96.4	0.8		0	0	100		1.4	97.8	0.8		0	0	100	
PHF	.925	.974	.688	.974	.000	.000	.519	.519	.594	.915	.833	.910	.000	.000	.500	.500

Location: County of Riverside
N/S: Washington Street
E/W: Dudley Dr/Hidden River Rd

Date: 8/17/2022
Day: Wednesday

PEDESTRIANS

	North Leg Washington Street	East Leg Hidden River Road	South Leg Washington Street	West Leg Dudley Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	3	0	1	4
8:00 AM	0	2	0	1	3
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	8	0	2	10

	North Leg Washington Street	East Leg Hidden River Road	South Leg Washington Street	West Leg Dudley Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	1	0	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	3	0	4	7

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

Location: County of Riverside
N/S: Washington Street
E/W: Dudley Dr/Hidden River Rd

Date: 8/17/2022
Day: Wednesday

BICYCLES

	Southbound Washington Street			Westbound Hidden River Road			Northbound Washington Street			Eastbound Dudley Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	1	0	0	0	0	0	1	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	4	0	0	0	0	0	3	0	0	0	0	8

	Southbound Washington Street			Westbound Hidden River Road			Northbound Washington Street			Eastbound Dudley Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	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:	1	0	0	0	0	0	0	0	0	0	0	0	1

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

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

County of Riverside
N/S: Washington Street
E/W: Mountain View/Palm Royale Drive
Weather: Clear

File Name : 04_CRV_Wash_MtnV AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Total Volume

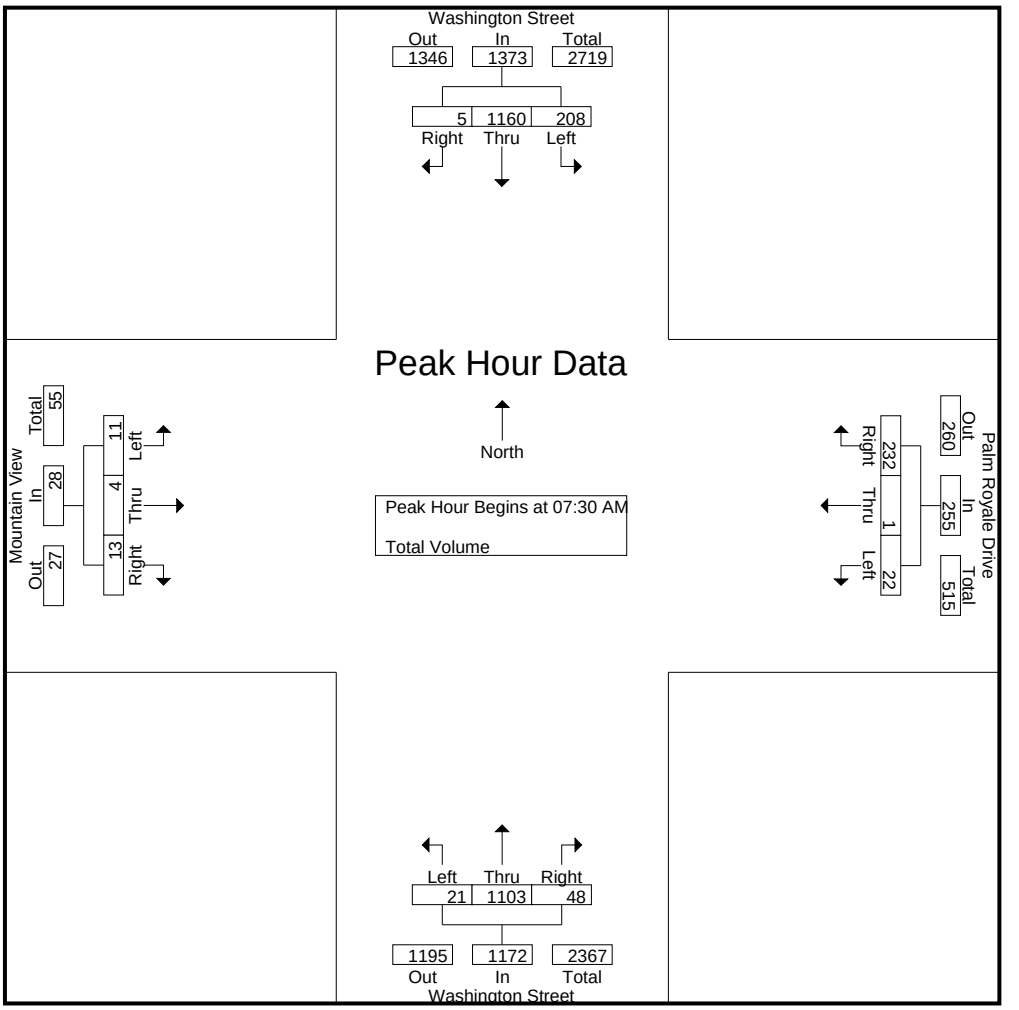
	Washington Street Southbound				Palm Royale Drive Westbound				Washington Street Northbound				Mountain View Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	166	2	182	5	0	28	33	2	170	5	177	1	0	2	3	395
07:15 AM	20	237	1	258	3	0	33	36	2	227	6	235	3	0	1	4	533
07:30 AM	22	267	2	291	3	1	50	54	1	257	6	264	3	1	3	7	616
07:45 AM	68	321	0	389	7	0	69	76	0	276	14	290	3	0	3	6	761
Total	124	991	5	1120	18	1	180	199	5	930	31	966	10	1	9	20	2305
08:00 AM	80	286	1	367	4	0	49	53	12	257	13	282	2	2	3	7	709
08:15 AM	38	286	2	326	8	0	64	72	8	313	15	336	3	1	4	8	742
08:30 AM	18	238	1	257	3	0	30	33	5	297	5	307	2	0	4	6	603
08:45 AM	15	239	0	254	2	0	38	40	6	261	11	278	1	0	2	3	575
Total	151	1049	4	1204	17	0	181	198	31	1128	44	1203	8	3	13	24	2629
Grand Total	275	2040	9	2324	35	1	361	397	36	2058	75	2169	18	4	22	44	4934
Apprch %	11.8	87.8	0.4		8.8	0.3	90.9		1.7	94.9	3.5		40.9	9.1	50		
Total %	5.6	41.3	0.2	47.1	0.7	0	7.3	8	0.7	41.7	1.5	44	0.4	0.1	0.4	0.9	

	Washington Street Southbound				Palm Royale Drive Westbound				Washington Street Northbound				Mountain View Eastbound				
Start Time	Left	Thru	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	22	267	**2**	291	3	**1**	50	54	1	257	6	264	**3**	1	3	7	616
07:45 AM	68	**321**	0	**389**	7	0	**69**	**76**	0	276	14	290	3	0	3	6	**761**
08:00 AM	**80**	286	1	367	4	0	49	53	**12**	257	13	282	2	**2**	3	7	709
08:15 AM	38	286	2	326	**8**	0	64	72	8	**313**	**15**	**336**	3	1	**4**	**8**	742
Total Volume	208	1160	5	1373	22	1	232	255	21	1103	48	1172	11	4	13	28	2828
% App. Total	15.1	84.5	0.4		8.6	0.4	91		1.8	94.1	4.1		39.3	14.3	46.4		
PHF	.650	.903	.625	.882	.688	.250	.841	.839	.438	.881	.800	.872	.917	.500	.813	.875	.929

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

County of Riverside
N/S: Washington Street
E/W: Mountain View/Palm Royale Drive
Weather: Clear

File Name : 04_CRV_Wash_MtnV AM
Site Code : 00322703
Start Date : 8/17/2022



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

	07:30 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	22	267	**2**	291	3	**1**	50	54	0	276	14	290	**3**	1	3	7
+15 mins.	68	**321**	0	**389**	7	0	**69**	**76**	**12**	257	13	282	3	0	3	6
+30 mins.	**80**	286	1	367	4	0	49	53	8	**313**	**15**	**336**	2	**2**	3	7
+45 mins.	38	286	2	326	**8**	0	64	72	5	297	5	307	3	1	**4**	**8**
Total Volume	208	1160	5	1373	22	1	232	255	25	1143	47	1215	11	4	13	28
% App. Total	15.1	84.5	0.4		8.6	0.4	91		2.1	94.1	3.9		39.3	14.3	46.4	
PHF	.650	.903	.625	.882	.688	.250	.841	.839	.521	.913	.783	.904	.917	.500	.813	.875

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

County of Riverside
N/S: Washington Street
E/W: Mountain View/Palm Royale Drive
Weather: Clear

File Name : 04_CRV_Wash_MtnV PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Total Volume

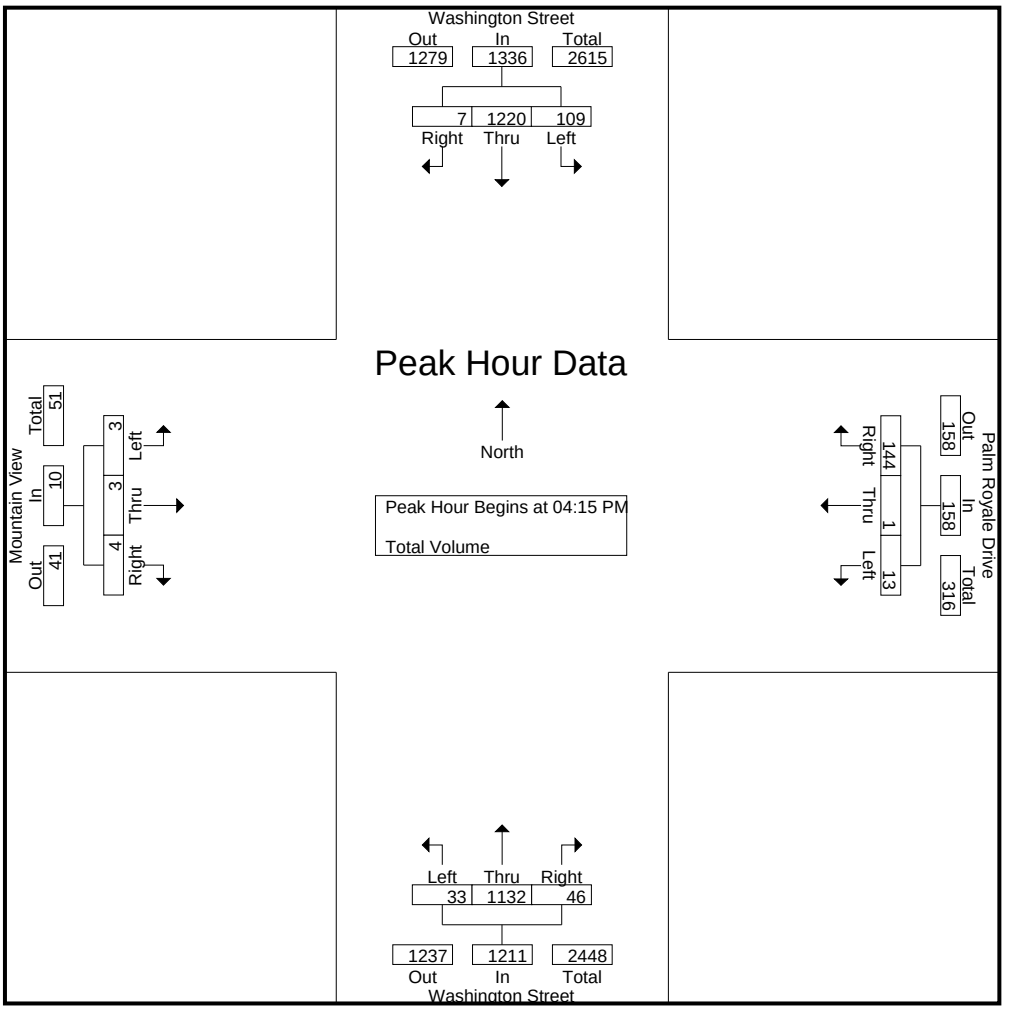
	Washington Street Southbound				Palm Royale Drive Westbound				Washington Street Northbound				Mountain View Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	273	6	309	4	1	43	48	8	296	13	317	2	0	2	4	678
04:15 PM	27	305	3	335	2	1	31	34	6	276	8	290	1	2	1	4	663
04:30 PM	25	298	2	325	3	0	36	39	5	277	9	291	0	1	1	2	657
04:45 PM	29	302	1	332	4	0	40	44	7	310	11	328	2	0	1	3	707
Total	111	1178	12	1301	13	2	150	165	26	1159	41	1226	5	3	5	13	2705
05:00 PM	28	315	1	344	4	0	37	41	15	269	18	302	0	0	1	1	688
05:15 PM	28	285	4	317	4	0	29	33	11	232	15	258	2	0	0	2	610
05:30 PM	24	273	2	299	2	0	28	30	9	231	14	254	0	0	2	2	585
05:45 PM	22	237	5	264	1	0	29	30	6	249	7	262	3	1	1	5	561
Total	102	1110	12	1224	11	0	123	134	41	981	54	1076	5	1	4	10	2444
Grand Total	213	2288	24	2525	24	2	273	299	67	2140	95	2302	10	4	9	23	5149
Apprch %	8.4	90.6	1		8	0.7	91.3		2.9	93	4.1		43.5	17.4	39.1		
Total %	4.1	44.4	0.5	49	0.5	0	5.3	5.8	1.3	41.6	1.8	44.7	0.2	0.1	0.2	0.4	

	Washington Street Southbound				Palm Royale Drive Westbound				Washington Street Northbound				Mountain View Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	27	305	**3**	335	2	**1**	31	34	6	276	8	290	1	**2**	**1**	**4**	663
04:30 PM	25	298	2	325	3	0	36	39	5	277	9	291	0	1	1	2	657
04:45 PM	**29**	302	1	332	**4**	0	**40**	**44**	7	**310**	11	**328**	**2**	0	1	3	**707**
05:00 PM	28	**315**	1	**344**	4	0	37	41	**15**	269	**18**	302	0	0	1	1	688
Total Volume	109	1220	7	1336	13	1	144	158	33	1132	46	1211	3	3	4	10	2715
% App. Total	8.2	91.3	0.5		8.2	0.6	91.1		2.7	93.5	3.8		30	30	40		
PHF	.940	.968	.583	.971	.813	.250	.900	.898	.550	.913	.639	.923	.375	.375	1.00	.625	.960

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

County of Riverside
N/S: Washington Street
E/W: Mountain View/Palm Royale Drive
Weather: Clear

File Name : 04_CRV_Wash_MtnV PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	27	305	**3**	335	**4**	**1**	**43**	**48**	**8**	296	**13**	317	**2**	0	**2**	**4**
+15 mins.	25	298	2	325	2	1	31	34	6	276	8	290	1	**2**	1	4
+30 mins.	**29**	302	1	332	3	0	36	39	5	277	9	291	0	1	1	2
+45 mins.	28	**315**	1	**344**	4	0	40	44	7	**310**	11	**328**	2	0	1	3
Total Volume	109	1220	7	1336	13	2	150	165	26	1159	41	1226	5	3	5	13
% App. Total	8.2	91.3	0.5		7.9	1.2	90.9		2.1	94.5	3.3		38.5	23.1	38.5	
PHF	.940	.968	.583	.971	.813	.500	.872	.859	.813	.935	.788	.934	.625	.375	.625	.813

Location: County of Riverside
N/S: Washington Street
E/W: Mountain View/Palm Royale Dr

Date: 8/17/2022
Day: Wednesday

PEDESTRIANS

	North Leg Washington Street	East Leg Palm Royale Drive	South Leg Washington Street	West Leg Mountain View	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	5	0	6
7:45 AM	0	0	0	1	1
8:00 AM	0	0	2	1	3
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	1	7	2	10

	North Leg Washington Street	East Leg Palm Royale Drive	South Leg Washington Street	West Leg Mountain View	
	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	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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

Location: County of Riverside
N/S: Washington Street
E/W: Mountain View/Palm Royale Dr

Date: 8/17/2022
Day: Wednesday

BICYCLES

	Southbound Washington Street			Westbound Palm Royale Drive			Northbound Washington Street			Eastbound Mountain View			
	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	1	0	0	1	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	3	0	0	0	0	0	0	0	5

	Southbound Washington Street			Westbound Palm Royale Drive			Northbound Washington Street			Eastbound Mountain View			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
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:	1	0	0	0	0	0	0	0	0	0	0	0	1

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

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

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

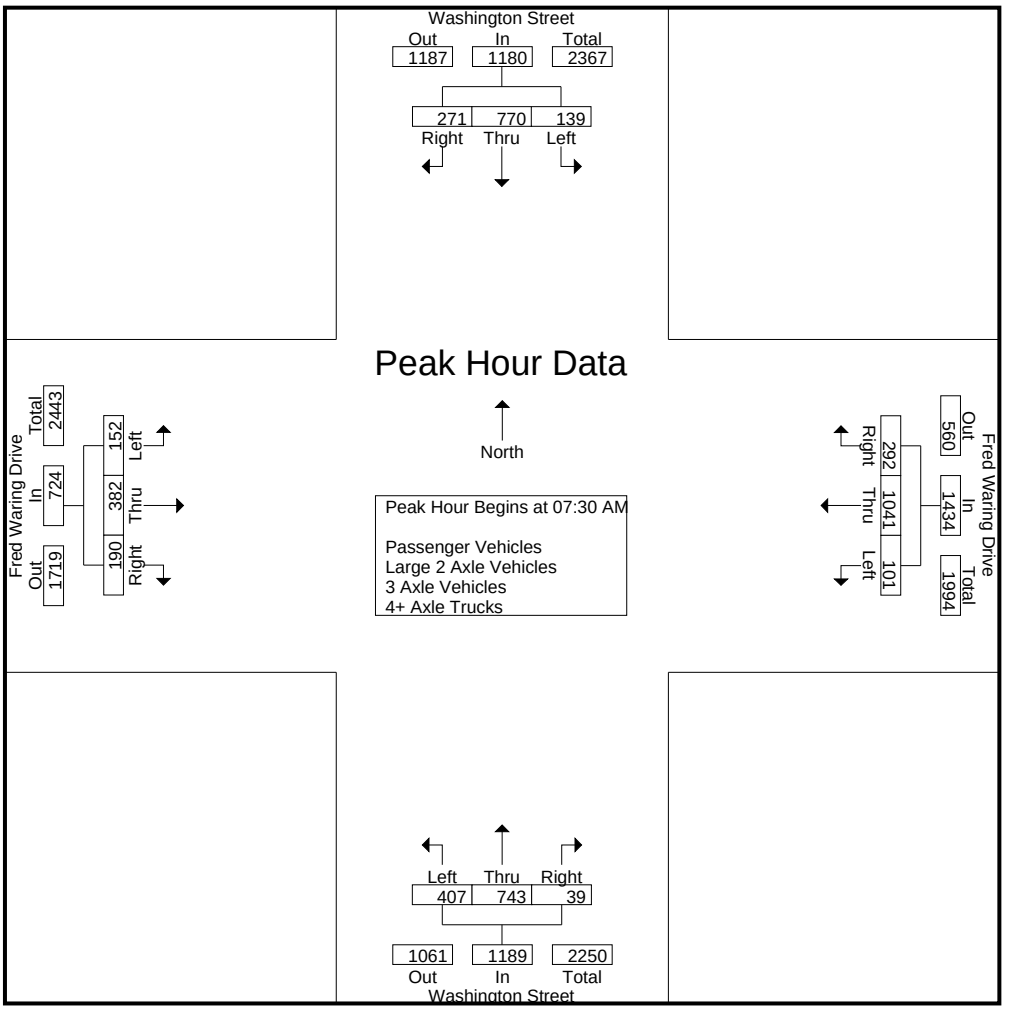
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	118	38	174	7	155	20	182	62	146	6	214	13	53	21	87	657
07:15 AM	31	151	46	228	15	251	43	309	84	155	3	242	29	81	30	140	919
07:30 AM	30	165	67	262	11	281	53	345	121	191	9	321	34	88	40	162	1090
07:45 AM	36	216	80	332	27	319	60	406	107	190	11	308	44	114	55	213	1259
Total	115	650	231	996	60	1006	176	1242	374	682	29	1085	120	336	146	602	3925
08:00 AM	35	195	62	292	23	215	94	332	91	168	11	270	36	79	53	168	1062
08:15 AM	38	194	62	294	40	226	85	351	88	194	8	290	38	101	42	181	1116
08:30 AM	31	166	68	265	30	223	56	309	89	215	7	311	37	92	31	160	1045
08:45 AM	20	164	57	241	21	220	40	281	79	166	14	259	65	127	56	248	1029
Total	124	719	249	1092	114	884	275	1273	347	743	40	1130	176	399	182	757	4252
Grand Total	239	1369	480	2088	174	1890	451	2515	721	1425	69	2215	296	735	328	1359	8177
Apprch %	11.4	65.6	23		6.9	75.1	17.9		32.6	64.3	3.1		21.8	54.1	24.1		
Total %	2.9	16.7	5.9	25.5	2.1	23.1	5.5	30.8	8.8	17.4	0.8	27.1	3.6	9	4	16.6	
Passenger Vehicles	229	1288	451	1968	170	1848	444	2462	705	1376	65	2146	285	706	315	1306	7882
% Passenger Vehicles	95.8	94.1	94	94.3	97.7	97.8	98.4	97.9	97.8	96.6	94.2	96.9	96.3	96.1	96	96.1	96.4
Large 2 Axle Vehicles	10	72	28	110	4	40	7	51	16	36	3	55	10	28	13	51	267
% Large 2 Axle Vehicles	4.2	5.3	5.8	5.3	2.3	2.1	1.6	2	2.2	2.5	4.3	2.5	3.4	3.8	4	3.8	3.3
3 Axle Vehicles	0	1	1	2	0	2	0	2	0	3	0	3	0	1	0	1	8
% 3 Axle Vehicles	0	0.1	0.2	0.1	0	0.1	0	0.1	0	0.2	0	0.1	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	8	0	8	0	0	0	0	0	10	1	11	1	0	0	1	20
% 4+ Axle Trucks	0	0.6	0	0.4	0	0	0	0	0	0.7	1.4	0.5	0.3	0	0	0.1	0.2

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	30	165	67	262	11	281	53	345	**121**	191	9	**321**	34	88	40	162	1090
07:45 AM	36	**216**	**80**	**332**	27	**319**	60	**406**	107	190	**11**	308	**44**	**114**	**55**	**213**	**1259**
08:00 AM	35	195	62	292	23	215	**94**	332	91	168	11	270	36	79	53	168	1062
08:15 AM	**38**	194	62	294	**40**	226	85	351	88	**194**	8	290	38	101	42	181	1116
Total Volume	139	770	271	1180	101	1041	292	1434	407	743	39	1189	152	382	190	724	4527
% App. Total	11.8	65.3	23		7	72.6	20.4		34.2	62.5	3.3		21	52.8	26.2		
PHF	.914	.891	.847	.889	.631	.816	.777	.883	.841	.957	.886	.926	.864	.838	.864	.850	.899

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:45 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	36	**216**	**80**	**332**	11	281	53	345	**121**	191	9	**321**	36	79	53	168
+15 mins.	35	195	62	292	27	**319**	60	**406**	107	190	**11**	308	38	101	42	181
+30 mins.	**38**	194	62	294	23	215	**94**	332	91	168	11	270	37	92	31	160
+45 mins.	31	166	68	265	**40**	226	85	351	88	**194**	8	290	**65**	**127**	**56**	**248**
Total Volume	140	771	272	1183	101	1041	292	1434	407	743	39	1189	176	399	182	757
% App. Total	11.8	65.2	23		7	72.6	20.4		34.2	62.5	3.3		23.2	52.7	24	
PHF	.921	.892	.850	.891	.631	.816	.777	.883	.841	.957	.886	.926	.677	.785	.813	.763

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger Vehicles

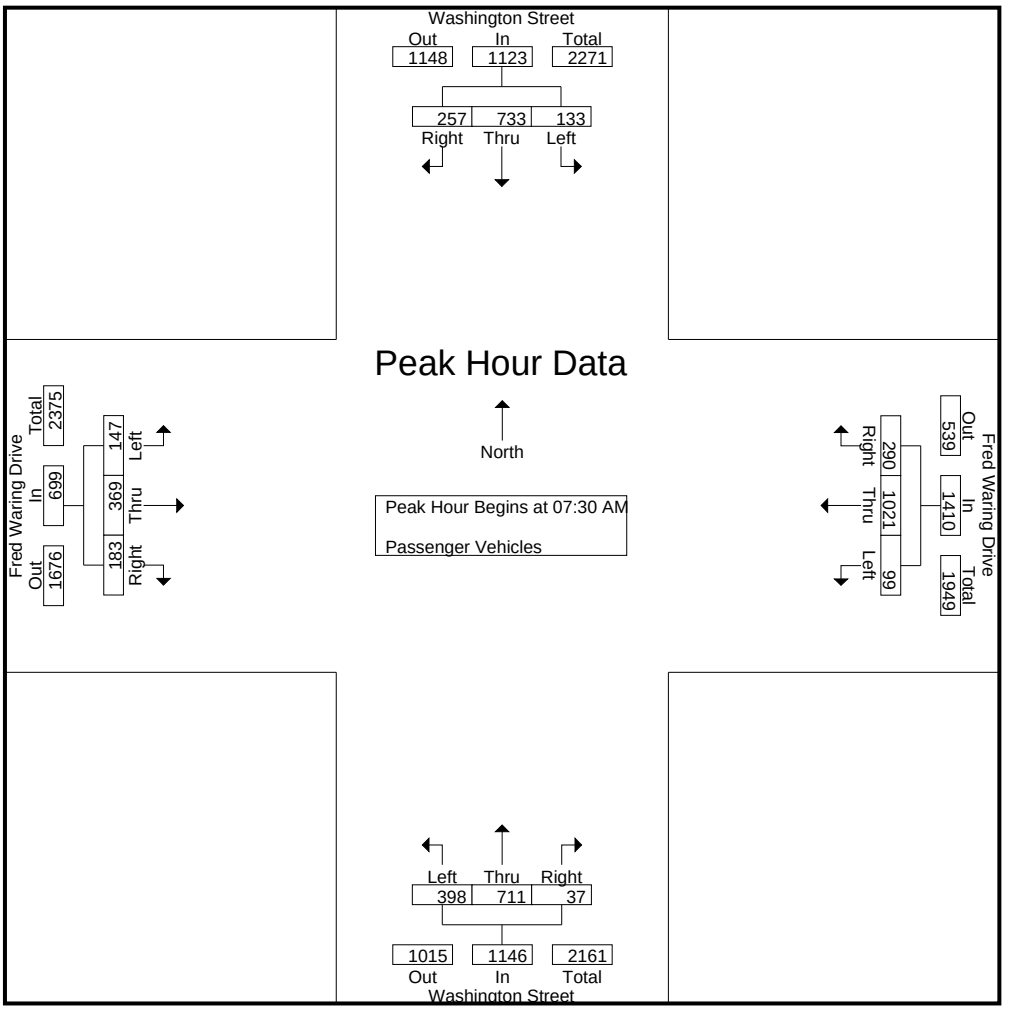
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	100	33	151	7	149	19	175	58	141	6	205	13	51	19	83	614
07:15 AM	29	135	41	205	14	246	42	302	83	153	3	239	26	76	30	132	878
07:30 AM	28	159	66	253	11	275	52	338	121	184	9	314	32	84	40	156	1061
07:45 AM	35	206	74	315	26	315	60	401	106	181	10	297	43	110	53	206	1219
Total	110	600	214	924	58	985	173	1216	368	659	28	1055	114	321	142	577	3772
08:00 AM	34	185	60	279	22	210	94	326	86	163	10	259	34	79	50	163	1027
08:15 AM	36	183	57	276	40	221	84	345	85	183	8	276	38	96	40	174	1071
08:30 AM	30	160	64	254	30	217	54	301	88	211	5	304	37	91	30	158	1017
08:45 AM	19	160	56	235	20	215	39	274	78	160	14	252	62	119	53	234	995
Total	119	688	237	1044	112	863	271	1246	337	717	37	1091	171	385	173	729	4110
Grand Total	229	1288	451	1968	170	1848	444	2462	705	1376	65	2146	285	706	315	1306	7882
Apprch %	11.6	65.4	22.9		6.9	75.1	18		32.9	64.1	3		21.8	54.1	24.1		
Total %	2.9	16.3	5.7	25	2.2	23.4	5.6	31.2	8.9	17.5	0.8	27.2	3.6	9	4	16.6	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	159	66	253	11	275	52	338	**121**	**184**	9	**314**	32	84	40	156	1061
07:45 AM	35	**206**	**74**	**315**	26	**315**	60	**401**	106	181	**10**	297	**43**	**110**	**53**	**206**	**1219**
08:00 AM	34	185	60	279	22	210	**94**	326	86	163	10	259	34	79	50	163	1027
08:15 AM	**36**	183	57	276	**40**	221	84	345	85	183	8	276	38	96	40	174	1071
Total Volume	133	733	257	1123	99	1021	290	1410	398	711	37	1146	147	369	183	699	4378
% App. Total	11.8	65.3	22.9		7	72.4	20.6		34.7	62	3.2		21	52.8	26.2		
PHF	.924	.890	.868	.891	.619	.810	.771	.879	.822	.966	.925	.912	.855	.839	.863	.848	.898

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	28	159	66	253	11	275	52	338	**121**	**184**	9	**314**	32	84	40	156
+15 mins.	35	**206**	**74**	**315**	26	**315**	60	**401**	106	181	**10**	297	**43**	**110**	**53**	**206**
+30 mins.	34	185	60	279	22	210	**94**	326	86	163	10	259	34	79	50	163
+45 mins.	**36**	183	57	276	**40**	221	84	345	85	183	8	276	38	96	40	174
Total Volume	133	733	257	1123	99	1021	290	1410	398	711	37	1146	147	369	183	699
% App. Total	11.8	65.3	22.9		7	72.4	20.6		34.7	62	3.2		21	52.8	26.2	
PHF	.924	.890	.868	.891	.619	.810	.771	.879	.822	.966	.925	.912	.855	.839	.863	.848

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

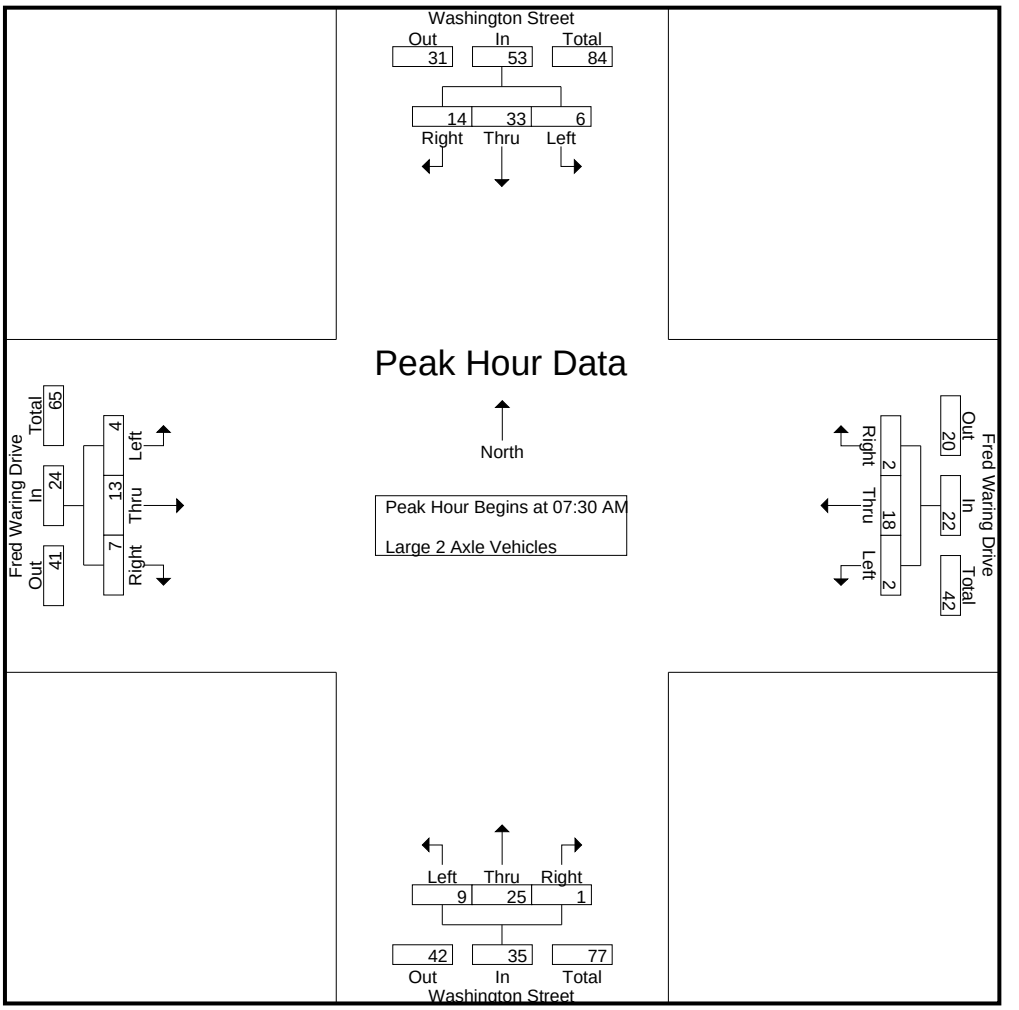
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	4	21	0	6	1	7	4	4	0	8	0	2	2	4	40
07:15 AM	2	14	5	21	1	5	1	7	1	2	0	3	3	4	0	7	38
07:30 AM	2	5	1	8	0	6	1	7	0	6	0	6	2	4	0	6	27
07:45 AM	1	9	6	16	1	4	0	5	1	5	0	6	1	4	2	7	34
Total	5	45	16	66	2	21	3	26	6	17	0	23	6	14	4	24	139
08:00 AM	1	9	2	12	1	4	0	5	5	4	1	10	1	0	3	4	31
08:15 AM	2	10	5	17	0	4	1	5	3	10	0	13	0	5	2	7	42
08:30 AM	1	5	4	10	0	6	2	8	1	1	2	4	0	1	1	2	24
08:45 AM	1	3	1	5	1	5	1	7	1	4	0	5	3	8	3	14	31
Total	5	27	12	44	2	19	4	25	10	19	3	32	4	14	9	27	128
Grand Total	10	72	28	110	4	40	7	51	16	36	3	55	10	28	13	51	267
Apprch %	9.1	65.5	25.5		7.8	78.4	13.7		29.1	65.5	5.5		19.6	54.9	25.5		
Total %	3.7	27	10.5	41.2	1.5	15	2.6	19.1	6	13.5	1.1	20.6	3.7	10.5	4.9	19.1	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	5	1	8	0	**6**	**1**	**7**	0	6	0	6	**2**	4	0	6	27
07:45 AM	1	9	**6**	16	**1**	4	0	5	1	5	0	6	1	4	2	**7**	34
08:00 AM	1	9	2	12	1	4	0	5	**5**	4	**1**	10	1	0	**3**	4	31
08:15 AM	2	**10**	5	**17**	0	4	1	5	3	**10**	0	**13**	0	**5**	2	7	**42**
Total Volume	6	33	14	53	2	18	2	22	9	25	1	35	4	13	7	24	134
% App. Total	11.3	62.3	26.4		9.1	81.8	9.1		25.7	71.4	2.9		16.7	54.2	29.2		
PHF	.750	.825	.583	.779	.500	.750	.500	.786	.450	.625	.250	.673	.500	.650	.583	.857	.798

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	5	1	8	0	**6**	**1**	**7**	0	6	0	6	**2**	4	0	6
+15 mins.	1	9	**6**	16	**1**	4	0	5	1	5	0	6	1	4	2	**7**
+30 mins.	1	9	2	12	1	4	0	5	**5**	4	**1**	10	1	0	**3**	4
+45 mins.	2	**10**	5	**17**	0	4	1	5	3	**10**	0	**13**	0	**5**	2	7
Total Volume	6	33	14	53	2	18	2	22	9	25	1	35	4	13	7	24
% App. Total	11.3	62.3	26.4		9.1	81.8	9.1		25.7	71.4	2.9		16.7	54.2	29.2	
PHF	.750	.825	.583	.779	.500	.750	.500	.786	.450	.625	.250	.673	.500	.650	.583	.857

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

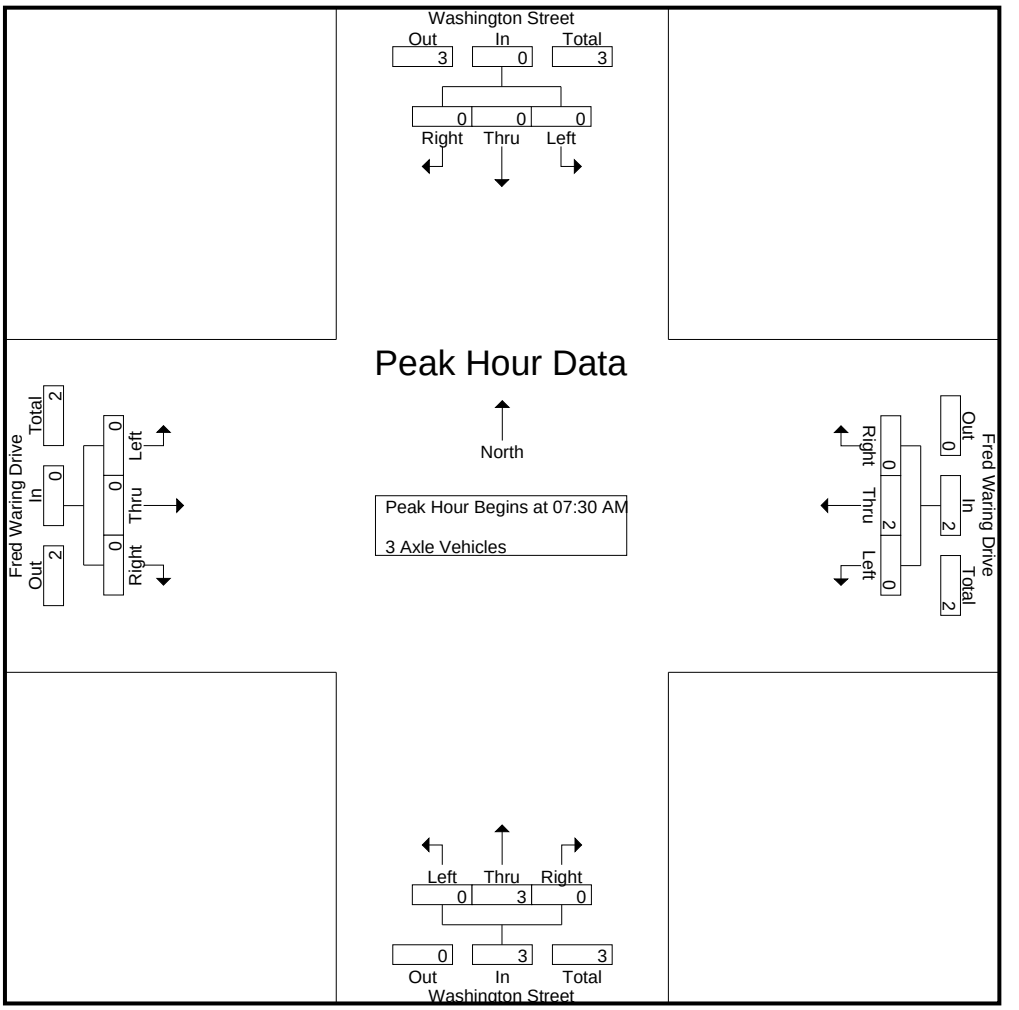
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	1	0	1	0	1	0	1	4
08:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	2	0	2	0	0	0	0	4
Grand Total	0	1	1	2	0	2	0	2	0	3	0	3	0	1	0	1	8
Apprch %	0	50	50		0	100	0		0	100	0		0	100	0		
Total %	0	12.5	12.5	25	0	25	0	25	0	37.5	0	37.5	0	12.5	0	12.5	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 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	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	**2**
08:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	2	0	3	0	3	0	0	0	0	5
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000	.625

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022



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	0	**1**	0	**1**	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	**1**	0	**1**	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	3	0	3	0	0	0	0
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

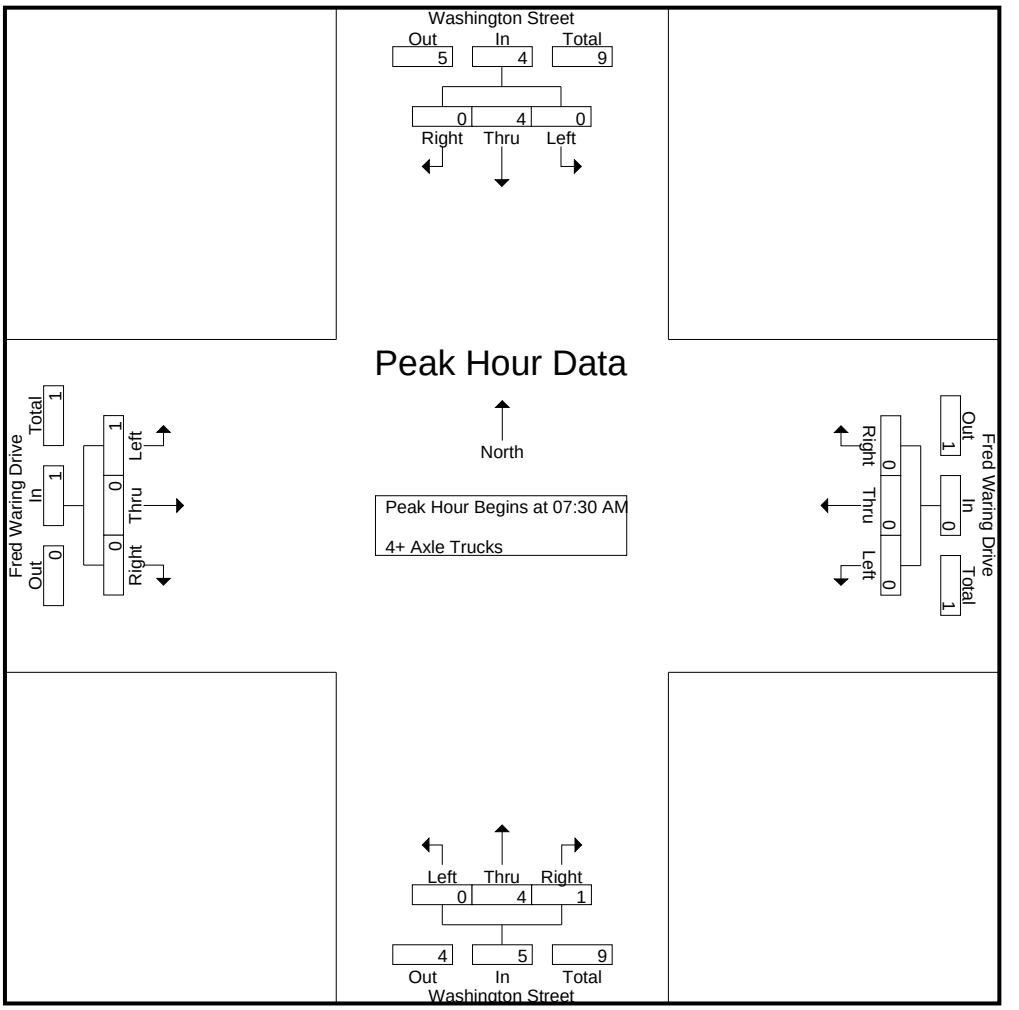
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
Total	0	4	0	4	0	0	0	0	0	5	1	6	0	0	0	0	10
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	5	0	5	1	0	0	1	10
Grand Total	0	8	0	8	0	0	0	0	0	10	1	11	1	0	0	1	20
Apprch %	0	100	0		0	0	0		0	90.9	9.1		100	0	0		
Total %	0	40	0	40	0	0	0	0	0	50	5	55	5	0	0	5	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	**6**
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	4	1	5	1	0	0	1	10
% App. Total	0	100	0		0	0	0		0	80	20		100	0	0		
PHF	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.417

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred AM
Site Code : 00322703
Start Date : 8/17/2022



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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	4	1	5	1	0	0	1
% App. Total	0	100	0		0	0	0		0	80	20		100	0	0	
PHF	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

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

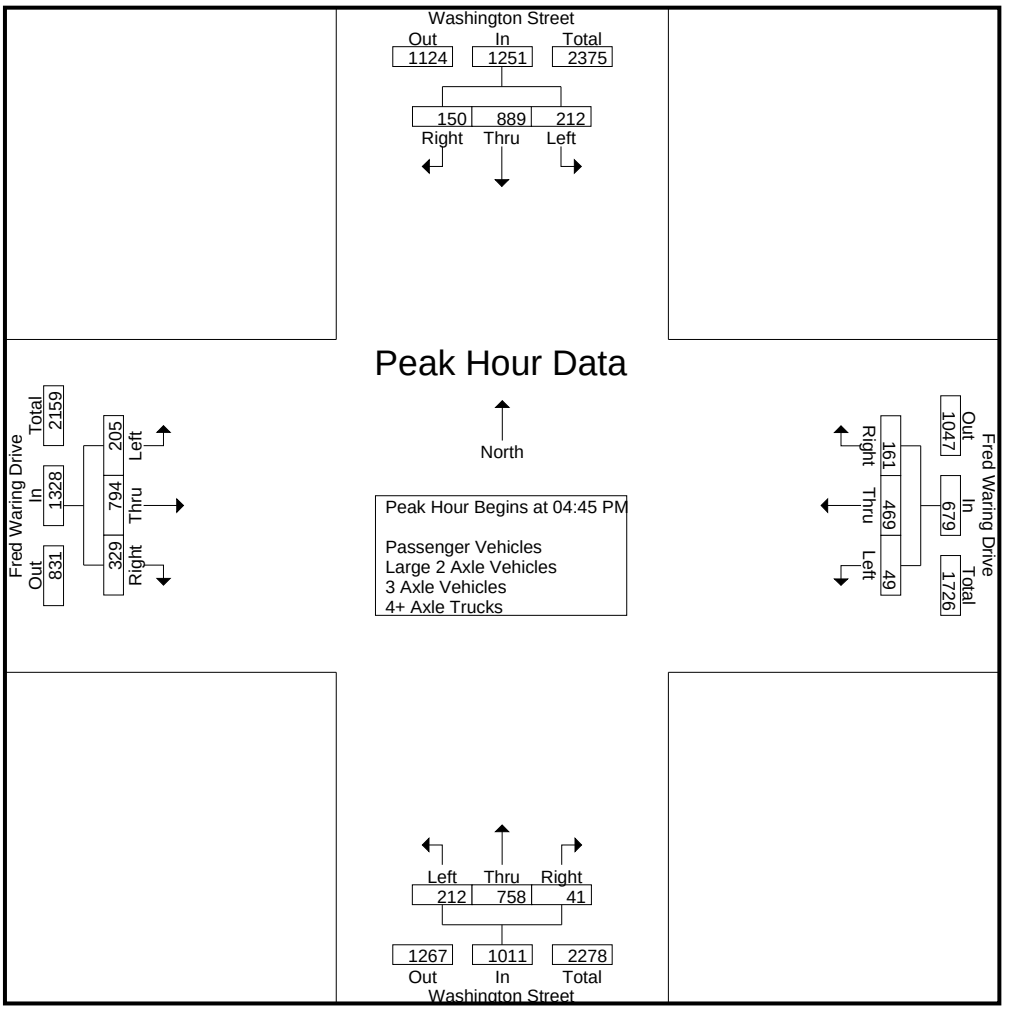
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	210	41	295	14	134	40	188	43	197	10	250	78	176	64	318	1051
04:15 PM	46	233	33	312	13	122	44	179	46	173	9	228	62	217	91	370	1089
04:30 PM	52	213	30	295	11	107	41	159	49	198	14	261	49	185	54	288	1003
04:45 PM	51	214	41	306	14	113	49	176	52	227	11	290	59	185	88	332	1104
Total	193	870	145	1208	52	476	174	702	190	795	44	1029	248	763	297	1308	4247
05:00 PM	61	241	37	339	11	101	36	148	40	200	10	250	57	175	77	309	1046
05:15 PM	59	223	38	320	10	124	42	176	54	164	12	230	44	226	88	358	1084
05:30 PM	41	211	34	286	14	131	34	179	66	167	8	241	45	208	76	329	1035
05:45 PM	52	188	29	269	16	114	28	158	59	176	15	250	49	151	56	256	933
Total	213	863	138	1214	51	470	140	661	219	707	45	971	195	760	297	1252	4098
Grand Total	406	1733	283	2422	103	946	314	1363	409	1502	89	2000	443	1523	594	2560	8345
Apprch %	16.8	71.6	11.7		7.6	69.4	23		20.5	75.1	4.4		17.3	59.5	23.2		
Total %	4.9	20.8	3.4	29	1.2	11.3	3.8	16.3	4.9	18	1.1	24	5.3	18.3	7.1	30.7	
Passenger Vehicles	406	1704	278	2388	103	926	312	1341	404	1462	87	1953	433	1504	585	2522	8204
% Passenger Vehicles	100	98.3	98.2	98.6	100	97.9	99.4	98.4	98.8	97.3	97.8	97.7	97.7	98.8	98.5	98.5	98.3
Large 2 Axle Vehicles	0	25	5	30	0	20	2	22	5	39	2	46	10	19	9	38	136
% Large 2 Axle Vehicles	0	1.4	1.8	1.2	0	2.1	0.6	1.6	1.2	2.6	2.2	2.3	2.3	1.2	1.5	1.5	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0
4+ Axle Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	214	**41**	306	**14**	113	**49**	176	52	**227**	11	**290**	**59**	185	**88**	332	**1104**
05:00 PM	**61**	**241**	37	**339**	11	101	36	148	40	200	10	250	57	175	77	309	1046
05:15 PM	59	223	38	320	10	124	42	176	54	164	**12**	230	44	**226**	88	**358**	1084
05:30 PM	41	211	34	286	14	**131**	34	**179**	**66**	167	8	241	45	208	76	329	1035
Total Volume	212	889	150	1251	49	469	161	679	212	758	41	1011	205	794	329	1328	4269
% App. Total	16.9	71.1	12		7.2	69.1	23.7		21	75	4.1		15.4	59.8	24.8		
PHF	.869	.922	.915	.923	.875	.895	.821	.948	.803	.835	.854	.872	.869	.878	.935	.927	.967

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

	04:30 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	52	213	30	295	**14**	**134**	40	**188**	49	198	**14**	261	**59**	185	**88**	332
+15 mins.	51	214	**41**	306	13	122	44	179	52	**227**	11	**290**	57	175	77	309
+30 mins.	**61**	**241**	37	**339**	11	107	41	159	40	200	10	250	44	**226**	88	**358**
+45 mins.	59	223	38	320	14	113	**49**	176	**54**	164	12	230	45	208	76	329
Total Volume	223	891	146	1260	52	476	174	702	195	789	47	1031	205	794	329	1328
% App. Total	17.7	70.7	11.6		7.4	67.8	24.8		18.9	76.5	4.6		15.4	59.8	24.8	
PHF	.914	.924	.890	.929	.929	.888	.888	.934	.903	.869	.839	.889	.869	.878	.935	.927

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Passenger Vehicles

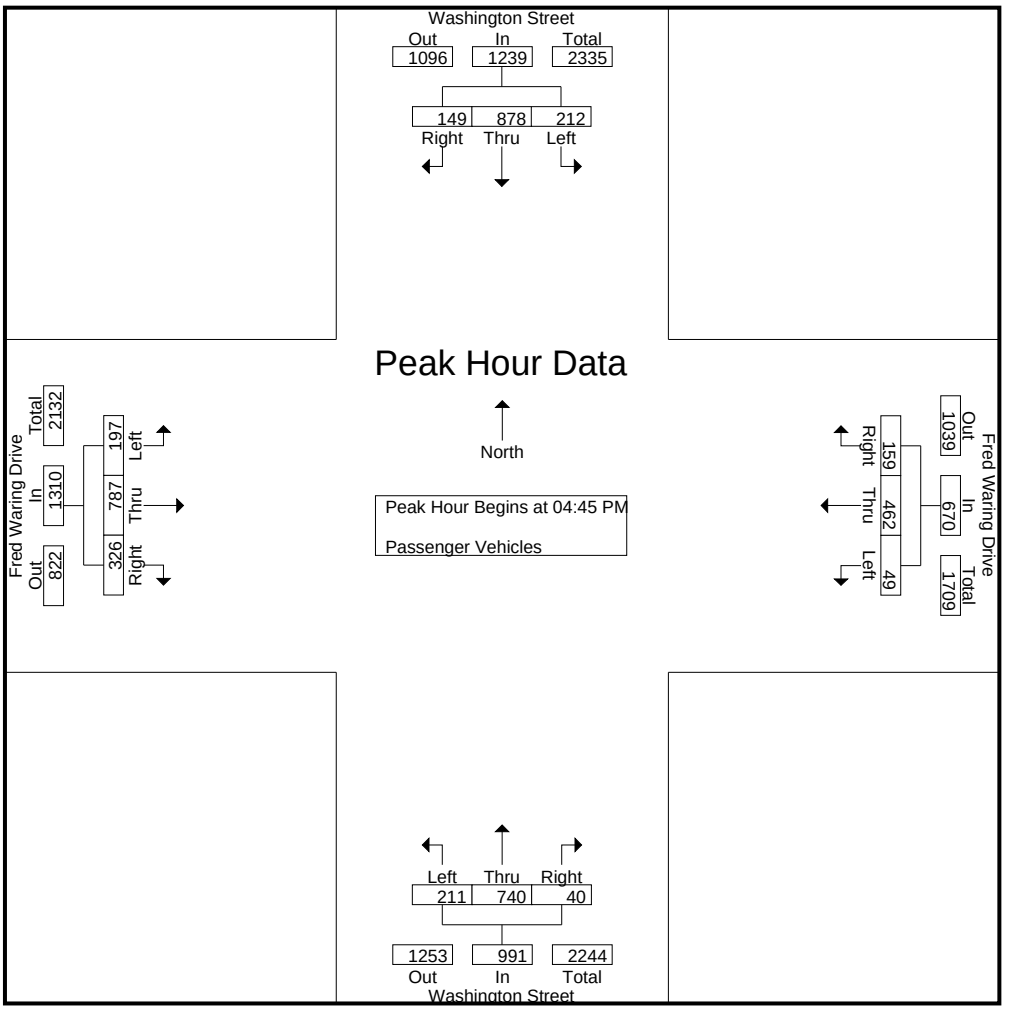
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	205	37	286	14	128	40	182	43	193	9	245	77	174	60	311	1024
04:15 PM	46	227	33	306	13	119	44	176	44	163	9	216	61	214	90	365	1063
04:30 PM	52	207	30	289	11	105	41	157	48	191	14	253	49	181	53	283	982
04:45 PM	51	213	40	304	14	110	48	172	51	217	11	279	58	183	87	328	1083
Total	193	852	140	1185	52	462	173	687	186	764	43	993	245	752	290	1287	4152
05:00 PM	61	236	37	334	11	99	36	146	40	196	10	246	55	172	76	303	1029
05:15 PM	59	219	38	316	10	123	42	175	54	162	11	227	44	226	87	357	1075
05:30 PM	41	210	34	285	14	130	33	177	66	165	8	239	40	206	76	322	1023
05:45 PM	52	187	29	268	16	112	28	156	58	175	15	248	49	148	56	253	925
Total	213	852	138	1203	51	464	139	654	218	698	44	960	188	752	295	1235	4052
Grand Total	406	1704	278	2388	103	926	312	1341	404	1462	87	1953	433	1504	585	2522	8204
Apprch %	17	71.4	11.6		7.7	69.1	23.3		20.7	74.9	4.5		17.2	59.6	23.2		
Total %	4.9	20.8	3.4	29.1	1.3	11.3	3.8	16.3	4.9	17.8	1.1	23.8	5.3	18.3	7.1	30.7	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	213	**40**	304	**14**	110	**48**	172	51	**217**	**11**	**279**	**58**	183	**87**	328	**1083**
05:00 PM	**61**	**236**	37	**334**	11	99	36	146	40	196	10	246	55	172	76	303	1029
05:15 PM	59	219	38	316	10	123	42	175	54	162	11	227	44	**226**	87	**357**	1075
05:30 PM	41	210	34	285	14	**130**	33	**177**	**66**	165	8	239	40	206	76	322	1023
Total Volume	212	878	149	1239	49	462	159	670	211	740	40	991	197	787	326	1310	4210
% App. Total	17.1	70.9	12		7.3	69	23.7		21.3	74.7	4		15	60.1	24.9		
PHF	.869	.930	.931	.927	.875	.888	.828	.946	.799	.853	.909	.888	.849	.871	.937	.917	.972

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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.	51	213	**40**	304	**14**	110	**48**	172	51	**217**	**11**	**279**	**58**	183	**87**	328
+15 mins.	**61**	**236**	37	**334**	11	99	36	146	40	196	10	246	55	172	76	303
+30 mins.	59	219	38	316	10	123	42	175	54	162	11	227	44	**226**	87	**357**
+45 mins.	41	210	34	285	14	**130**	33	**177**	**66**	165	8	239	40	206	76	322
Total Volume	212	878	149	1239	49	462	159	670	211	740	40	991	197	787	326	1310
% App. Total	17.1	70.9	12		7.3	69	23.7		21.3	74.7	4		15	60.1	24.9	
PHF	.869	.930	.931	.927	.875	.888	.828	.946	.799	.853	.909	.888	.849	.871	.937	.917

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

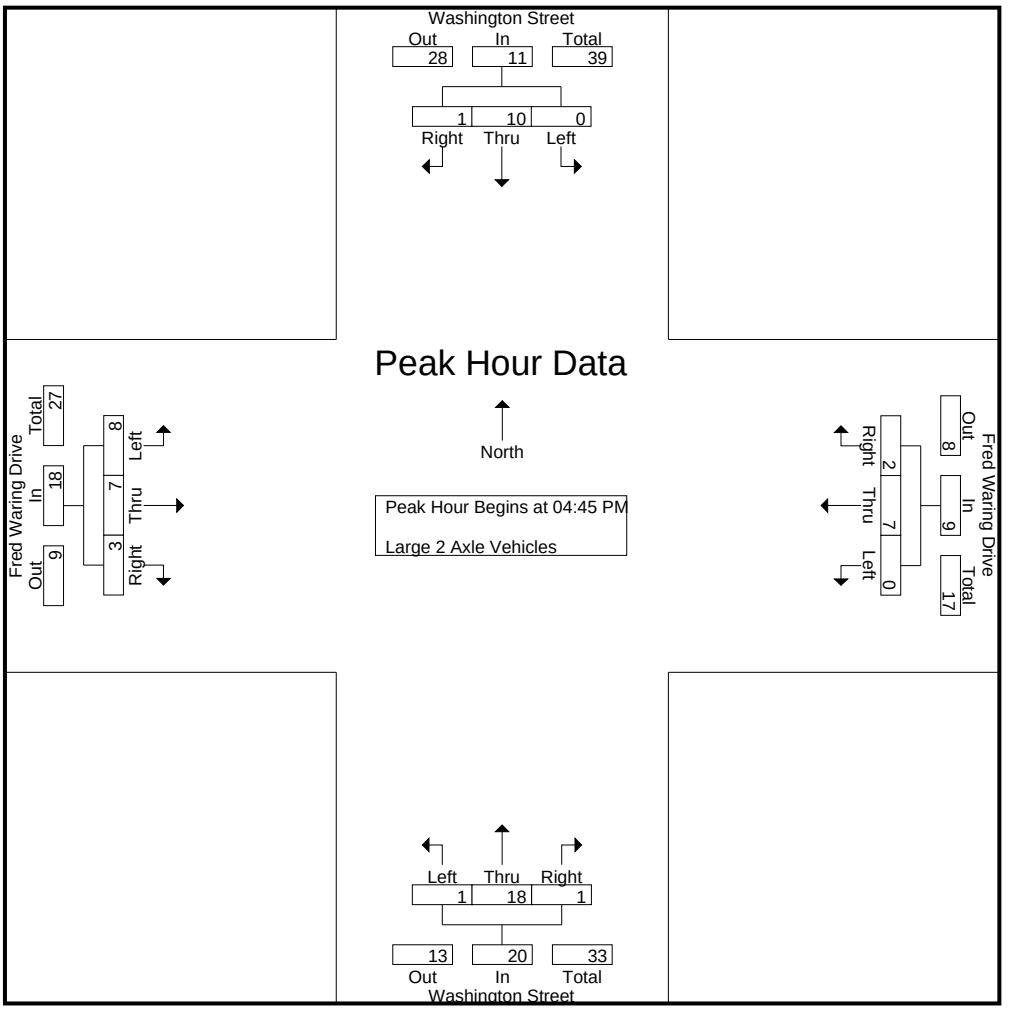
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	4	9	0	6	0	6	0	4	1	5	1	2	4	7	27
04:15 PM	0	5	0	5	0	3	0	3	2	9	0	11	1	3	1	5	24
04:30 PM	0	4	0	4	0	2	0	2	1	7	0	8	0	4	1	5	19
04:45 PM	0	1	1	2	0	3	1	4	1	10	0	11	1	2	1	4	21
Total	0	15	5	20	0	14	1	15	4	30	1	35	3	11	7	21	91
05:00 PM	0	5	0	5	0	2	0	2	0	4	0	4	2	3	1	6	17
05:15 PM	0	3	0	3	0	1	0	1	0	2	1	3	0	0	1	1	8
05:30 PM	0	1	0	1	0	1	1	2	0	2	0	2	5	2	0	7	12
05:45 PM	0	1	0	1	0	2	0	2	1	1	0	2	0	3	0	3	8
Total	0	10	0	10	0	6	1	7	1	9	1	11	7	8	2	17	45
Grand Total	0	25	5	30	0	20	2	22	5	39	2	46	10	19	9	38	136
Apprch %	0	83.3	16.7		0	90.9	9.1		10.9	84.8	4.3		26.3	50	23.7		
Total %	0	18.4	3.7	22.1	0	14.7	1.5	16.2	3.7	28.7	1.5	33.8	7.4	14	6.6	27.9	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	**1**	2	0	**3**	**1**	**4**	**1**	**10**	0	**11**	1	2	**1**	4	**21**
05:00 PM	0	**5**	0	**5**	0	2	0	2	0	4	0	4	2	**3**	1	6	17
05:15 PM	0	3	0	3	0	1	0	1	0	2	**1**	3	0	0	1	1	8
05:30 PM	0	1	0	1	0	1	1	2	0	2	0	2	**5**	2	0	**7**	12
Total Volume	0	10	1	11	0	7	2	9	1	18	1	20	8	7	3	18	58
% App. Total	0	90.9	9.1		0	77.8	22.2		5	90	5		44.4	38.9	16.7		
PHF	.000	.500	.250	.550	.000	.583	.500	.563	.250	.450	.250	.455	.400	.583	.750	.643	.690

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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	1	**1**	2	0	**3**	**1**	**4**	**1**	**10**	0	**11**	1	2	**1**	4
+15 mins.	0	**5**	0	**5**	0	2	0	2	0	4	0	4	2	**3**	1	6
+30 mins.	0	3	0	3	0	1	0	1	0	2	**1**	3	0	0	1	1
+45 mins.	0	1	0	1	0	1	1	2	0	2	0	2	**5**	2	0	**7**
Total Volume	0	10	1	11	0	7	2	9	1	18	1	20	8	7	3	18
% App. Total	0	90.9	9.1		0	77.8	22.2		5	90	5		44.4	38.9	16.7	
PHF	.000	.500	.250	.550	.000	.583	.500	.563	.250	.450	.250	.455	.400	.583	.750	.643

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

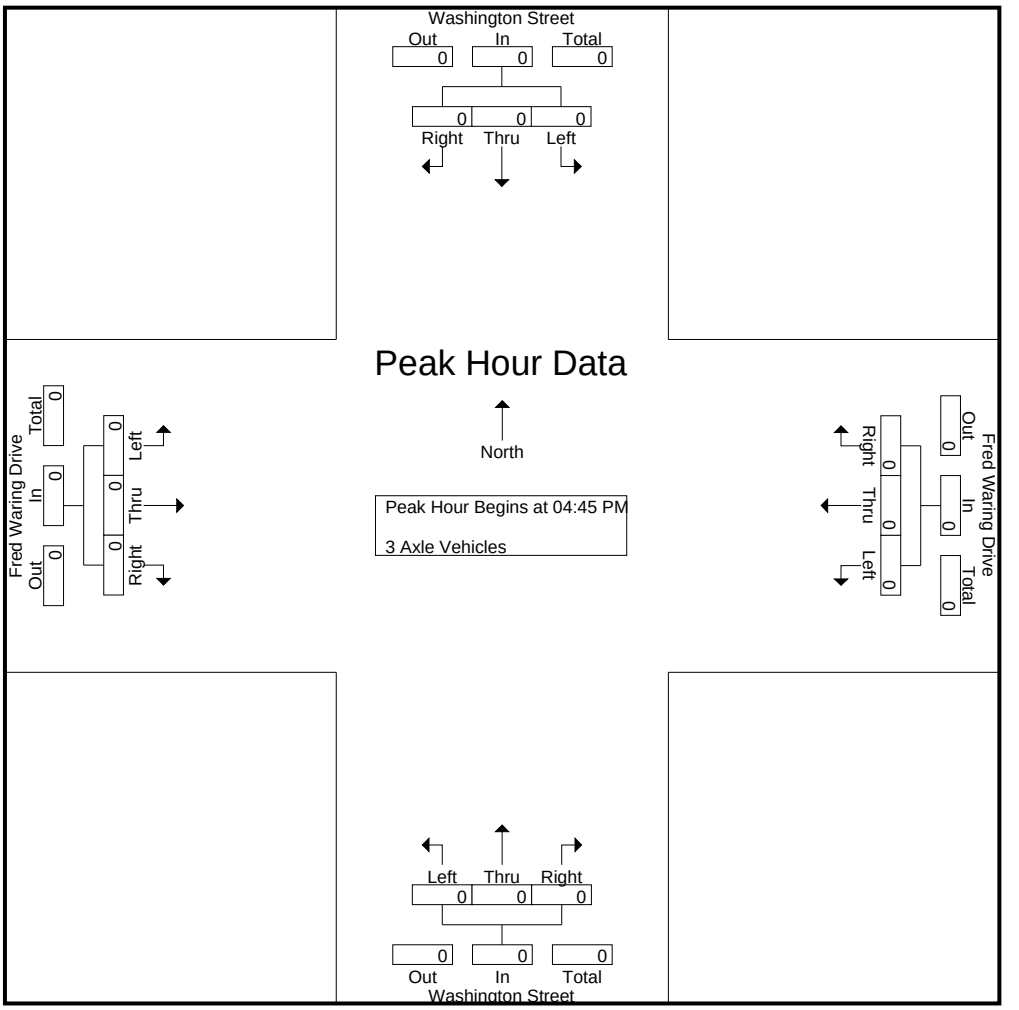
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

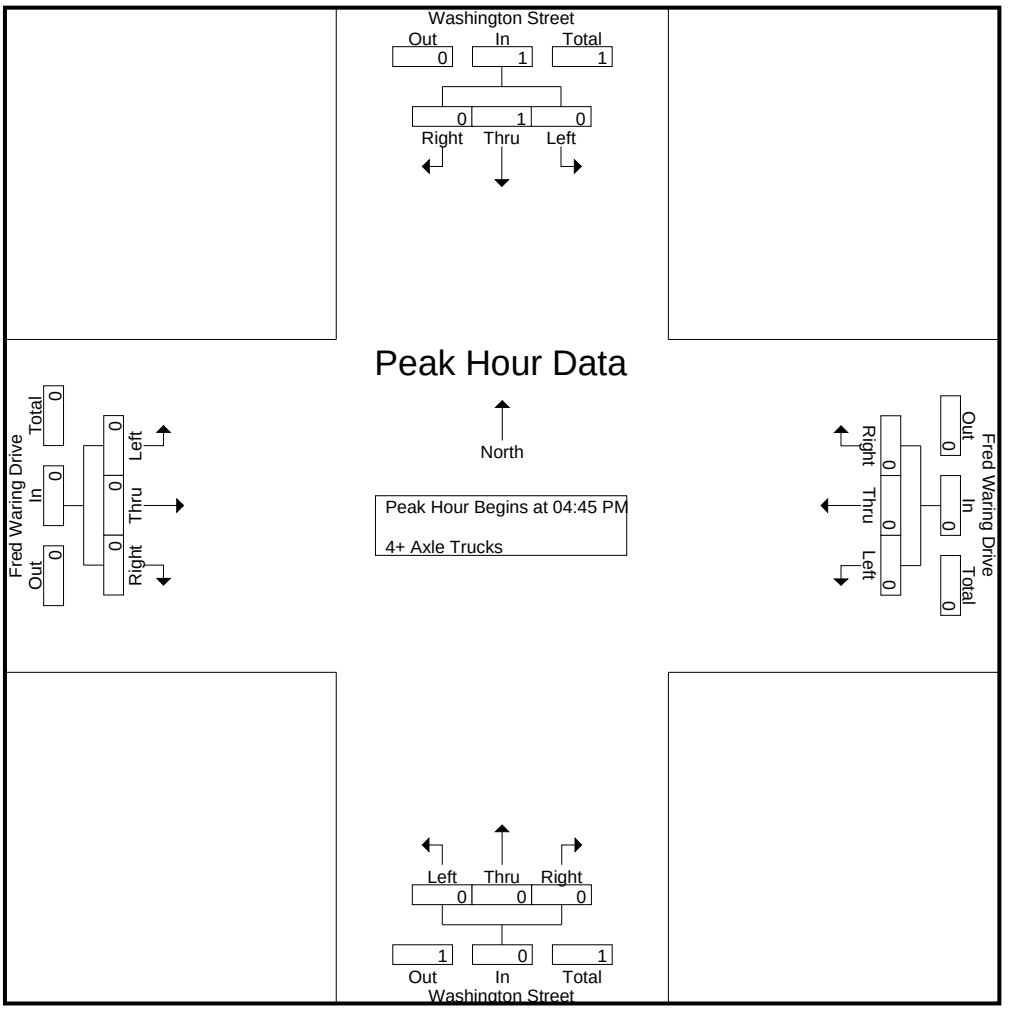
	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Washington Street Southbound				Fred Waring Drive Westbound				Washington Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 05_CRV_Wash_Fred PM
Site Code : 00322703
Start Date : 8/17/2022
Page No : 2



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	**1**	0	**1**	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive

Date: 8/17/2022
Day: Wednesday

PEDESTRIANS

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

	North Leg Washington Street	East Leg Fred Waring Drive	South Leg Washington Street	West Leg Fred Waring Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	0	2
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	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	0	3

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

Location: County of Riverside
N/S: Washington Street
E/W: Fred Waring Drive

Date: 8/17/2022
Day: Wednesday

BICYCLES

	Southbound Washington Street			Westbound Fred Waring Drive			Northbound Washington Street			Eastbound Fred Waring Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Washington Street			Westbound Fred Waring Drive			Northbound Washington Street			Eastbound Fred Waring Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	1	0	1
6:00	1	0	1
6:15	0	0	0
6:30	6	3	9
6:45	4	6	10
7:00	5	3	8
7:15	6	8	14
7:30	9	6	15
7:45	16	8	24
8:00	19	15	34
8:15	13	19	32
8:30	17	15	32
8:45	13	10	23
9:00	8	12	20
9:15	7	4	11
9:30	7	6	13
9:45	2	3	5
10:00	2	1	3
10:15	2	2	4
10:30	0	2	2
10:45	2	0	2
11:00	3	1	4
11:15	2	9	11
11:30	2	2	4
11:45	1	0	1

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	2	2	4
12:15	4	6	10
12:30	0	0	0
12:45	1	2	3
13:00	0	2	2
13:15	0	1	1
13:30	1	2	3
13:45	1	3	4
14:00	2	0	2
14:15	1	1	2
14:30	3	1	4
14:45	5	2	7
15:00	5	8	13
15:15	12	8	20
15:30	4	9	13
15:45	10	9	19
16:00	7	5	12
16:15	9	8	17
16:30	11	10	21
16:45	9	6	15
17:00	10	16	26
17:15	15	17	32
17:30	13	23	36
17:45	13	14	27
18:00	8	6	14
18:15	4	3	7
18:30	4	0	4
18:45	0	0	0
19:00	0	0	0
19:15	0	2	2
TOTAL	**302**	**301**	**603**

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	0	0	0
6:00	3	0	3
6:15	2	0	2
6:30	2	5	7
6:45	9	6	15
7:00	5	6	11
7:15	7	6	13
7:30	7	6	13
7:45	11	5	16
8:00	19	10	29
8:15	18	20	38
8:30	13	10	23
8:45	9	8	17
9:00	6	7	13
9:15	9	8	17
9:30	9	8	17
9:45	4	5	9
10:00	1	1	2
10:15	1	2	3
10:30	2	2	4
10:45	1	2	3
11:00	1	0	1
11:15	2	4	6
11:30	1	1	2
11:45	2	2	4

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	3	0	3
12:15	3	2	5
12:30	4	9	13
12:45	2	1	3
13:00	2	1	3
13:15	2	3	5
13:30	2	2	4
13:45	4	4	8
14:00	3	1	4
14:15	2	2	4
14:30	3	0	3
14:45	3	2	5
15:00	9	12	21
15:15	10	10	20
15:30	4	7	11
15:45	8	4	12
16:00	12	15	27
16:15	8	10	18
16:30	7	10	17
16:45	10	10	20
17:00	10	12	22
17:15	13	15	28
17:30	18	16	34
17:45	9	19	28
18:00	5	6	11
18:15	1	4	5
18:30	0	2	2
18:45	1	0	1
19:00	0	0	0
19:15	0	0	0
TOTAL	**302**	**303**	**605**

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	0	0	0
6:00	2	0	2
6:15	2	0	2
6:30	2	2	4
6:45	2	2	4
7:00	8	5	13
7:15	6	6	12
7:30	7	8	15
7:45	17	13	30
8:00	12	9	21
8:15	14	12	26
8:30	13	13	26
8:45	6	9	15
9:00	7	3	10
9:15	3	3	6
9:30	5	3	8
9:45	4	5	9
10:00	5	5	10
10:15	1	5	6
10:30	4	0	4
10:45	1	1	2
11:00	0	1	1
11:15	0	0	0
11:30	1	0	1
11:45	1	1	2

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	3	0	3
12:15	1	3	4
12:30	1	1	2
12:45	4	1	5
13:00	2	2	4
13:15	1	3	4
13:30	2	2	4
13:45	1	2	3
14:00	1	1	2
14:15	3	5	8
14:30	3	3	6
14:45	6	5	11
15:00	6	8	14
15:15	3	4	7
15:30	2	3	5
15:45	6	5	11
16:00	5	8	13
16:15	12	9	21
16:30	5	8	13
16:45	7	7	14
17:00	10	6	16
17:15	6	11	17
17:30	5	4	9
17:45	12	11	23
18:00	3	10	13
18:15	3	1	4
18:30	1	1	2
18:45	0	0	0
19:00	0	2	2
19:15	0	0	0
TOTAL	**237**	**232**	**469**

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
5:30	0	0	0
5:45	0	0	0
6:00	3	0	3
6:15	0	0	0
6:30	5	4	9
6:45	2	1	3
7:00	8	4	12
7:15	3	2	5
7:30	8	6	14
7:45	17	13	30
8:00	14	14	28
8:15	12	19	31
8:30	11	9	20
8:45	13	10	23
9:00	5	8	13
9:15	6	4	10
9:30	5	3	8
9:45	6	4	10
10:00	5	8	13
10:15	1	1	2
10:30	4	3	7
10:45	1	3	4
11:00	3	3	6
11:15	4	1	5
11:30	0	2	2
11:45	1	0	1

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Count Type:	Trip Generation Count

	Entering	Exiting	Total
12:00	1	0	1
12:15	4	3	7
12:30	0	5	5
12:45	3	2	5
13:00	3	4	7
13:15	1	0	1
13:30	2	4	6
13:45	3	1	4
14:00	4	1	5
14:15	2	4	6
14:30	5	3	8
14:45	5	7	12
15:00	3	9	12
15:15	1	1	2
15:30	4	3	7
15:45	8	4	12
16:00	9	9	18
16:15	9	12	21
16:30	9	10	19
16:45	11	8	19
17:00	7	7	14
17:15	9	8	17
17:30	6	6	12
17:45	8	10	18
18:00	1	6	7
18:15	3	4	7
18:30	0	4	4
18:45	1	2	3
19:00	2	0	2
19:15	0	1	1
TOTAL	**261**	**260**	**521**

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/12/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
5:30	0	0	0
6:00	0	1	1
6:30	1	2	3
7:00	12	3	15
7:30	12	4	16
8:00	18	8	26
8:30	19	9	28
9:00	15	9	24
9:30	12	9	21
10:00	6	10	16
10:30	2	10	12
11:00	4	12	16
11:30	6	12	18

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/12/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
12:00	1	12	13
12:30	5	10	15
13:00	1	11	12
13:30	2	10	12
14:00	0	10	10
14:30	0	11	11
15:00	0	10	10
15:30	10	10	20
16:00	16	10	26
16:30	13	9	22
17:00	9	9	18
17:30	22	9	31
18:00	29	8	37
18:30	11	6	17
19:00	0	1	1
19:30	0	1	1

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/13/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
5:30	0	0	0
6:00	0	4	4
6:30	2	4	6
7:00	14	6	20
7:30	14	4	18
8:00	20	7	27
8:30	21	9	30
9:00	11	10	21
9:30	13	10	23
10:00	9	10	19
10:30	3	11	14
11:00	4	11	15
11:30	6	10	16

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

City:	Riverside
Location:	The Learning Experience, 515 E. Alessandro
Date:	4/13/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
12:00	2	11	13
12:30	0	11	11
13:00	0	11	11
13:30	1	9	10
14:00	0	9	9
14:30	0	10	10
15:00	2	10	12
15:30	7	10	17
16:00	9	8	17
16:30	15	8	23
17:00	13	8	21
17:30	20	8	28
18:00	17	7	24
18:30	3	7	10
19:00	1	7	8
19:30	0	6	6

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
5:30	0	0	0
6:00	0	0	0
6:30	1	2	3
7:00	1	5	6
7:30	3	7	10
8:00	23	7	30
8:30	16	10	26
9:00	9	12	21
9:30	8	13	21
10:00	9	13	22
10:30	10	13	23
11:00	1	13	14
11:30	1	13	14

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
12:00	5	13	18
12:30	4	13	17
13:00	5	12	17
13:30	0	13	13
14:00	3	13	16
14:30	5	13	18
15:00	6	13	19
15:30	6	12	18
16:00	8	11	19
16:30	13	11	24
17:00	18	8	26
17:30	13	6	19
18:00	16	6	22
18:30	0	1	1
19:00	0	0	0
19:30	0	0	0

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
5:30	0	0	0
6:00	0	0	0
6:30	0	3	3
7:00	0	5	5
7:30	3	7	10
8:00	15	9	24
8:30	13	11	24
9:00	12	13	25
9:30	5	13	18
10:00	7	13	20
10:30	3	14	17
11:00	4	13	17
11:30	3	14	17

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Count Type:	Parking Count

	Parent Parking	Staff Parking	Total
12:00	2	14	16
12:30	2	14	16
13:00	4	14	18
13:30	0	13	13
14:00	2	12	14
14:30	3	13	16
15:00	6	13	19
15:30	3	13	16
16:00	8	12	20
16:30	8	8	16
17:00	14	6	20
17:30	11	6	17
18:00	9	4	13
18:30	0	1	1
19:00	0	0	0
19:30	0	0	0

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
1	6:32:16	6:36:06	0:03:50
2	6:39:53	6:42:27	0:02:34
3	6:40:54	6:44:22	0:03:28
4	6:40:54	6:46:02	0:05:08
5	6:42:27	6:47:37	0:05:10
6	6:43:08	6:45:22	0:02:14
7	6:45:02	6:52:33	0:07:31
8	6:53:56	6:56:18	0:02:22
9	6:54:11	6:56:48	0:02:37
10	6:59:36	7:02:16	0:02:40
11	7:01:07	7:18:47	0:17:40
12	7:03:14	7:09:50	0:06:36
13	7:09:09	7:09:09	0:00:00
14	7:11:59	7:17:13	0:05:14
15	7:14:07	7:17:11	0:03:04
16	7:18:03	7:20:19	0:02:16
17	7:18:07	7:20:23	0:02:16
18	7:20:11	7:22:56	0:02:45
19	7:20:23	7:23:30	0:03:07
20	7:20:36	7:23:44	0:03:08
21	7:27:24	7:33:18	0:05:54
22	7:35:17	7:38:42	0:03:25
23	7:35:17	7:38:32	0:03:15
24	7:37:14	7:42:19	0:05:05
25	7:37:50	7:41:29	0:03:39
26	7:40:58	7:45:18	0:04:20
27	7:41:04	7:44:42	0:03:38
28	7:41:41	7:48:28	0:06:47
29	7:46:54	7:51:44	0:04:50
30	7:50:06	7:54:26	0:04:20
31	7:54:41	8:00:54	0:06:13
32	7:55:26	7:58:33	0:03:07
33	7:55:44	7:58:34	0:02:50
34	7:56:53	8:00:33	0:03:40
35	7:56:53	8:00:46	0:03:53
36	7:58:34	8:03:48	0:05:14
37	7:59:00	8:00:28	0:01:28
38	7:59:15	8:04:22	0:05:07
39	7:59:37	8:07:34	0:07:57
40	7:59:55	8:04:39	0:04:44
41	8:01:23	8:05:44	0:04:21
42	8:02:24	8:04:51	0:02:27
43	8:02:24	8:06:27	0:04:03
44	8:03:18	8:06:17	0:02:59
45	8:04:09	8:09:31	0:05:22
46	8:04:11	8:11:20	0:07:09
47	8:04:54	8:12:04	0:07:10
48	8:05:12	8:09:59	0:04:47

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
49	8:05:59	8:08:07	0:02:08
50	8:08:44	8:22:44	0:14:00
51	8:10:15	8:14:37	0:04:22
52	8:08:09	8:20:20	0:12:11
53	8:12:38	8:25:19	0:12:41
54	8:12:31	8:19:35	0:07:04
55	8:12:47	8:16:18	0:03:31
56	8:13:02	8:17:35	0:04:33
57	8:14:19	8:16:28	0:02:09
58	8:14:54	8:18:32	0:03:38
59	8:18:59	8:23:49	0:04:50
60	8:19:41	8:19:46	0:00:05
61	8:20:09	8:23:17	0:03:08
62	8:20:59	8:24:07	0:03:08
63	8:20:50	8:25:05	0:04:15
64	8:20:50	8:31:46	0:10:56
65	8:21:51	8:24:42	0:02:51
66	8:23:28	8:29:55	0:06:27
67	8:23:28	8:26:50	0:03:22
68	8:24:16	8:27:25	0:03:09
69	8:24:06	8:27:50	0:03:44
70	8:23:30	8:25:39	0:02:09
71	8:26:12	8:32:43	0:06:31
72	8:27:15	8:32:21	0:05:06
73	8:24:53	8:27:48	0:02:55
74	8:23:59	8:27:48	0:03:49
75	8:29:55	8:33:42	0:03:47
76	8:29:59	8:34:30	0:04:31
77	8:34:49	8:44:27	0:09:38
78	8:36:19	8:39:55	0:03:36
79	8:36:19	8:38:56	0:02:37
80	8:36:40	8:42:24	0:05:44
81	8:36:56	8:39:19	0:02:23
82	8:37:14	9:00:32	0:23:18
83	8:38:10	8:46:52	0:08:42
84	8:38:28	8:40:59	0:02:31
85	8:38:49	8:45:23	0:06:34
86	8:39:39	8:43:57	0:04:18
87	8:40:44	8:43:49	0:03:05
88	8:41:40	8:43:11	0:01:31
89	8:42:52	8:47:10	0:04:18
90	8:46:06	8:57:21	0:11:15
91	8:46:41	8:50:07	0:03:26
92	8:46:58	8:50:31	0:03:33
93	8:40:26	8:47:34	0:07:08
94	8:41:45	8:45:36	0:03:51
95	8:48:18	9:00:50	0:12:32
96	8:50:04	8:55:16	0:05:12
97	8:46:09	8:51:18	0:05:09
98	8:43:23	8:50:06	0:06:43

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
99	8:51:14	8:54:43	0:03:29
100	8:54:09	8:58:44	0:04:35
101	8:56:19	8:59:53	0:03:34
102	8:58:07	9:07:06	0:08:59
103	8:59:47	9:05:00	0:05:13
104	9:08:19	9:10:52	0:02:33
105	9:08:35	9:11:42	0:03:07
106	9:09:31	9:18:55	0:09:24
107	9:10:31	9:14:49	0:04:18
108	9:11:16	9:15:53	0:04:37
109	9:14:39	9:17:45	0:03:06
110	9:16:15	9:20:46	0:04:31
111	9:18:22	9:27:27	0:09:05
112	9:20:01	9:23:16	0:03:15
113	9:21:15	9:26:07	0:04:52
114	9:22:05	9:28:11	0:06:06
115	9:26:38	9:30:20	0:03:42
116	9:30:58	9:36:43	0:05:45
117	9:34:03	9:38:37	0:04:34
118	9:35:40	9:40:29	0:04:49
119	9:36:16	9:40:10	0:03:54
120	9:38:58	9:51:30	0:12:32
121	9:39:35	9:44:11	0:04:36
122	9:44:34	9:49:05	0:04:31
123	9:56:16	9:58:59	0:02:43
124	10:03:48	10:07:31	0:03:43
125	10:10:59	10:15:47	0:04:48
126	10:19:32	10:27:03	0:07:31
127	10:29:48	10:32:15	0:02:27
128	11:09:56	11:23:11	0:13:15
129	11:14:45	11:19:43	0:04:58
130	11:20:41	11:24:31	0:03:50
131	11:20:55	11:24:28	0:03:33
132	11:19:15	11:28:56	0:09:41
133	11:43:59	11:44:41	0:00:42
134	11:53:50	12:09:09	0:15:19
135	12:05:02	12:11:43	0:06:41
136	12:14:31	12:21:23	0:06:52
137	12:17:08	12:27:53	0:10:45
138	12:17:19	12:25:22	0:08:03
139	12:58:38	13:07:38	0:09:00
140	12:57:32	13:15:11	0:17:39
141	14:11:45	14:21:42	0:09:57
142	14:31:31	14:38:29	0:06:58
143	14:45:18	15:02:19	0:17:01
144	14:50:51	14:54:18	0:03:27
145	14:56:38	15:04:11	0:07:33
146	14:56:42	15:04:53	0:08:11
147	15:03:25	15:12:00	0:08:35
148	15:04:26	15:09:42	0:05:16

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
149	15:07:32	15:11:31	0:03:59
150	15:10:53	15:16:40	0:05:47
151	15:14:31	15:16:40	0:02:09
152	15:16:36	15:22:39	0:06:03
153	15:18:32	15:23:00	0:04:28
154	15:19:08	15:24:22	0:05:14
155	15:19:33	15:37:59	0:18:26
156	15:22:18	15:27:28	0:05:10
157	12:23:17	15:27:17	3:04:00
158	15:24:51	15:30:55	0:06:04
159	15:25:49	15:29:15	0:03:26
160	15:25:49	15:34:50	0:09:01
161	15:26:12	15:30:37	0:04:25
162	15:26:37	15:33:13	0:06:36
163	15:30:27	15:33:27	0:03:00
164	15:36:35	15:44:44	0:08:09
165	15:39:34	15:53:02	0:13:28
166	15:42:01	15:52:19	0:10:18
167	15:46:08	15:50:42	0:04:34
168	15:50:59	15:58:57	0:07:58
169	15:51:32	15:56:51	0:05:19
170	15:52:48	16:00:24	0:07:36
171	15:53:45	15:58:28	0:04:43
172	15:53:55	15:57:44	0:03:49
173	15:55:17	16:15:16	0:19:59
174	15:59:45	16:08:06	0:08:21
175	16:01:01	16:09:33	0:08:32
176	15:56:11	16:01:59	0:05:48
177	16:03:41	16:08:26	0:04:45
178	16:10:48	16:17:52	0:07:04
179	16:13:20	16:18:15	0:04:55
180	16:14:44	16:20:25	0:05:41
181	16:15:49	16:22:09	0:06:20
182	16:18:33	16:24:14	0:05:41
183	16:19:56	16:32:34	0:12:38
184	16:21:23	16:28:52	0:07:29
185	16:22:27	16:25:52	0:03:25
186	16:25:37	16:35:39	0:10:02
187	16:27:21	16:35:00	0:07:39
188	16:28:20	16:34:38	0:06:18

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
1	6:24:37	6:31:45	0:07:08
2	6:24:37	6:33:01	0:08:24
3	6:27:45	6:31:18	0:03:33
4	6:38:58	6:44:14	0:05:16
5	6:38:58	6:42:30	0:03:32
6	6:47:18	6:52:30	0:05:12
7	6:47:18	6:53:12	0:05:54
8	6:48:34	6:53:29	0:04:55
9	6:51:34	6:55:45	0:04:11
10	6:53:12	6:56:01	0:02:49
11	6:54:39	6:59:46	0:05:07
12	6:56:21	7:53:17	0:56:56
13	7:00:02	7:03:18	0:03:16
14	7:08:19	7:11:02	0:02:43
15	7:12:21	7:15:20	0:02:59
16	7:12:48	7:15:41	0:02:53
17	7:13:38	7:19:38	0:06:00
18	7:18:36	7:23:10	0:04:34
19	7:19:50	7:22:02	0:02:12
20	7:20:52	7:23:37	0:02:45
21	7:20:59	7:22:02	0:01:03
22	7:24:25	7:34:51	0:10:26
23	7:25:22	7:32:10	0:06:48
24	7:34:16	7:37:07	0:02:51
25	7:38:20	7:41:31	0:03:11
26	7:39:30	7:42:32	0:03:02
27	7:42:17	7:50:15	0:07:58
28	7:42:13	7:45:48	0:03:35
29	7:47:19	7:57:14	0:09:55
30	7:48:41	7:52:20	0:03:39
31	7:49:49	7:53:11	0:03:22
32	7:51:00	7:56:06	0:05:06
33	7:52:47	8:24:01	0:31:14
34	7:56:19	8:03:12	0:06:53
35	7:56:19	7:57:35	0:01:16
36	7:56:47	8:01:22	0:04:35
37	7:57:51	8:03:46	0:05:55
38	7:58:06	8:02:20	0:04:14
39	8:00:56	8:04:36	0:03:40
40	8:02:01	8:06:28	0:04:27
41	8:02:47	8:06:51	0:04:04
42	8:07:23	8:13:47	0:06:24
43	8:09:54	8:13:12	0:03:18
44	8:09:54	8:15:42	0:05:48
45	8:11:49	8:17:51	0:06:02
46	8:06:04	8:12:00	0:05:56
47	8:13:12	8:17:39	0:04:27
48	8:13:34	8:19:12	0:05:38

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
49	8:12:35	8:16:24	0:03:49
50	8:16:49	8:19:43	0:02:54
51	8:16:34	8:23:52	0:07:18
52	8:17:19	8:22:11	0:04:52
53	8:19:33	8:25:18	0:05:45
54	8:22:48	8:25:55	0:03:07
55	8:18:39	8:24:02	0:05:23
56	8:21:02	8:24:48	0:03:46
57	8:25:24	8:31:22	0:05:58
58	8:20:53	8:26:02	0:05:09
59	8:27:27	8:31:58	0:04:31
60	8:23:58	8:28:00	0:04:02
61	8:24:07	8:28:31	0:04:24
62	8:25:24	8:30:46	0:05:22
63	8:19:34	8:25:24	0:05:50
64	8:28:53	8:36:17	0:07:24
65	8:30:28	8:34:39	0:04:11
66	8:32:30	8:38:50	0:06:20
67	8:32:39	8:37:11	0:04:32
68	8:33:38	8:42:47	0:09:09
69	8:35:54	8:41:45	0:05:51
70	8:37:27	8:41:58	0:04:31
71	8:38:53	8:52:03	0:13:10
72	8:40:22	8:43:20	0:02:58
73	8:41:17	8:49:35	0:08:18
74	8:43:20	8:48:25	0:05:05
75	8:45:21	8:50:18	0:04:57
76	8:41:26	8:45:28	0:04:02
77	8:46:51	8:51:16	0:04:25
78	8:46:51	8:50:55	0:04:04
79	8:49:50	8:56:00	0:06:10
80	8:51:06	8:53:52	0:02:46
81	8:51:28	9:21:03	0:29:35
82	8:56:00	8:58:40	0:02:40
83	8:57:37	9:09:10	0:11:33
84	8:57:52	9:04:50	0:06:58
85	9:06:25	9:13:25	0:07:00
86	9:08:20	9:12:15	0:03:55
87	9:09:29	9:16:16	0:06:47
88	9:11:42	9:17:29	0:05:47
89	9:12:07	9:18:13	0:06:06
90	9:19:07	9:22:28	0:03:21
91	9:24:13	9:27:25	0:03:12
92	9:24:27	9:29:12	0:04:45
93	9:25:33	9:28:33	0:03:00
94	9:25:56	9:30:03	0:04:07
95	9:24:46	9:27:42	0:02:56
96	9:32:44	9:41:32	0:08:48
97	9:32:58	9:36:26	0:03:28
98	9:33:53	9:38:27	0:04:34

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
99	9:34:29	9:48:10	0:13:41
100	9:35:33	9:40:29	0:04:56
101	9:40:29	9:43:57	0:03:28
102	9:41:07	10:00:15	0:19:08
103	9:46:28	9:50:17	0:03:49
104	9:35:33	9:47:42	0:12:09
105	9:52:05	9:56:17	0:04:12
106	9:52:45	9:59:47	0:07:02
107	9:59:54	10:04:43	0:04:49
108	10:10:52	10:15:15	0:04:23
109	10:16:42	10:20:56	0:04:14
110	10:32:53	10:36:09	0:03:16
111	10:39:12	10:43:27	0:04:15
112	10:48:18	10:58:04	0:09:46
113	11:08:18	11:24:52	0:16:34
114	11:15:46	11:46:10	0:30:24
115	11:16:41	11:29:06	0:12:25
116	12:05:49	12:17:43	0:11:54
117	12:15:59	12:27:27	0:11:28
118	12:25:19	12:44:49	0:19:30
119	12:29:16	12:41:34	0:12:18
120	12:36:17	12:39:21	0:03:04
121	12:43:14	12:51:02	0:07:48
122	13:13:53	13:18:35	0:04:42
123	13:13:59	13:20:23	0:06:24
124	13:45:51	13:53:41	0:07:50
125	13:45:51	13:52:46	0:06:55
126	13:50:21	13:51:32	0:01:11
127	14:10:38	14:16:39	0:06:01
128	14:15:44	14:24:09	0:08:25
129	14:16:01	14:21:31	0:05:30
130	14:45:13	15:21:19	0:36:06
131	14:50:26	15:21:39	0:31:13
132	14:51:30	15:10:26	0:18:56
133	14:54:38	14:58:32	0:03:54
134	14:55:28	15:03:13	0:07:45
135	14:58:01	15:11:38	0:13:37
136	15:00:04	15:11:58	0:11:54
137	15:00:35	15:07:45	0:07:10
138	15:02:57	15:15:28	0:12:31
139	15:17:02	15:24:08	0:07:06
140	15:15:30	15:31:10	0:15:40
141	15:21:08	15:32:50	0:11:42
142	15:22:46	15:30:57	0:08:11
143	15:23:25	15:30:40	0:07:15
144	15:25:35	16:11:39	0:46:04
145	15:26:32	15:33:09	0:06:37
146	15:28:13	15:38:21	0:10:08
147	15:28:57	15:44:51	0:15:54
148	15:31:31	15:39:30	0:07:59

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
149	15:43:12	15:47:22	0:04:10
150	15:47:47	15:55:40	0:07:53
151	15:49:30	16:20:41	0:31:11
152	15:50:14	15:59:20	0:09:06
153	15:52:48	15:55:26	0:02:38
154	15:55:14	16:06:05	0:10:51
155	15:56:19	16:02:28	0:06:09
156	15:52:23	16:05:21	0:12:58
157	15:58:37	16:03:05	0:04:28
158	16:04:23	16:11:11	0:06:48
159	16:04:37	16:10:58	0:06:21
160	16:05:00	16:16:23	0:11:23
161	16:06:24	16:13:42	0:07:18
162	16:08:27	16:14:38	0:06:11
163	16:08:48	16:17:41	0:08:53
164	16:08:56	16:15:15	0:06:19
165	16:10:13	16:17:34	0:07:21
166	16:10:29	16:18:15	0:07:46
167	16:12:00	16:17:29	0:05:29
168	16:13:18	16:19:51	0:06:33
169	16:21:21	16:26:16	0:04:55
170	16:21:36	16:27:45	0:06:09
171	16:23:28	16:30:37	0:07:09
172	16:25:16	16:31:25	0:06:09
173	16:28:17	16:34:46	0:06:29
174	16:28:17	16:30:08	0:01:51
175	16:29:13	16:38:52	0:09:39
176	16:30:08	16:39:47	0:09:39
177	16:37:16	16:46:19	0:09:03
178	16:39:27	16:47:01	0:07:34
179	16:41:46	16:46:19	0:04:33
180	16:44:23	16:49:19	0:04:56
181	16:45:54	16:52:03	0:06:09
182	16:47:01	16:58:56	0:11:55
183	16:47:41	16:55:04	0:07:23
184	16:48:58	17:00:27	0:11:29
185	16:49:14	16:55:53	0:06:39
186	16:51:11	16:59:41	0:08:30
187	16:51:52	16:59:10	0:07:18
188	16:53:38	17:10:18	0:16:40
189	17:00:03	17:06:19	0:06:16
190	17:01:18	17:06:55	0:05:37
191	17:06:19	17:10:53	0:04:34
192	17:06:42	17:21:55	0:15:13
193	17:10:49	17:16:45	0:05:56
194	17:10:58	17:16:33	0:05:35
195	17:11:34	17:20:35	0:09:01
196	17:13:28	17:18:22	0:04:54
197	17:16:21	17:28:04	0:11:43
198	17:18:48	17:25:02	0:06:14

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

City:	Riverside
Location:	The Learning Experience, 215 Alessandro
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Arrived	Time Departed	Elapsed Time
199	17:20:36	17:27:41	0:07:05
200	17:12:07	17:21:57	0:09:50
201	17:16:20	17:22:39	0:06:19
202	17:23:47	17:28:04	0:04:17
203	17:24:31	17:30:48	0:06:17
204	17:25:18	17:31:36	0:06:18
205	17:25:39	17:29:33	0:03:54
206	17:29:03	17:52:42	0:23:39
207	17:29:44	17:39:38	0:09:54
208	17:29:51	17:34:07	0:04:16
209	17:32:22	17:37:24	0:05:02
210	17:32:39	17:37:18	0:04:39
211	17:33:30	17:37:45	0:04:15
212	17:33:40	17:37:18	0:03:38
213	17:36:38	17:41:55	0:05:17
214	17:37:02	17:48:15	0:11:13
215	17:38:02	17:43:12	0:05:10
216	17:38:55	17:52:21	0:13:26
217	17:39:21	17:59:38	0:20:17
218	17:40:57	18:00:01	0:19:04
219	17:40:57	17:47:03	0:06:06
220	17:41:26	17:47:56	0:06:30
221	17:42:42	17:57:42	0:15:00
222	17:43:35	17:50:20	0:06:45
223	17:43:56	17:52:08	0:08:12
224	17:44:24	18:03:48	0:19:24
225	17:46:43	17:51:19	0:04:36
226	17:47:42	17:52:52	0:05:10
227	17:49:02	17:59:32	0:10:30
228	17:49:48	17:53:34	0:03:46
229	17:50:06	17:53:10	0:03:04
230	17:51:40	17:59:58	0:08:18
231	17:41:27	17:43:00	0:01:33
232	17:34:03	17:54:54	0:20:51
233	17:44:13	17:54:45	0:10:32
234	17:57:29	18:04:10	0:06:41
235	17:58:02	18:03:02	0:05:00
236	18:02:25	18:09:39	0:07:14
237	17:37:29	18:02:39	0:25:10
238	18:03:17	18:08:49	0:05:32
239	17:44:28	18:03:43	0:19:15
240	18:07:10	18:13:48	0:06:38
241	18:13:09	18:18:51	0:05:42
242	18:13:40	18:27:19	0:13:39
243	18:24:44	18:28:27	0:03:43

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
1	6:28:11	6:36:31	0:08:20
2	6:33:28	6:37:02	0:03:34
3	6:43:09	6:47:11	0:04:02
4	6:48:47	6:52:25	0:03:38
5	7:05:50	7:06:31	0:00:41
6	7:06:31	7:10:20	0:03:49
7	7:11:06	7:14:17	0:03:11
8	7:11:22	7:14:21	0:02:59
9	7:13:53	7:17:55	0:04:02
10	7:13:19	7:18:27	0:05:08
11	7:16:38	7:20:41	0:04:03
12	7:17:37	7:21:06	0:03:29
13	7:19:45	7:22:50	0:03:05
14	7:25:15	7:27:11	0:01:56
15	7:25:34	7:26:32	0:00:58
16	7:28:07	7:31:27	0:03:20
17	7:29:08	7:33:42	0:04:34
18	7:31:32	7:36:15	0:04:43
19	7:32:43	7:39:27	0:06:44
20	7:31:06	7:39:45	0:08:39
21	7:40:05	7:42:53	0:02:48
22	7:41:38	7:46:37	0:04:59
23	7:41:27	7:45:52	0:04:25
24	7:43:21	7:44:17	0:00:56
25	7:46:29	7:50:25	0:03:56
26	7:48:08	7:52:19	0:04:11
27	7:48:42	7:55:55	0:07:13
28	7:48:04	7:55:27	0:07:23
29	7:48:32	7:58:23	0:09:51
30	7:51:13	7:55:32	0:04:19
31	7:53:39	7:56:28	0:02:49
32	7:53:32	8:00:16	0:06:44
33	7:57:50	8:03:02	0:05:12
34	7:58:22	8:02:49	0:04:27
35	7:59:39	8:03:17	0:03:38
36	8:03:40	8:08:55	0:05:15
37	8:00:51	8:04:19	0:03:28
38	8:05:45	8:10:43	0:04:58
39	8:07:48	8:11:21	0:03:33
40	8:07:51	8:10:27	0:02:36
41	8:10:15	8:12:09	0:01:54
42	8:10:53	8:12:37	0:01:44
43	8:11:48	8:18:56	0:07:08
44	8:12:49	8:17:51	0:05:02
45	8:13:45	8:18:17	0:04:32
46	8:13:15	8:18:32	0:05:17
47	8:15:58	8:19:14	0:03:16
48	8:15:30	8:20:21	0:04:51

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
49	8:16:24	8:21:48	0:05:24
50	8:16:28	8:20:30	0:04:02
51	8:19:17	8:25:54	0:06:37
52	8:21:39	8:30:17	0:08:38
53	8:22:44	8:27:09	0:04:25
54	8:22:37	8:29:53	0:07:16
55	8:22:49	8:31:06	0:08:17
56	8:24:15	8:32:23	0:08:08
57	8:28:45	8:32:06	0:03:21
58	8:29:44	8:33:02	0:03:18
59	8:30:17	8:33:47	0:03:30
60	8:30:40	8:34:21	0:03:41
61	8:30:02	8:35:45	0:05:43
62	8:31:17	8:35:56	0:04:39
63	8:31:44	8:36:13	0:04:29
64	8:36:27	8:38:41	0:02:14
65	8:38:13	8:41:21	0:03:08
66	8:40:10	8:41:52	0:01:42
67	8:43:44	8:48:49	0:05:05
68	8:44:15	8:48:34	0:04:19
69	8:44:26	8:52:23	0:07:57
70	8:46:06	8:52:15	0:06:09
71	8:46:01	8:54:41	0:08:40
72	8:48:32	8:54:23	0:05:51
73	8:48:25	8:59:36	0:11:11
74	8:54:09	9:03:21	0:09:12
75	9:00:17	9:09:35	0:09:18
76	9:06:44	9:07:10	0:00:26
77	9:11:26	9:21:04	0:09:38
78	9:16:01	9:18:22	0:02:21
79	9:17:17	9:18:13	0:00:56
80	9:28:28	9:33:16	0:04:48
81	9:31:33	9:37:41	0:06:08
82	9:33:24	9:34:02	0:00:38
83	9:37:15	9:42:51	0:05:36
84	9:40:52	9:46:33	0:05:41
85	9:45:33	9:50:38	0:05:05
86	9:46:28	9:50:25	0:03:57
87	9:52:55	9:58:24	0:05:29
88	9:58:30	10:00:07	0:01:37
89	9:58:06	10:01:21	0:03:15
90	10:03:22	10:06:52	0:03:30
91	10:08:03	10:13:31	0:05:28
92	10:08:01	10:25:57	0:17:56
93	10:11:13	10:16:45	0:05:32
94	10:13:04	10:17:24	0:04:20
95	10:44:00	10:48:23	0:04:23
96	10:53:22	11:13:16	0:19:54
97	12:09:13	12:13:27	0:04:14
98	12:14:56	12:21:09	0:06:13

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
99	12:39:28	12:43:48	0:04:20
100	12:59:30	13:03:45	0:04:15
101	12:59:23	13:23:01	0:23:38
102	13:00:12	13:28:28	0:28:16
103	13:15:16	13:25:17	0:10:01
104	13:40:52	13:49:31	0:08:39
105	13:45:16	13:49:27	0:04:11
106	14:18:22	14:26:38	0:08:16
107	14:20:41	14:24:12	0:03:31
108	14:21:13	14:24:56	0:03:43
109	14:30:53	14:34:13	0:03:20
110	14:32:34	15:02:30	0:29:56
111	14:39:19	14:49:25	0:10:06
112	14:43:32	14:47:25	0:03:53
113	14:49:34	15:18:14	0:28:40
114	14:50:59	14:54:20	0:03:21
115	14:52:54	14:57:34	0:04:40
116	14:55:22	15:00:45	0:05:23
117	14:55:15	15:01:47	0:06:32
118	14:56:34	15:06:23	0:09:49
119	15:00:15	15:05:31	0:05:16
120	15:03:37	15:12:44	0:09:07
121	15:04:55	15:09:35	0:04:40
122	15:04:23	15:09:28	0:05:05
123	15:05:51	15:20:46	0:14:55
124	15:07:07	15:23:29	0:16:22
125	15:15:33	15:18:31	0:02:58
126	15:17:18	15:22:20	0:05:02
127	15:19:21	15:20:34	0:01:13
128	15:30:46	15:34:46	0:04:00
129	15:36:50	15:43:28	0:06:38
130	15:46:14	15:51:17	0:05:03
131	15:51:36	16:04:33	0:12:57
132	15:53:31	15:55:56	0:02:25
133	15:56:37	15:58:27	0:01:50
134	15:56:09	16:03:31	0:07:22
135	15:58:27	16:07:54	0:09:27
136	16:02:58	16:07:14	0:04:16
137	16:03:14	16:11:25	0:08:11
138	16:08:27	16:13:53	0:05:26
139	16:12:18	16:15:11	0:02:53
140	16:12:43	16:19:08	0:06:25
141	16:16:09	16:19:11	0:03:02
142	16:16:27	16:20:28	0:04:01
143	16:17:53	16:23:17	0:05:24
144	16:17:21	16:29:25	0:12:04
145	16:17:31	16:31:31	0:14:00
146	16:21:52	16:23:42	0:01:50
147	16:25:22	16:28:19	0:02:57
148	16:25:34	16:33:25	0:07:51

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
149	16:25:41	17:23:19	0:57:38
150	16:26:36	16:35:17	0:08:41
151	16:29:51	16:48:28	0:18:37
152	16:31:26	16:39:11	0:07:45
153	16:33:12	16:38:03	0:04:51
154	16:33:31	16:42:23	0:08:52
155	16:36:36	16:40:11	0:03:35
156	16:36:18	16:39:47	0:03:29
157	16:37:21	16:45:56	0:08:35
158	16:45:06	16:50:12	0:05:06
159	16:49:07	16:54:19	0:05:12
160	16:49:41	16:56:24	0:06:43
161	16:51:33	16:58:23	0:06:50
162	16:54:12	16:59:46	0:05:34
163	16:04:59	17:02:18	0:57:19
164	16:58:53	17:07:28	0:08:35
165	17:00:14	17:08:37	0:08:23
166	17:00:19	17:16:17	0:15:58
167	17:03:50	17:13:32	0:09:42
168	17:04:55	17:14:19	0:09:24
169	17:05:27	17:17:24	0:11:57
170	17:07:46	17:13:22	0:05:36
171	17:08:37	17:17:01	0:08:24
172	17:08:20	17:15:35	0:07:15
173	17:10:47	17:17:04	0:06:17
174	17:10:44	17:23:19	0:12:35
175	17:12:20	17:27:39	0:15:19
176	17:14:06	17:30:21	0:16:15
177	17:19:09	17:23:47	0:04:38
178	17:20:14	17:30:15	0:10:01
179	17:23:32	17:33:22	0:09:50
180	17:28:18	17:40:53	0:12:35
181	17:28:48	17:47:52	0:19:04
182	17:38:23	17:43:18	0:04:55
183	17:40:19	17:50:31	0:10:12
184	17:41:16	17:52:14	0:10:58
185	17:43:33	17:56:22	0:12:49
186	17:47:06	17:58:41	0:11:35
187	17:50:02	17:54:23	0:04:21
188	17:52:15	17:58:24	0:06:09
189	17:53:57	17:59:53	0:05:56
190	17:53:38	18:02:07	0:08:29
191	17:55:46	18:04:19	0:08:33
192	17:57:51	18:02:28	0:04:37
193	17:58:36	18:03:11	0:04:35
194	17:59:22	18:04:24	0:05:02
195	18:04:18	18:13:39	0:09:21
196	18:11:31	18:14:24	0:02:53
197	18:15:18	18:21:11	0:05:53
198	18:17:22	18:27:28	0:10:06

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/12/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
199	18:43:08	18:44:05	0:00:57

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
1	6:30:31	6:34:15	0:03:44
2	6:34:33	6:42:17	0:07:44
3	6:35:42	6:40:11	0:04:29
4	6:35:20	6:40:33	0:05:13
5	6:37:42	6:45:25	0:07:43
6	6:51:30	6:57:25	0:05:55
7	7:03:11	7:10:36	0:07:25
8	7:03:26	7:09:00	0:05:34
9	7:03:52	7:08:15	0:04:23
10	7:03:22	7:05:36	0:02:14
11	7:10:14	7:15:27	0:05:13
12	7:11:26	7:17:04	0:05:38
13	7:18:17	7:21:36	0:03:19
14	7:19:07	7:23:31	0:04:24
15	7:23:39	7:26:04	0:02:25
16	7:24:36	7:28:11	0:03:35
17	7:26:55	7:29:47	0:02:52
18	7:30:11	7:38:46	0:08:35
19	7:32:15	7:37:49	0:05:34
20	7:34:51	7:37:26	0:02:35
21	7:34:26	7:38:14	0:03:48
22	7:34:16	7:39:41	0:05:25
23	7:42:53	7:48:27	0:05:34
24	7:42:15	7:52:31	0:10:16
25	7:45:26	7:50:56	0:05:30
26	7:47:17	7:52:16	0:04:59
27	7:47:23	7:52:41	0:05:18
28	7:47:51	7:52:24	0:04:33
29	7:49:18	7:52:23	0:03:05
30	7:50:03	7:54:19	0:04:16
31	7:50:19	8:01:33	0:11:14
32	7:50:50	8:00:06	0:09:16
33	7:51:23	7:57:23	0:06:00
34	7:53:11	8:02:26	0:09:15
35	7:55:25	8:02:16	0:06:51
36	7:57:53	8:06:11	0:08:18
37	7:58:43	8:03:17	0:04:34
38	7:59:24	8:05:43	0:06:19
39	7:59:33	8:06:30	0:06:57
40	7:59:55	8:04:17	0:04:22
41	8:00:06	8:07:23	0:07:17
42	8:00:38	8:07:24	0:06:46
43	8:01:17	8:07:26	0:06:09
44	8:02:55	8:07:34	0:04:39
45	8:03:17	8:11:36	0:08:19
46	8:04:36	8:15:55	0:11:19
47	8:05:07	8:12:43	0:07:36
48	8:05:31	8:17:00	0:11:29

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
49	8:06:58	8:19:47	0:12:49
50	8:09:23	8:22:20	0:12:57
51	8:10:01	8:16:17	0:06:16
52	8:13:25	8:22:39	0:09:14
53	8:14:46	8:20:17	0:05:31
54	8:15:17	8:22:06	0:06:49
55	8:15:03	8:23:28	0:08:25
56	8:16:24	8:24:42	0:08:18
57	8:16:52	8:23:30	0:06:38
58	8:16:17	8:27:56	0:11:39
59	8:16:33	8:26:46	0:10:13
60	8:18:51	8:27:50	0:08:59
61	8:20:07	8:28:13	0:08:06
62	8:20:17	8:27:23	0:07:06
63	8:21:26	8:31:24	0:09:58
64	8:22:31	8:30:32	0:08:01
65	8:23:43	8:31:17	0:07:34
66	8:23:51	8:32:28	0:08:37
67	8:26:25	8:32:50	0:06:25
68	8:26:06	8:33:04	0:06:58
69	8:27:22	8:37:41	0:10:19
70	8:29:33	8:38:53	0:09:20
71	8:32:50	8:40:34	0:07:44
72	8:34:17	8:40:06	0:05:49
73	8:35:32	8:42:28	0:06:56
74	8:35:11	8:43:15	0:08:04
75	8:36:26	8:43:24	0:06:58
76	8:37:24	8:43:02	0:05:38
77	8:38:43	8:44:13	0:05:30
78	8:39:12	8:46:18	0:07:06
79	8:39:56	8:47:50	0:07:54
80	8:40:23	8:48:04	0:07:41
81	8:41:17	8:51:31	0:10:14
82	8:43:06	8:58:37	0:15:31
83	8:53:23	8:58:24	0:05:01
84	8:53:38	9:00:18	0:06:40
85	8:54:47	8:59:53	0:05:06
86	8:55:56	9:03:47	0:07:51
87	8:56:11	8:59:26	0:03:15
88	8:56:37	9:00:51	0:04:14
89	8:57:26	9:04:28	0:07:02
90	8:57:40	9:04:17	0:06:37
91	8:59:07	9:05:02	0:05:55
92	8:59:02	9:14:53	0:15:51
93	8:59:23	9:17:15	0:17:52
94	9:14:51	9:18:16	0:03:25
95	9:14:29	9:20:19	0:05:50
96	9:15:33	9:21:49	0:06:16
97	9:23:20	9:31:12	0:07:52
98	9:29:01	9:36:15	0:07:14

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
99	9:29:20	9:45:41	0:16:21
100	9:37:00	9:48:54	0:11:54
101	9:40:16	9:51:02	0:10:46
102	9:44:42	9:53:46	0:09:04
103	9:45:15	9:54:42	0:09:27
104	9:46:27	9:53:50	0:07:23
105	9:46:43	10:03:42	0:16:59
106	9:53:18	10:05:27	0:12:09
107	9:53:51	10:05:55	0:12:04
108	9:58:26	10:22:34	0:24:08
109	10:02:08	10:09:49	0:07:41
110	10:02:26	10:09:32	0:07:06
111	10:06:31	10:12:06	0:05:35
112	10:06:07	10:14:17	0:08:10
113	10:21:16	10:25:55	0:04:39
114	10:33:27	10:39:19	0:05:52
115	10:34:13	10:40:59	0:06:46
116	10:38:26	10:42:46	0:04:20
117	10:40:37	10:47:42	0:07:05
118	10:43:19	10:47:50	0:04:31
119	11:01:58	11:07:39	0:05:41
120	11:04:18	11:14:30	0:10:12
121	11:15:22	11:32:27	0:17:05
122	11:31:19	11:33:50	0:02:31
123	12:19:08	12:22:19	0:03:11
124	12:20:26	12:27:41	0:07:15
125	12:27:43	12:39:46	0:12:03
126	12:27:39	12:39:35	0:11:56
127	12:44:53	12:53:18	0:08:25
128	12:48:28	12:54:33	0:06:05
129	12:56:19	13:03:16	0:06:57
130	13:01:24	13:10:06	0:08:42
131	13:03:18	13:13:11	0:09:53
132	13:03:51	13:23:33	0:19:42
133	13:33:26	13:39:08	0:05:42
134	13:48:33	14:31:06	0:42:33
135	13:50:46	13:55:38	0:04:52
136	14:06:28	14:26:42	0:20:14
137	14:06:07	14:13:22	0:07:15
138	14:10:21	14:20:25	0:10:04
139	14:14:16	14:28:14	0:13:58
140	14:19:23	14:39:24	0:20:01
141	14:21:18	14:37:43	0:16:25
142	14:31:39	14:42:56	0:11:17
143	14:35:26	14:45:15	0:09:49
144	14:37:19	14:49:29	0:12:10
145	14:41:28	14:53:21	0:11:53
146	14:44:33	14:51:28	0:06:55
147	14:46:26	14:52:34	0:06:08
148	14:47:19	14:55:13	0:07:54

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
149	14:47:52	15:04:05	0:16:13
150	14:50:39	15:01:08	0:10:29
151	14:54:26	15:04:39	0:10:13
152	14:57:18	15:02:47	0:05:29
153	14:59:29	15:10:17	0:10:48
154	15:00:11	15:13:30	0:13:19
155	15:05:53	15:15:45	0:09:52
156	15:10:26	15:29:29	0:19:03
157	15:17:12	15:57:12	0:40:00
158	15:33:22	15:37:00	0:03:38
159	15:33:35	15:45:26	0:11:51
160	15:41:28	15:55:27	0:13:59
161	15:42:11	16:04:13	0:22:02
162	15:47:36	15:59:57	0:12:21
163	15:50:29	15:58:29	0:08:00
164	15:51:50	16:02:44	0:10:54
165	15:56:11	16:05:10	0:08:59
166	15:56:20	16:07:45	0:11:25
167	15:58:16	16:09:50	0:11:34
168	15:59:29	16:09:41	0:10:12
169	16:02:32	16:16:12	0:13:40
170	16:05:27	16:14:30	0:09:03
171	16:11:45	16:19:36	0:07:51
172	16:12:35	16:18:21	0:05:46
173	16:12:05	16:18:46	0:06:41
174	16:12:30	16:18:25	0:05:55
175	16:13:32	16:21:47	0:08:15
176	16:13:54	16:20:13	0:06:19
177	16:13:44	16:26:30	0:12:46
178	16:19:29	16:22:14	0:02:45
179	16:19:47	16:23:19	0:03:32
180	16:19:11	16:26:37	0:07:26
181	16:20:15	16:26:00	0:05:45
182	16:21:03	16:34:56	0:13:53
183	16:26:55	16:35:18	0:08:23
184	16:28:03	16:35:21	0:07:18
185	16:28:34	16:36:20	0:07:46
186	16:30:16	16:37:09	0:06:53
187	16:31:20	16:40:28	0:09:08
188	16:32:07	16:41:15	0:09:08
189	16:32:27	16:41:21	0:08:54
190	16:35:31	16:44:58	0:09:27
191	16:35:37	16:46:19	0:10:42
192	16:41:59	16:49:18	0:07:19
193	16:43:46	16:55:34	0:11:48
194	16:44:28	16:53:38	0:09:10
195	16:46:31	16:53:23	0:06:52
196	16:46:41	16:53:21	0:06:40
197	16:48:34	16:53:05	0:04:31
198	16:48:05	16:55:26	0:07:21

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

City:	Redlands
Location:	The Learning Experience, 1025 Parkford
Date:	4/13/2022
Time:	5:30 AM to 7:30 PM
Count Type:	Drop Off / Pick Up Count

	Time Parked	Time Departed	Elapsed Time
199	16:49:05	17:00:23	0:11:18
200	16:50:22	16:59:29	0:09:07
201	16:54:11	17:04:18	0:10:07
202	16:55:45	17:04:22	0:08:37
203	16:57:32	17:02:34	0:05:02
204	16:58:45	17:04:22	0:05:37
205	16:58:01	17:04:37	0:06:36
206	16:59:27	17:08:23	0:08:56
207	17:01:13	17:15:31	0:14:18
208	17:04:55	17:13:19	0:08:24
209	17:09:22	17:19:23	0:10:01
210	17:13:08	17:24:37	0:11:29
211	17:16:26	17:30:23	0:13:57
212	17:16:14	17:25:24	0:09:10
213	17:20:42	17:30:56	0:10:14
214	17:21:37	17:33:09	0:11:32
215	17:22:02	17:31:51	0:09:49
216	17:24:15	17:34:20	0:10:05
217	17:25:44	17:35:23	0:09:39
218	17:25:18	17:36:53	0:11:35
219	17:27:59	17:38:52	0:10:53
220	17:33:42	17:49:58	0:16:16
221	17:33:29	17:41:21	0:07:52
222	17:34:37	17:41:18	0:06:41
223	17:37:12	17:50:17	0:13:05
224	17:38:01	17:47:21	0:09:20
225	17:40:51	17:48:08	0:07:17
226	17:41:17	17:51:43	0:10:26
227	17:43:13	17:56:26	0:13:13
228	17:44:32	17:55:32	0:11:00
229	17:44:25	17:57:42	0:13:17
230	17:44:45	17:56:27	0:11:42
231	17:44:50	18:00:00	0:15:10
232	17:48:15	17:59:03	0:10:48
233	17:51:32	18:00:21	0:08:49
234	17:52:20	18:00:56	0:08:36
235	17:53:11	18:00:26	0:07:15
236	17:53:33	18:02:02	0:08:29
237	17:55:26	18:03:40	0:08:14
238	17:56:02	18:10:02	0:14:00
239	17:56:37	18:09:25	0:12:48
240	18:11:12	18:15:08	0:03:56
241	18:16:58	18:21:52	0:04:54
242	18:18:06	18:28:36	0:10:30
243	18:47:56	18:48:17	0:00:21
244	19:17:13	19:27:09	0:09:56

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

APPENDIX C

VOLUME DEVELOPMENT SHEETS

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project
1 Washington Street/Hovley Lane - Avenue 42								
NBL	192	192	12	204	124	124	12	136
NBT	1,015	1,015	13	1,028	965	965	12	977
NBR	145	145	12	157	170	170	12	182
SBL	94	94	0	94	173	173	0	173
SBT	939	939	11	950	909	909	11	920
SBR	144	144	0	144	130	130	0	130
EBL	192	192	0	192	202	202	0	202
EBT	160	160	0	160	367	367	0	367
EBR	94	94	11	105	145	145	11	156
WBL	272	272	11	283	159	159	11	170
WBT	311	311	0	311	125	125	0	125
WBR	94	94	0	94	67	67	0	67
North Leg								
Approach	1,177	1,177	11	1,188	1,212	1,212	11	1,223
Departure	1,301	1,301	13	1,314	1,234	1,234	12	1,246
Total	2,478	2,478	24	2,502	2,446	2,446	23	2,469
South Leg								
Approach	1,352	1,352	37	1,389	1,259	1,259	36	1,295
Departure	1,305	1,305	33	1,338	1,213	1,213	33	1,246
Total	2,657	2,657	70	2,727	2,472	2,472	69	2,541
East Leg								
Approach	677	677	11	688	351	351	11	362
Departure	399	399	12	411	710	710	12	722
Total	1,076	1,076	23	1,099	1,061	1,061	23	1,084
West Leg								
Approach	446	446	11	457	714	714	11	725
Departure	647	647	12	659	379	379	12	391
Total	1,093	1,093	23	1,116	1,093	1,093	23	1,116
Total Approaches								
Approach	3,652	3,652	70	3,722	3,536	3,536	69	3,605
Departure	3,652	3,652	70	3,722	3,536	3,536	69	3,605
Total	7,304	7,304	140	7,444	7,072	7,072	138	7,210

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project
2 Washington Street/Avenue Of The States								
NBU			37	37			35	35
NBL	99	99	9	108	113	113	8	121
NBT	1,223	1,223	37	1,260	1,144	1,144	35	1,179
NBR	53	53	0	53	76	76	0	76
SBL	27	27	0	27	57	57	0	57
SBT	1,184	1,184	33	1,217	1,087	1,087	34	1,121
SBR	25	25	0	25	40	40	0	40
EBL	40	40	0	40	48	48	0	48
EBT	13	13	0	13	17	17	0	17
EBR	74	74	7	81	71	71	7	78
WBL	56	56	0	56	106	106	0	106
WBT	23	23	0	23	40	40	0	40
WBR	8	8	0	8	24	24	0	24
North Leg								
Approach	1,236	1,236	33	1,269	1,184	1,184	34	1,218
Departure	1,271	1,271	37	1,308	1,216	1,216	35	1,251
Total	2,507	2,507	70	2,577	2,400	2,400	69	2,469
South Leg								
Approach	1,375	1,375	46	1,421	1,333	1,333	43	1,376
Departure	1,314	1,314	40	1,354	1,264	1,264	41	1,305
Total	2,689	2,689	86	2,775	2,597	2,597	84	2,681
East Leg								
Approach	87	87	0	87	170	170	0	170
Departure	93	93	0	93	150	150	0	150
Total	180	180	0	180	320	320	0	320
West Leg								
Approach	127	127	7	134	136	136	7	143
Departure	147	147	9	156	193	193	8	201
Total	274	274	16	290	329	329	15	344
Total Approaches								
Approach	2,825	2,825	86	2,911	2,823	2,823	84	2,907
Departure	2,825	2,825	86	2,911	2,823	2,823	84	2,907
Total	5,650	5,650	172	5,822	5,646	5,646	168	5,814

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project
3 Washington Street/Project Driveway								
NBL	0	0	0	0	0	0	0	0
NBT	1,335	1,335	0	1,335	1,314	1,314	0	1,314
NBR	0	0	74	74	0	0	75	75
SBL	0	0	0	0	0	0	0	0
SBT	1,268	1,268	77	1,345	1,252	1,252	76	1,328
SBR	3	3	0	3	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	2	2	0	2	2	2	0	2
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	83	83	0	0	78	78
North Leg								
Approach	1,271	1,271	77	1,348	1,252	1,252	76	1,328
Departure	1,335	1,335	83	1,418	1,314	1,314	78	1,392
Total	2,606	2,606	160	2,766	2,566	2,566	154	2,720
South Leg								
Approach	1,335	1,335	74	1,409	1,314	1,314	75	1,389
Departure	1,270	1,270	77	1,347	1,254	1,254	76	1,330
Total	2,605	2,605	151	2,756	2,568	2,568	151	2,719
East Leg								
Approach	0	0	83	83	0	0	78	78
Departure	0	0	74	74	0	0	75	75
Total	0	0	157	157	0	0	153	153
West Leg								
Approach	2	2	0	2	2	2	0	2
Departure	3	3	0	3	0	0	0	0
Total	5	5	0	5	2	2	0	2
Total Approaches								
Approach	2,608	2,608	234	2,842	2,568	2,568	229	2,797
Departure	2,608	2,608	234	2,842	2,568	2,568	229	2,797
Total	5,216	5,216	468	5,684	5,136	5,136	458	5,594

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project
4 Washington Street/Dudley Drive - Hidden River Road								
NBL	26	26	0	26	19	19	0	19
NBT	1,304	1,309	34	1,343	1,296	1,296	34	1,330
NBR	11	11	0	11	10	10	0	10
SBL	30	30	0	30	37	37	0	37
SBT	1,292	1,292	37	1,329	1,261	1,261	35	1,296
SBR	14	14	0	14	14	14	0	14
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	1	1	0	1	2	2	0	2
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	38	38	0	38	27	27	0	27
SBU			40	40			41	41
North Leg								
Approach	1,336	1,336	37	1,373	1,312	1,312	35	1,347
Departure	1,342	1,347	34	1,381	1,323	1,323	34	1,357
Total	2,678	2,683	71	2,754	2,635	2,635	69	2,704
South Leg								
Approach	1,341	1,346	34	1,380	1,325	1,325	34	1,359
Departure	1,293	1,293	37	1,330	1,263	1,263	35	1,298
Total	2,634	2,639	71	2,710	2,588	2,588	69	2,657
East Leg								
Approach	38	38	0	38	27	27	0	27
Departure	41	41	0	41	47	47	0	47
Total	79	79	0	79	74	74	0	74
West Leg								
Approach	1	1	0	1	2	2	0	2
Departure	40	40	0	40	33	33	0	33
Total	41	41	0	41	35	35	0	35
Total Approaches								
Approach	2,716	2,721	71	2,792	2,666	2,666	69	2,735
Departure	2,716	2,721	71	2,792	2,666	2,666	69	2,735
Total	5,432	5,442	142	5,584	5,332	5,332	138	5,470

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project
5 Washington Street/Mountain View - Palm Royale Drive								
NBL	21	21	0	21	33	33	0	33
NBT	1,103	1,103	26	1,129	1,132	1,173	26	1,199
NBR	48	48	0	48	46	46	0	46
SBL	208	208	4	212	109	109	3	112
SBT	1,160	1,160	29	1,189	1,220	1,220	27	1,247
SBR	5	5	4	9	7	7	4	11
EBL	11	11	4	15	3	3	4	7
EBT	4	4	0	4	3	3	0	3
EBR	13	13	0	13	4	4	0	4
WBL	22	22	0	22	13	13	0	13
WBT	1	1	0	1	1	1	0	1
WBR	232	232	4	236	144	149	4	153
North Leg								
Approach	1,373	1,373	37	1,410	1,336	1,336	34	1,370
Departure	1,346	1,346	34	1,380	1,279	1,325	34	1,359
Total	2,719	2,719	71	2,790	2,615	2,661	68	2,729
South Leg								
Approach	1,172	1,172	26	1,198	1,211	1,252	26	1,278
Departure	1,195	1,195	29	1,224	1,237	1,237	27	1,264
Total	2,367	2,367	55	2,422	2,448	2,489	53	2,542
East Leg								
Approach	255	255	4	259	158	163	4	167
Departure	260	260	4	264	158	158	3	161
Total	515	515	8	523	316	321	7	328
West Leg								
Approach	28	28	4	32	10	10	4	14
Departure	27	27	4	31	41	41	4	45
Total	55	55	8	63	51	51	8	59
Total Approaches								
Approach	2,828	2,828	71	2,899	2,715	2,761	68	2,829
Departure	2,828	2,828	71	2,899	2,715	2,761	68	2,829
Total	5,656	5,656	142	5,798	5,430	5,522	136	5,658

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project	Unadjusted Existing No Project	Balanced Traffic Volumes	Net Project Trips	Existing With Project
6 Washington Street/Fred Waring Drive								
NBL	412	412	0	412	213	213	0	213
NBT	767	767	4	771	767	767	4	771
NBR	42	42	0	42	42	42	0	42
SBL	142	142	17	159	212	212	16	228
SBT	795	795	4	799	896	896	4	900
SBR	278	278	8	286	151	151	8	159
EBL	156	156	7	163	209	209	8	217
EBT	389	389	0	389	798	798	0	798
EBR	194	194	0	194	331	331	0	331
WBL	102	102	0	102	49	49	0	49
WBT	1,052	1,052	0	1,052	473	473	0	473
WBR	293	293	15	308	162	162	15	177
North Leg								
Approach	1,215	1,215	29	1,244	1,259	1,259	28	1,287
Departure	1,216	1,216	26	1,242	1,138	1,138	27	1,165
Total	2,431	2,431	55	2,486	2,397	2,397	55	2,452
South Leg								
Approach	1,221	1,221	4	1,225	1,022	1,022	4	1,026
Departure	1,091	1,091	4	1,095	1,276	1,276	4	1,280
Total	2,312	2,312	8	2,320	2,298	2,298	8	2,306
East Leg								
Approach	1,447	1,447	15	1,462	684	684	15	699
Departure	573	573	17	590	1,052	1,052	16	1,068
Total	2,020	2,020	32	2,052	1,736	1,736	31	1,767
West Leg								
Approach	739	739	7	746	1,338	1,338	8	1,346
Departure	1,742	1,742	8	1,750	837	837	8	845
Total	2,481	2,481	15	2,496	2,175	2,175	16	2,191
Total Approaches								
Approach	4,622	4,622	55	4,677	4,303	4,303	55	4,358
Departure	4,622	4,622	55	4,677	4,303	4,303	55	4,358
Total	9,244	9,244	110	9,354	8,606	8,606	110	8,716

LSA

Table C-2 - Project Completion (2024) Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project
1 Washington Street/Hovley Lane - Avenue 42										
NBL	192	8	200	12	212	124	5	129	12	141
NBT	1,015	41	1,056	13	1,069	965	39	1,004	12	1,016
NBR	145	6	151	12	163	170	7	177	12	189
SBL	94	4	98	0	98	173	7	180	0	180
SBT	939	38	977	11	988	909	36	945	11	956
SBR	144	6	150	0	150	130	5	135	0	135
EBL	192	8	200	0	200	202	8	210	0	210
EBT	160	6	166	0	166	367	15	382	0	382
EBR	94	4	98	11	109	145	6	151	11	162
WBL	272	11	283	11	294	159	6	165	11	176
WBT	311	12	323	0	323	125	5	130	0	130
WBR	94	4	98	0	98	67	3	70	0	70
North Leg										
Approach	1,177	48	1,225	11	1,236	1,212	48	1,260	11	1,271
Departure	1,301	53	1,354	13	1,367	1,234	50	1,284	12	1,296
Total	2,478	101	2,579	24	2,603	2,446	98	2,544	23	2,567
South Leg										
Approach	1,352	55	1,407	37	1,444	1,259	51	1,310	36	1,346
Departure	1,305	53	1,358	33	1,391	1,213	48	1,261	33	1,294
Total	2,657	108	2,765	70	2,835	2,472	99	2,571	69	2,640
East Leg										
Approach	677	27	704	11	715	351	14	365	11	376
Departure	399	16	415	12	427	710	29	739	12	751
Total	1,076	43	1,119	23	1,142	1,061	43	1,104	23	1,127
West Leg										
Approach	446	18	464	11	475	714	29	743	11	754
Departure	647	26	673	12	685	379	15	394	12	406
Total	1,093	44	1,137	23	1,160	1,093	44	1,137	23	1,160
Total Approaches										
Approach	3,652	148	3,800	70	3,870	3,536	142	3,678	69	3,747
Departure	3,652	148	3,800	70	3,870	3,536	142	3,678	69	3,747
Total	7,304	296	7,600	140	7,740	7,072	284	7,356	138	7,494

LSA

Table C-2 - Project Completion (2024) Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project
2 Washington Street/Avenue Of The States										
NBU				37	37				35	35
NBL	99	4	103	9	112	113	5	118	8	126
NBT	1,223	49	1,272	37	1,309	1,144	46	1,190	35	1,225
NBR	53	2	55	0	55	76	3	79	0	79
SBL	27	1	28	0	28	57	2	59	0	59
SBT	1,184	47	1,231	33	1,264	1,087	43	1,130	34	1,164
SBR	25	1	26	0	26	40	2	42	0	42
EBL	40	2	42	0	42	48	2	50	0	50
EBT	13	1	14	0	14	17	1	18	0	18
EBR	74	3	77	7	84	71	3	74	7	81
WBL	56	2	58	0	58	106	4	110	0	110
WBT	23	1	24	0	24	40	2	42	0	42
WBR	8	0	8	0	8	24	1	25	0	25
North Leg										
Approach	1,236	49	1,285	33	1,318	1,184	47	1,231	34	1,265
Departure	1,271	51	1,322	37	1,359	1,216	49	1,265	35	1,300
Total	2,507	100	2,607	70	2,677	2,400	96	2,496	69	2,565
South Leg										
Approach	1,375	55	1,430	46	1,476	1,333	54	1,387	43	1,430
Departure	1,314	52	1,366	40	1,406	1,264	50	1,314	41	1,355
Total	2,689	107	2,796	86	2,882	2,597	104	2,701	84	2,785
East Leg										
Approach	87	3	90	0	90	170	7	177	0	177
Departure	93	4	97	0	97	150	6	156	0	156
Total	180	7	187	0	187	320	13	333	0	333
West Leg										
Approach	127	6	133	7	140	136	6	142	7	149
Departure	147	6	153	9	162	193	9	202	8	210
Total	274	12	286	16	302	329	15	344	15	359
Total Approaches										
Approach	2,825	113	2,938	86	3,024	2,823	114	2,937	84	3,021
Departure	2,825	113	2,938	86	3,024	2,823	114	2,937	84	3,021
Total	5,650	226	5,876	172	6,048	5,646	228	5,874	168	6,042

LSA

Table C-2 - Project Completion (2024) Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project
3 Washington Street/Project Driveway										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	1,335	53	1,388	0	1,388	1,314	53	1,367	0	1,367
NBR	0	0	0	74	74	0	0	0	75	75
SBL	0	0	0	0	0	0	0	0	0	0
SBT	1,268	51	1,319	77	1,396	1,252	50	1,302	76	1,378
SBR	3	0	3	0	3	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	2	0	2	0	2	2	0	2	0	2
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	83	83	0	0	0	78	78
North Leg										
Approach	1,271	51	1,322	77	1,399	1,252	50	1,302	76	1,378
Departure	1,335	53	1,388	83	1,471	1,314	53	1,367	78	1,445
Total	2,606	104	2,710	160	2,870	2,566	103	2,669	154	2,823
South Leg										
Approach	1,335	53	1,388	74	1,462	1,314	53	1,367	75	1,442
Departure	1,270	51	1,321	77	1,398	1,254	50	1,304	76	1,380
Total	2,605	104	2,709	151	2,860	2,568	103	2,671	151	2,822
East Leg										
Approach	0	0	0	83	83	0	0	0	78	78
Departure	0	0	0	74	74	0	0	0	75	75
Total	0	0	0	157	157	0	0	0	153	153
West Leg										
Approach	2	0	2	0	2	2	0	2	0	2
Departure	3	0	3	0	3	0	0	0	0	0
Total	5	0	5	0	5	2	0	2	0	2
Total Approaches										
Approach	2,608	104	2,712	234	2,946	2,568	103	2,671	229	2,900
Departure	2,608	104	2,712	234	2,946	2,568	103	2,671	229	2,900
Total	5,216	208	5,424	468	5,892	5,136	206	5,342	458	5,800

LSA

Table C-2 - Project Completion (2024) Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project
4 Washington Street/Dudley Drive - Hidden River Road										
NBL	26	1	27	0	27	19	1	20	0	20
NBT	1,309	52	1,361	34	1,395	1,296	52	1,348	34	1,382
NBR	11	0	11	0	11	10	0	10	0	10
SBL	30	1	31	0	31	37	1	38	0	38
SBT	1,292	52	1,344	37	1,381	1,261	50	1,311	35	1,346
SBR	14	1	15	0	15	14	1	15	0	15
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	1	0	1	0	1	2	0	2	0	2
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	38	2	40	0	40	27	1	28	0	28
SBU				40	40				41	41
North Leg										
Approach	1,336	54	1,390	37	1,427	1,312	52	1,364	35	1,399
Departure	1,347	54	1,401	34	1,435	1,323	53	1,376	34	1,410
Total	2,683	108	2,791	71	2,862	2,635	105	2,740	69	2,809
South Leg										
Approach	1,346	53	1,399	34	1,433	1,325	53	1,378	34	1,412
Departure	1,293	52	1,345	37	1,382	1,263	50	1,313	35	1,348
Total	2,639	105	2,744	71	2,815	2,588	103	2,691	69	2,760
East Leg										
Approach	38	2	40	0	40	27	1	28	0	28
Departure	41	1	42	0	42	47	1	48	0	48
Total	79	3	82	0	82	74	2	76	0	76
West Leg										
Approach	1	0	1	0	1	2	0	2	0	2
Departure	40	2	42	0	42	33	2	35	0	35
Total	41	2	43	0	43	35	2	37	0	37
Total Approaches										
Approach	2,721	109	2,830	71	2,901	2,666	106	2,772	69	2,841
Departure	2,721	109	2,830	71	2,901	2,666	106	2,772	69	2,841
Total	5,442	218	5,660	142	5,802	5,332	212	5,544	138	5,682

LSA

Table C-2 - Project Completion (2024) Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project
5 Washington Street/Mountain View - Palm Royale Drive										
NBL	21	1	22	0	22	33	1	34	0	34
NBT	1,103	44	1,147	26	1,173	1,173	47	1,220	26	1,246
NBR	48	2	50	0	50	46	2	48	0	48
SBL	208	8	216	4	220	109	4	113	3	116
SBT	1,160	46	1,206	29	1,235	1,220	49	1,269	27	1,296
SBR	5	0	5	4	9	7	0	7	4	11
EBL	11	0	11	4	15	3	0	3	4	7
EBT	4	0	4	0	4	3	0	3	0	3
EBR	13	1	14	0	14	4	0	4	0	4
WBL	22	1	23	0	23	13	1	14	0	14
WBT	1	0	1	0	1	1	0	1	0	1
WBR	232	9	241	4	245	149	6	155	4	159
North Leg										
Approach	1,373	54	1,427	37	1,464	1,336	53	1,389	34	1,423
Departure	1,346	53	1,399	34	1,433	1,325	53	1,378	34	1,412
Total	2,719	107	2,826	71	2,897	2,661	106	2,767	68	2,835
South Leg										
Approach	1,172	47	1,219	26	1,245	1,252	50	1,302	26	1,328
Departure	1,195	48	1,243	29	1,272	1,237	50	1,287	27	1,314
Total	2,367	95	2,462	55	2,517	2,489	100	2,589	53	2,642
East Leg										
Approach	255	10	265	4	269	163	7	170	4	174
Departure	260	10	270	4	274	158	6	164	3	167
Total	515	20	535	8	543	321	13	334	7	341
West Leg										
Approach	28	1	29	4	33	10	0	10	4	14
Departure	27	1	28	4	32	41	1	42	4	46
Total	55	2	57	8	65	51	1	52	8	60
Total Approaches										
Approach	2,828	112	2,940	71	3,011	2,761	110	2,871	68	2,939
Departure	2,828	112	2,940	71	3,011	2,761	110	2,871	68	2,939
Total	5,656	224	5,880	142	6,022	5,522	220	5,742	136	5,878

LSA

Table C-2 - Project Completion (2024) Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project	Existing (2022) PCE	2022-2,024 Growth	OY Without Project	Net Project Trips	OY With Project
6 Washington Street/Fred Waring Drive										
NBL	412	16	428	0	428	213	9	222	0	222
NBT	767	31	798	4	802	767	31	798	4	802
NBR	42	2	44	0	44	42	2	44	0	44
SBL	142	6	148	17	165	212	8	220	16	236
SBT	795	32	827	4	831	896	36	932	4	936
SBR	278	11	289	8	297	151	6	157	8	165
EBL	156	6	162	7	169	209	8	217	8	225
EBT	389	16	405	0	405	798	32	830	0	830
EBR	194	8	202	0	202	331	13	344	0	344
WBL	102	4	106	0	106	49	2	51	0	51
WBT	1,052	42	1,094	0	1,094	473	19	492	0	492
WBR	293	12	305	15	320	162	6	168	15	183
North Leg										
Approach	1,215	49	1,264	29	1,293	1,259	50	1,309	28	1,337
Departure	1,216	49	1,265	26	1,291	1,138	45	1,183	27	1,210
Total	2,431	98	2,529	55	2,584	2,397	95	2,492	55	2,547
South Leg										
Approach	1,221	49	1,270	4	1,274	1,022	42	1,064	4	1,068
Departure	1,091	44	1,135	4	1,139	1,276	51	1,327	4	1,331
Total	2,312	93	2,405	8	2,413	2,298	93	2,391	8	2,399
East Leg										
Approach	1,447	58	1,505	15	1,520	684	27	711	15	726
Departure	573	24	597	17	614	1,052	42	1,094	16	1,110
Total	2,020	82	2,102	32	2,134	1,736	69	1,805	31	1,836
West Leg										
Approach	739	30	769	7	776	1,338	53	1,391	8	1,399
Departure	1,742	69	1,811	8	1,819	837	34	871	8	879
Total	2,481	99	2,580	15	2,595	2,175	87	2,262	16	2,278
Total Approaches										
Approach	4,622	186	4,808	55	4,863	4,303	172	4,475	55	4,530
Departure	4,622	186	4,808	55	4,863	4,303	172	4,475	55	4,530
Total	9,244	372	9,616	110	9,726	8,606	344	8,950	110	9,060

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
1	**Washington Street/Hovley Lane - Avenue 42**					
NBL		200	13	213	12	225
NBT		1,056	32	1,088	13	1,101
NBR		151	12	163	12	175
SBL		98	1	99	0	99
SBT		977	29	1,006	11	1,017
SBR		150	0	150	0	150
EBL		200	0	200	0	200
EBT		166	1	167	0	167
EBR		98	12	110	11	121
WBL		283	11	294	11	305
WBT		323	1	324	0	324
WBR		98	2	100	0	100
North Leg						
	Approach	1,225	30	1,255	11	1,266
	Departure	1,354	34	1,388	13	1,401
	Total	2,579	64	2,643	24	2,667
South Leg						
	Approach	1,407	57	1,464	37	1,501
	Departure	1,358	52	1,410	33	1,443
	Total	2,765	109	2,874	70	2,944
East Leg						
	Approach	704	14	718	11	729
	Departure	415	14	429	12	441
	Total	1,119	28	1,147	23	1,170
West Leg						
	Approach	464	13	477	11	488
	Departure	673	14	687	12	699
	Total	1,137	27	1,164	23	1,187
Total Approaches						
	Approach	3,800	114	3,914	70	3,984
	Departure	3,800	114	3,914	70	3,984
	Total	7,600	228	7,828	140	7,968

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
2	**Washington Street/Avenue Of The States**					
NBU					37	37
NBL		103	17	120	9	129
NBT		1,272	44	1,316	37	1,353
NBR		55	0	55	0	55
SBL		28	0	28	0	28
SBT		1,231	34	1,265	33	1,298
SBR		26	21	47	0	47
EBL		42	16	58	0	58
EBT		14	0	14	0	14
EBR		77	0	77	7	84
WBL		58	0	58	0	58
WBT		24	0	24	0	24
WBR		8	0	8	0	8
North Leg						
	Approach	1,285	55	1,340	33	1,373
	Departure	1,322	60	1,382	37	1,419
	Total	2,607	115	2,722	70	2,792
South Leg						
	Approach	1,430	61	1,491	46	1,537
	Departure	1,366	34	1,400	40	1,440
	Total	2,796	95	2,891	86	2,977
East Leg						
	Approach	90	0	90	0	90
	Departure	97	0	97	0	97
	Total	187	0	187	0	187
West Leg						
	Approach	133	16	149	7	156
	Departure	153	38	191	9	200
	Total	286	54	340	16	356
Total Approaches						
	Approach	2,938	132	3,070	86	3,156
	Departure	2,938	132	3,070	86	3,156
	Total	5,876	264	6,140	172	6,312

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
3	**Washington Street/Project Driveway**					
NBL		0	0	0	0	0
NBT		1,388	61	1,449	0	1,449
NBR		0	0	0	74	74
SBL		0	0	0	0	0
SBT		1,319	34	1,353	77	1,430
SBR		3	0	3	0	3
EBL		0	0	0	0	0
EBT		0	0	0	0	0
EBR		2	12	14	0	14
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	83	83
North Leg						
	Approach	1,322	34	1,356	77	1,433
	Departure	1,388	61	1,449	83	1,532
	Total	2,710	95	2,805	160	2,965
South Leg						
	Approach	1,388	61	1,449	74	1,523
	Departure	1,321	46	1,367	77	1,444
	Total	2,709	107	2,816	151	2,967
East Leg						
	Approach	0	0	0	83	83
	Departure	0	0	0	74	74
	Total	0	0	0	157	157
West Leg						
	Approach	2	12	14	0	14
	Departure	3	0	3	0	3
	Total	5	12	17	0	17
Total Approaches						
	Approach	2,712	107	2,819	234	3,053
	Departure	2,712	107	2,819	234	3,053
	Total	5,424	214	5,638	468	6,106

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
4	**Washington Street/Dudley Drive - Hidden River Road**					
NBL		27	0	27	0	27
NBT		1,361	61	1,422	34	1,456
NBR		11	0	11	0	11
SBL		31	0	31	0	31
SBT		1,344	46	1,390	37	1,427
SBR		15	0	15	0	15
EBL		0	0	0	0	0
EBT		0	0	0	0	0
EBR		1	0	1	0	1
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		40	0	40	0	40
SBU					40	40
North Leg						
	Approach	1,390	46	1,436	37	1,473
	Departure	1,401	61	1,462	34	1,496
	Total	2,791	107	2,898	71	2,969
South Leg						
	Approach	1,399	61	1,460	34	1,494
	Departure	1,345	46	1,391	37	1,428
	Total	2,744	107	2,851	71	2,922
East Leg						
	Approach	40	0	40	0	40
	Departure	42	0	42	0	42
	Total	82	0	82	0	82
West Leg						
	Approach	1	0	1	0	1
	Departure	42	0	42	0	42
	Total	43	0	43	0	43
Total Approaches						
	Approach	2,830	107	2,937	71	3,008
	Departure	2,830	107	2,937	71	3,008
	Total	5,660	214	5,874	142	6,016

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
5	**Washington Street/Mountain View - Palm Royale Drive**					
NBL		22	0	22	0	22
NBT		1,147	61	1,208	26	1,234
NBR		50	0	50	0	50
SBL		216	0	216	4	220
SBT		1,206	46	1,252	29	1,281
SBR		5	0	5	4	9
EBL		11	0	11	4	15
EBT		4	0	4	0	4
EBR		14	0	14	0	14
WBL		23	0	23	0	23
WBT		1	0	1	0	1
WBR		241	0	241	4	245
North Leg						
	Approach	1,427	46	1,473	37	1,510
	Departure	1,399	61	1,460	34	1,494
	Total	2,826	107	2,933	71	3,004
South Leg						
	Approach	1,219	61	1,280	26	1,306
	Departure	1,243	46	1,289	29	1,318
	Total	2,462	107	2,569	55	2,624
East Leg						
	Approach	265	0	265	4	269
	Departure	270	0	270	4	274
	Total	535	0	535	8	543
West Leg						
	Approach	29	0	29	4	33
	Departure	28	0	28	4	32
	Total	57	0	57	8	65
Total Approaches						
	Approach	2,940	107	3,047	71	3,118
	Departure	2,940	107	3,047	71	3,118
	Total	5,880	214	6,094	142	6,236

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
6	**Washington Street/Fred Waring Drive**					
NBL		428	13	441	0	441
NBT		798	50	848	4	852
NBR		44	3	47	0	47
SBL		148	3	151	17	168
SBT		827	40	867	4	871
SBR		289	3	292	8	300
EBL		162	5	167	7	174
EBT		405	0	405	0	405
EBR		202	8	210	0	210
WBL		106	3	109	0	109
WBT		1,094	1	1,095	0	1,095
WBR		305	6	311	15	326
North Leg						
	Approach	1,264	46	1,310	29	1,339
	Departure	1,265	61	1,326	26	1,352
	Total	2,529	107	2,636	55	2,691
South Leg						
	Approach	1,270	66	1,336	4	1,340
	Departure	1,135	51	1,186	4	1,190
	Total	2,405	117	2,522	8	2,530
East Leg						
	Approach	1,505	10	1,515	15	1,530
	Departure	597	6	603	17	620
	Total	2,102	16	2,118	32	2,150
West Leg						
	Approach	769	13	782	7	789
	Departure	1,811	17	1,828	8	1,836
	Total	2,580	30	2,610	15	2,625
Total Approaches						
	Approach	4,808	135	4,943	55	4,998
	Departure	4,808	135	4,943	55	4,998
	Total	9,616	270	9,886	110	9,996

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
1	**Washington Street/Hovley Lane - Avenue 42**					
NBL		129	12	141	12	153
NBT		1,004	34	1,038	12	1,050
NBR		177	12	189	12	201
SBL		180	3	183	0	183
SBT		945	40	985	11	996
SBR		135	0	135	0	135
EBL		210	0	210	0	210
EBT		382	1	383	0	383
EBR		151	14	165	11	176
WBL		165	13	178	11	189
WBT		130	2	132	0	132
WBR		70	2	72	0	72
North Leg						
	Approach	1,260	43	1,303	11	1,314
	Departure	1,284	36	1,320	12	1,332
	Total	2,544	79	2,623	23	2,646
South Leg						
	Approach	1,310	58	1,368	36	1,404
	Departure	1,261	67	1,328	33	1,361
	Total	2,571	125	2,696	69	2,765
East Leg						
	Approach	365	17	382	11	393
	Departure	739	16	755	12	767
	Total	1,104	33	1,137	23	1,160
West Leg						
	Approach	743	15	758	11	769
	Departure	394	14	408	12	420
	Total	1,137	29	1,166	23	1,189
Total Approaches						
	Approach	3,678	133	3,811	69	3,880
	Departure	3,678	133	3,811	69	3,880
	Total	7,356	266	7,622	138	7,760

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
2	**Washington Street/Avenue Of The States**					
NBU					35	35
NBL		118	9	127	8	135
NBT		1,190	43	1,233	35	1,268
NBR		79	0	79	0	79
SBL		59	0	59	0	59
SBT		1,130	53	1,183	34	1,217
SBR		42	12	54	0	54
EBL		50	12	62	0	62
EBT		18	0	18	0	18
EBR		74	0	74	7	81
WBL		110	0	110	0	110
WBT		42	0	42	0	42
WBR		25	0	25	0	25
North Leg						
	Approach	1,231	65	1,296	34	1,330
	Departure	1,265	55	1,320	35	1,355
	Total	2,496	120	2,616	69	2,685
South Leg						
	Approach	1,387	52	1,439	43	1,482
	Departure	1,314	53	1,367	41	1,408
	Total	2,701	105	2,806	84	2,890
East Leg						
	Approach	177	0	177	0	177
	Departure	156	0	156	0	156
	Total	333	0	333	0	333
West Leg						
	Approach	142	12	154	7	161
	Departure	202	21	223	8	231
	Total	344	33	377	15	392
Total Approaches						
	Approach	2,937	129	3,066	84	3,150
	Departure	2,937	129	3,066	84	3,150
	Total	5,874	258	6,132	168	6,300

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
3	**Washington Street/Project Driveway**					
NBL		0	0	0	0	0
NBT		1,367	52	1,419	0	1,419
NBR		0	0	0	75	75
SBL		0	0	0	0	0
SBT		1,302	53	1,355	76	1,431
SBR		0	0	0	0	0
EBL		0	0	0	0	0
EBT		0	0	0	0	0
EBR		2	9	11	0	11
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	78	78
North Leg						
	Approach	1,302	53	1,355	76	1,431
	Departure	1,367	52	1,419	78	1,497
	Total	2,669	105	2,774	154	2,928
South Leg						
	Approach	1,367	52	1,419	75	1,494
	Departure	1,304	62	1,366	76	1,442
	Total	2,671	114	2,785	151	2,936
East Leg						
	Approach	0	0	0	78	78
	Departure	0	0	0	75	75
	Total	0	0	0	153	153
West Leg						
	Approach	2	9	11	0	11
	Departure	0	0	0	0	0
	Total	2	9	11	0	11
Total Approaches						
	Approach	2,671	114	2,785	229	3,014
	Departure	2,671	114	2,785	229	3,014
	Total	5,342	228	5,570	458	6,028

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
4	**Washington Street/Dudley Drive - Hidden River Road**					
NBL		20	0	20	0	20
NBT		1,348	52	1,400	34	1,434
NBR		10	0	10	0	10
SBL		38	0	38	0	38
SBT		1,311	62	1,373	35	1,408
SBR		15	0	15	0	15
EBL		0	0	0	0	0
EBT		0	0	0	0	0
EBR		2	0	2	0	2
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		28	0	28	0	28
SBU					41	41
North Leg						
	Approach	1,364	62	1,426	35	1,461
	Departure	1,376	52	1,428	34	1,462
	Total	2,740	114	2,854	69	2,923
South Leg						
	Approach	1,378	52	1,430	34	1,464
	Departure	1,313	62	1,375	35	1,410
	Total	2,691	114	2,805	69	2,874
East Leg						
	Approach	28	0	28	0	28
	Departure	48	0	48	0	48
	Total	76	0	76	0	76
West Leg						
	Approach	2	0	2	0	2
	Departure	35	0	35	0	35
	Total	37	0	37	0	37
Total Approaches						
	Approach	2,772	114	2,886	69	2,955
	Departure	2,772	114	2,886	69	2,955
	Total	5,544	228	5,772	138	5,910

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
5	**Washington Street/Mountain View - Palm Royale Drive**					
NBL		34	0	34	0	34
NBT		1,220	52	1,272	26	1,298
NBR		48	0	48	0	48
SBL		113	0	113	3	116
SBT		1,269	62	1,331	27	1,358
SBR		7	0	7	4	11
EBL		3	0	3	4	7
EBT		3	0	3	0	3
EBR		4	0	4	0	4
WBL		14	0	14	0	14
WBT		1	0	1	0	1
WBR		155	0	155	4	159
North Leg						
	Approach	1,389	62	1,451	34	1,485
	Departure	1,378	52	1,430	34	1,464
	Total	2,767	114	2,881	68	2,949
South Leg						
	Approach	1,302	52	1,354	26	1,380
	Departure	1,287	62	1,349	27	1,376
	Total	2,589	114	2,703	53	2,756
East Leg						
	Approach	170	0	170	4	174
	Departure	164	0	164	3	167
	Total	334	0	334	7	341
West Leg						
	Approach	10	0	10	4	14
	Departure	42	0	42	4	46
	Total	52	0	52	8	60
Total Approaches						
	Approach	2,871	114	2,985	68	3,053
	Departure	2,871	114	2,985	68	3,053
	Total	5,742	228	5,970	136	6,106

LSA

Table C-3 - Cumulative (2024) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Proj. Compl Year 2024	Cumulative Project Trips	2024 Cumul NP	Net Project Trips	Cumul With Project
6	**Washington Street/Fred Waring Drive**					
NBL		222	12	234	0	234
NBT		798	45	843	4	847
NBR		44	4	48	0	48
SBL		220	4	224	16	240
SBT		932	55	987	4	991
SBR		157	3	160	8	168
EBL		217	3	220	8	228
EBT		830	1	831	0	831
EBR		344	15	359	0	359
WBL		51	3	54	0	54
WBT		492	0	492	0	492
WBR		168	2	170	15	185
North Leg						
	Approach	1,309	62	1,371	28	1,399
	Departure	1,183	50	1,233	27	1,260
	Total	2,492	112	2,604	55	2,659
South Leg						
	Approach	1,064	61	1,125	4	1,129
	Departure	1,327	73	1,400	4	1,404
	Total	2,391	134	2,525	8	2,533
East Leg						
	Approach	711	5	716	15	731
	Departure	1,094	9	1,103	16	1,119
	Total	1,805	14	1,819	31	1,850
West Leg						
	Approach	1,391	19	1,410	8	1,418
	Departure	871	15	886	8	894
	Total	2,262	34	2,296	16	2,312
Total Approaches						
	Approach	4,475	147	4,622	55	4,677
	Departure	4,475	147	4,622	55	4,677
	Total	8,950	294	9,244	110	9,354

LSA

Table C-4-Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
1 Washington Street/Hovley Lane - Avenue 42						
NBL	256	12	268	148	12	160
NBT	1,137	13	1,150	1,090	12	1,102
NBR	199	12	211	199	12	211
SBL	115	0	115	215	0	215
SBT	1,056	11	1,067	1,041	11	1,052
SBR	171	0	171	142	0	142
EBL	210	0	210	229	0	229
EBT	170	0	170	494	0	494
EBR	116	11	127	180	11	191
WBL	324	11	335	230	11	241
WBT	474	0	474	139	0	139
WBR	121	0	121	89	0	89
North Leg						
Approach	1,342	11	1,353	1,398	11	1,409
Departure	1,468	13	1,481	1,408	12	1,420
Total	2,810	24	2,834	2,806	23	2,829
South Leg						
Approach	1,592	37	1,629	1,437	36	1,473
Departure	1,496	33	1,529	1,451	33	1,484
Total	3,088	70	3,158	2,888	69	2,957
East Leg						
Approach	919	11	930	458	11	469
Departure	484	12	496	908	12	920
Total	1,403	23	1,426	1,366	23	1,389
West Leg						
Approach	496	11	507	903	11	914
Departure	901	12	913	429	12	441
Total	1,397	23	1,420	1,332	23	1,355
Total Approaches						
Approach	4,349	70	4,419	4,196	69	4,265
Departure	4,349	70	4,419	4,196	69	4,265
Total	8,698	140	8,838	8,392	138	8,530

LSA

Table C-4-Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
2 Washington Street/Avenue Of The States						
NBU		37	37		35	35
NBL	126	9	135	133	8	141
NBT	1,458	37	1,495	1,295	35	1,330
NBR	60	0	60	83	0	83
SBL	29	0	29	62	0	62
SBT	1,328	33	1,361	1,320	34	1,354
SBR	49	0	49	57	0	57
EBL	61	0	61	65	0	65
EBT	15	0	15	19	0	19
EBR	81	7	88	82	7	89
WBL	61	0	61	113	0	113
WBT	25	0	25	44	0	44
WBR	9	0	9	26	0	26
North Leg						
Approach	1,406	33	1,439	1,439	34	1,473
Departure	1,528	37	1,565	1,386	35	1,421
Total	2,934	70	3,004	2,825	69	2,894
South Leg						
Approach	1,644	46	1,690	1,511	43	1,554
Departure	1,470	40	1,510	1,515	41	1,556
Total	3,114	86	3,200	3,026	84	3,110
East Leg						
Approach	95	0	95	183	0	183
Departure	104	0	104	164	0	164
Total	199	0	199	347	0	347
West Leg						
Approach	157	7	164	166	7	173
Departure	200	9	209	234	8	242
Total	357	16	373	400	15	415
Total Approaches						
Approach	3,302	86	3,388	3,299	84	3,383
Departure	3,302	86	3,388	3,299	84	3,383
Total	6,604	172	6,776	6,598	168	6,766

LSA

Table C-4-Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
3 Washington Street/Project Driveway						
NBL	0	0	0	0	0	0
NBT	1,582	0	1,582	1,490	0	1,490
NBR	0	74	74	0	75	75
SBL	0	0	0	0	0	0
SBT	1,421	77	1,498	1,502	76	1,578
SBR	3	0	3	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	15	0	15	12	0	12
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	83	83	0	78	78
North Leg						
Approach	1,424	77	1,501	1,502	76	1,578
Departure	1,582	83	1,665	1,490	78	1,568
Total	3,006	160	3,166	2,992	154	3,146
South Leg						
Approach	1,582	74	1,656	1,490	75	1,565
Departure	1,436	77	1,513	1,514	76	1,590
Total	3,018	151	3,169	3,004	151	3,155
East Leg						
Approach	0	83	83	0	78	78
Departure	0	74	74	0	75	75
Total	0	157	157	0	153	153
West Leg						
Approach	15	0	15	12	0	12
Departure	3	0	3	0	0	0
Total	18	0	18	12	0	12
Total Approaches						
Approach	3,021	234	3,255	3,004	229	3,233
Departure	3,021	234	3,255	3,004	229	3,233
Total	6,042	468	6,510	6,008	458	6,466

LSA

Table C-4-Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
4 Washington Street/Dudley Drive - Hidden River Road						
NBL	28	0	28	21	0	21
NBT	1,558	34	1,592	1,470	34	1,504
NBR	12	0	12	11	0	11
SBL	33	0	33	40	0	40
SBT	1,460	37	1,497	1,511	35	1,546
SBR	16	0	16	16	0	16
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	1	0	1	2	0	2
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	42	0	42	29	0	29
SBU		40	40		41	41
North Leg						
Approach	1,509	37	1,546	1,567	35	1,602
Departure	1,600	34	1,634	1,499	34	1,533
Total	3,109	71	3,180	3,066	69	3,135
South Leg						
Approach	1,598	34	1,632	1,502	34	1,536
Departure	1,461	37	1,498	1,513	35	1,548
Total	3,059	71	3,130	3,015	69	3,084
East Leg						
Approach	42	0	42	29	0	29
Departure	45	0	45	51	0	51
Total	87	0	87	80	0	80
West Leg						
Approach	1	0	1	2	0	2
Departure	44	0	44	37	0	37
Total	45	0	45	39	0	39
Total Approaches						
Approach	3,150	71	3,221	3,100	69	3,169
Departure	3,150	71	3,221	3,100	69	3,169
Total	6,300	142	6,442	6,200	138	6,338

LSA

Table C-4-Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
5 Washington Street/Mountain View - Palm Royale Drive						
NBL	57	0	57	36	0	36
NBT	1,311	26	1,337	1,336	26	1,362
NBR	53	0	53	50	0	50
SBL	239	4	243	127	3	130
SBT	1,315	29	1,344	1,398	27	1,425
SBR	26	4	30	14	4	18
EBL	19	4	23	33	4	37
EBT	4	0	4	18	0	18
EBR	15	0	15	23	0	23
WBL	24	0	24	15	0	15
WBT	3	0	3	1	0	1
WBR	265	4	269	172	4	176
North Leg						
Approach	1,580	37	1,617	1,539	34	1,573
Departure	1,595	34	1,629	1,541	34	1,575
Total	3,175	71	3,246	3,080	68	3,148
South Leg						
Approach	1,421	26	1,447	1,422	26	1,448
Departure	1,354	29	1,383	1,436	27	1,463
Total	2,775	55	2,830	2,858	53	2,911
East Leg						
Approach	292	4	296	188	4	192
Departure	296	4	300	195	3	198
Total	588	8	596	383	7	390
West Leg						
Approach	38	4	42	74	4	78
Departure	86	4	90	51	4	55
Total	124	8	132	125	8	133
Total Approaches						
Approach	3,331	71	3,402	3,223	68	3,291
Departure	3,331	71	3,402	3,223	68	3,291
Total	6,662	142	6,804	6,446	136	6,582

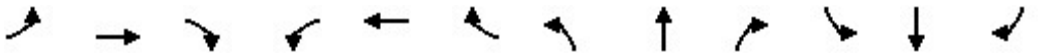
LSA

Table C-4-Horizon Year (2045) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
6 Washington Street/Fred Waring Drive						
NBL	463	0	463	244	0	244
NBT	886	4	890	885	4	889
NBR	114	0	114	120	0	120
SBL	170	17	187	329	16	345
SBT	910	4	914	1,043	4	1,047
SBR	307	8	315	168	8	176
EBL	175	7	182	231	8	239
EBT	577	0	577	1,014	0	1,014
EBR	233	0	233	377	0	377
WBL	266	0	266	129	0	129
WBT	1,160	0	1,160	661	0	661
WBR	401	15	416	187	15	202
North Leg						
Approach	1,387	29	1,416	1,540	28	1,568
Departure	1,462	26	1,488	1,303	27	1,330
Total	2,849	55	2,904	2,843	55	2,898
South Leg						
Approach	1,463	4	1,467	1,249	4	1,253
Departure	1,409	4	1,413	1,549	4	1,553
Total	2,872	8	2,880	2,798	8	2,806
East Leg						
Approach	1,827	15	1,842	977	15	992
Departure	861	17	878	1,463	16	1,479
Total	2,688	32	2,720	2,440	31	2,471
West Leg						
Approach	985	7	992	1,622	8	1,630
Departure	1,930	8	1,938	1,073	8	1,081
Total	2,915	15	2,930	2,695	16	2,711
Total Approaches						
Approach	5,662	55	5,717	5,388	55	5,443
Departure	5,662	55	5,717	5,388	55	5,443
Total	11,324	110	11,434	10,776	110	10,886

APPENDIX D

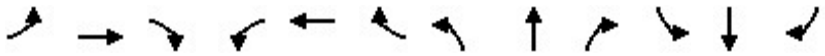
INTERSECTION LEVEL OF SERVICE WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	160	94	272	311	94	192	1015	145	94	939	144
Future Volume (veh/h)	192	160	94	272	311	94	192	1015	145	94	939	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
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	218	182	107	309	353	107	218	1153	165	107	1067	164
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	335	187	394	485	145	255	1731	531	368	2055	629
Arrive On Green	0.09	0.15	0.15	0.11	0.18	0.18	0.28	0.67	0.67	0.20	0.40	0.40
Sat Flow, veh/h	3510	2222	1239	3510	2736	817	1810	5187	1590	1810	5187	1586
Grp Volume(v), veh/h	218	146	143	309	231	229	218	1153	165	107	1067	164
Grp Sat Flow(s),veh/h/ln	1755	1805	1656	1755	1805	1748	1810	1729	1590	1810	1729	1586
Q Serve(g_s), s	4.8	6.0	6.4	6.9	9.7	9.9	9.1	10.6	2.4	4.0	12.5	3.9
Cycle Q Clear(g_c), s	4.8	6.0	6.4	6.9	9.7	9.9	9.1	10.6	2.4	4.0	12.5	3.9
Prop In Lane	1.00		0.75	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	272	250	394	320	310	255	1731	531	368	2055	629
V/C Ratio(X)	0.72	0.54	0.57	0.78	0.72	0.74	0.86	0.67	0.31	0.29	0.52	0.26
Avail Cap(c_a), veh/h	342	417	383	439	467	452	339	1731	531	368	2055	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	31.4	31.6	34.6	31.0	31.1	28.0	10.6	4.4	27.0	18.4	7.8
Incr Delay (d2), s/veh	6.4	1.6	2.1	8.2	3.1	3.6	14.3	1.9	1.4	0.4	0.9	1.0
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	2.3	2.7	2.6	3.3	4.4	4.4	4.3	2.9	1.2	1.7	4.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	33.0	33.6	42.8	34.1	34.7	42.3	12.6	5.8	27.4	19.3	8.8
LnGrp LOS	D	C	C	D	C	C	D	B	A	C	B	A
Approach Vol, veh/h		507			769			1536			1338	
Approach Delay, s/veh		37.1			37.8			16.0			18.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	30.7	13.0	16.1	15.3	35.7	10.9	18.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.7	10.0	18.5	15.0	20.5	7.8	20.7
Max Q Clear Time (g_c+I1), s	6.0	12.6	8.9	8.4	11.1	14.5	6.8	11.9
Green Ext Time (p_c), s	0.1	7.4	0.1	1.2	0.2	3.7	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	13	74	56	23	8	99	1223	53	27	1184	25
Future Volume (veh/h)	40	13	74	56	23	8	99	1223	53	27	1184	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.98	1.00		0.99
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	45	15	84	64	26	9	112	1390	60	31	1345	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	185	154	207	130	45	618	2724	118	394	2150	45
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.68	1.00	1.00	0.07	0.14	0.14
Sat Flow, veh/h	1377	1900	1585	1300	1337	463	1810	5092	220	1810	5228	109
Grp Volume(v), veh/h	45	15	84	64	0	35	112	944	506	31	890	483
Grp Sat Flow(s),veh/h/ln	1377	1900	1585	1300	0	1800	1810	1729	1854	1810	1729	1879
Q Serve(g_s), s	2.5	0.6	4.0	3.8	0.0	1.4	1.8	0.0	0.0	1.3	19.4	19.4
Cycle Q Clear(g_c), s	3.9	0.6	4.0	4.3	0.0	1.4	1.8	0.0	0.0	1.3	19.4	19.4
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	199	185	154	207	0	175	618	1850	992	394	1422	773
V/C Ratio(X)	0.23	0.08	0.55	0.31	0.00	0.20	0.18	0.51	0.51	0.08	0.63	0.63
Avail Cap(c_a), veh/h	392	451	377	389	0	428	618	1850	992	394	1422	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	35.1	32.9	34.4	34.8	0.0	33.3	8.6	0.0	0.0	29.6	28.8	28.8
Incr Delay (d2), s/veh	0.6	0.2	3.0	0.8	0.0	0.6	0.1	1.0	1.9	0.1	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	1.6	1.2	0.0	0.6	0.7	0.3	0.5	0.6	9.2	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	33.1	37.4	35.7	0.0	33.8	8.8	1.0	1.9	29.7	30.2	31.5
LnGrp LOS	D	C	D	D	A	C	A	A	A	C	C	C
Approach Vol, veh/h		144			99			1562			1404	
Approach Delay, s/veh		36.4			35.0			1.8			30.7	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.4	46.8		11.8	31.3	36.9		11.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.3	42.8		19.0	16.1	32.9		19.0
Max Q Clear Time (g_c+I1), s	13.3	2.0		6.0	3.8	21.4		6.3
Green Ext Time (p_c), s	0.0	14.1		0.3	0.2	6.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	1335	1268	3
Future Vol, veh/h	0	2	0	1335	1268	3
Conflicting Peds, #/hr	0	0	0	0	0	2
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	0	2	0	1517	1441	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	724	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*646	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*645	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	645	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s)	-	10.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

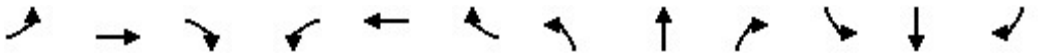
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	0	0	38	26	1309	11	30	1292	14
Future Vol, veh/h	0	0	1	0	0	38	26	1309	11	30	1292	14
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	6	6	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	5	0
Mvmt Flow	0	0	1	0	0	42	29	1438	12	33	1420	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	720	-	-	731	1437	0	0	1456	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*613	0	0	*613	*771	-	-	*771	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*609	*770	-	-	*767	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.3	0.2	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 770	-	-	612	609	* 767	-	-
HCM Lane V/C Ratio	0.037	-	-	0.002	0.069	0.043	-	-
HCM Control Delay (s)	9.9	-	-	10.9	11.3	9.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.1	-	-

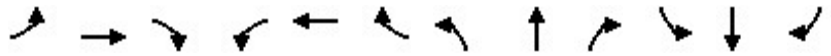
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	4	13	22	1	232	21	1103	48	208	1160	5
Future Volume (veh/h)	11	4	13	22	1	232	21	1103	48	208	1160	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	12	4	14	24	1	249	23	1186	52	224	1247	5
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	4	0	0	4	0
Cap, veh/h	26	27	95	47	163	678	45	1822	625	1183	3484	14
Arrive On Green	0.01	0.07	0.07	0.03	0.09	0.09	0.05	0.73	0.73	0.67	1.00	1.00
Sat Flow, veh/h	1810	362	1267	1810	1900	1578	1810	5025	1609	3510	5166	21
Grp Volume(v), veh/h	12	0	18	24	1	249	23	1186	52	224	809	443
Grp Sat Flow(s),veh/h/ln	1810	0	1629	1810	1900	1578	1810	1675	1609	1755	1675	1836
Q Serve(g_s), s	0.5	0.0	0.8	1.0	0.0	1.0	1.0	9.8	0.1	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.8	1.0	0.0	1.0	1.0	9.8	0.1	1.9	0.0	0.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	26	0	122	47	163	678	45	1822	625	1183	2259	1238
V/C Ratio(X)	0.45	0.00	0.15	0.51	0.01	0.37	0.51	0.65	0.08	0.19	0.36	0.36
Avail Cap(c_a), veh/h	131	0	379	131	442	909	163	1822	625	1183	2259	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	34.6	38.5	33.4	8.2	37.5	8.4	2.9	9.0	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.0	0.6	8.5	0.0	0.3	7.5	1.6	0.2	0.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.6	0.0	1.9	0.5	2.4	0.2	0.7	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.0	35.2	46.9	33.4	8.6	45.0	10.0	3.1	9.0	0.4	0.8
LnGrp LOS	D	A	D	D	C	A	D	A	A	A	A	A
Approach Vol, veh/h		30			274			1261			1476	
Approach Delay, s/veh		41.4			12.0			10.3			1.9	
Approach LOS		D			B			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	33.0	6.1	10.0	6.0	58.0	5.2	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.6	29.0	5.8	18.6	7.2	32.4	5.8	18.6
Max Q Clear Time (g_c+I1), s	3.9	11.8	3.0	2.8	3.0	2.0	2.5	3.0
Green Ext Time (p_c), s	0.4	8.2	0.0	0.0	0.0	10.4	0.0	0.7

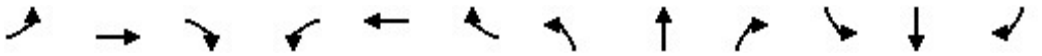
Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	389	194	102	1052	293	412	767	42	142	795	278
Future Volume (veh/h)	156	389	194	102	1052	293	412	767	42	142	795	278
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		0.99	1.00		0.99
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	173	432	216	113	1169	326	458	852	47	158	883	309
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	1439	632	293	1419	440	590	1686	609	715	1813	653
Arrive On Green	0.06	0.28	0.28	0.06	0.27	0.27	0.12	0.32	0.32	0.14	0.35	0.35
Sat Flow, veh/h	5103	5187	1608	5103	5187	1608	5103	5187	1588	5103	5187	1587
Grp Volume(v), veh/h	173	432	216	113	1169	326	458	852	47	158	883	309
Grp Sat Flow(s),veh/h/ln	1701	1729	1608	1701	1729	1608	1701	1729	1588	1701	1729	1587
Q Serve(g_s), s	2.6	5.3	7.5	1.7	16.9	14.8	7.0	10.6	0.8	2.2	10.7	4.5
Cycle Q Clear(g_c), s	2.6	5.3	7.5	1.7	16.9	14.8	7.0	10.6	0.8	2.2	10.7	4.5
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	312	1439	632	293	1419	440	590	1686	609	715	1813	653
V/C Ratio(X)	0.55	0.30	0.34	0.39	0.82	0.74	0.78	0.51	0.08	0.22	0.49	0.47
Avail Cap(c_a), veh/h	523	1472	643	542	1491	462	657	1686	609	715	1813	653
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	0.95	0.95	0.95
Uniform Delay (d), s/veh	36.5	22.8	17.0	36.3	27.2	26.5	34.4	21.8	5.9	30.5	20.4	7.6
Incr Delay (d2), s/veh	1.5	0.1	0.3	0.8	3.7	6.0	5.3	1.1	0.2	0.1	0.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	2.7	0.7	7.2	6.1	3.1	4.3	0.4	0.9	4.3	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	22.9	17.3	37.2	31.0	32.4	39.6	22.9	6.2	30.7	21.3	10.0
LnGrp LOS	D	C	B	D	C	C	D	C	A	C	C	A
Approach Vol, veh/h		821			1608			1357			1350	
Approach Delay, s/veh		24.6			31.7			28.0			19.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	30.0	8.6	26.2	13.3	32.0	8.9	25.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.8	26.0	8.5	22.7	10.3	22.5	8.2	23.0
Max Q Clear Time (g_c+I1), s	4.2	12.6	3.7	9.5	9.0	12.7	4.6	18.9
Green Ext Time (p_c), s	0.1	5.1	0.1	3.1	0.3	5.0	0.2	3.0

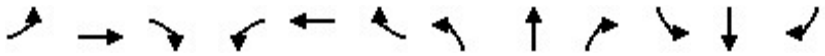
Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	367	145	159	125	67	124	965	170	173	909	130
Future Volume (veh/h)	202	367	145	159	125	67	124	965	170	173	909	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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	374	148	162	128	68	127	985	173	177	928	133
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	290	478	186	245	409	205	406	2181	676	218	1640	502
Arrive On Green	0.08	0.19	0.19	0.07	0.18	0.18	0.22	0.42	0.42	0.12	0.32	0.32
Sat Flow, veh/h	3510	2522	982	3510	2319	1159	1810	5187	1608	1810	5187	1588
Grp Volume(v), veh/h	206	266	256	162	98	98	127	985	173	177	928	133
Grp Sat Flow(s),veh/h/ln	1755	1805	1699	1755	1805	1673	1810	1729	1608	1810	1729	1588
Q Serve(g_s), s	4.6	11.2	11.5	3.6	3.8	4.1	4.7	10.9	4.0	7.6	11.9	3.7
Cycle Q Clear(g_c), s	4.6	11.2	11.5	3.6	3.8	4.1	4.7	10.9	4.0	7.6	11.9	3.7
Prop In Lane	1.00		0.58	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	342	322	245	319	295	406	2181	676	218	1640	502
V/C Ratio(X)	0.71	0.78	0.80	0.66	0.31	0.33	0.31	0.45	0.26	0.81	0.57	0.26
Avail Cap(c_a), veh/h	360	429	404	373	435	404	406	2181	676	317	1640	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	30.8	30.9	36.3	28.7	28.8	25.9	16.6	7.5	34.3	22.8	11.0
Incr Delay (d2), s/veh	4.8	6.9	8.5	3.1	0.5	0.7	0.4	0.6	0.9	10.0	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.4	5.3	1.6	1.6	1.7	2.0	4.2	2.0	3.9	4.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	37.7	39.4	39.4	29.2	29.5	26.3	17.2	8.4	44.3	24.2	12.2
LnGrp LOS	D	D	D	D	C	C	C	B	A	D	C	B
Approach Vol, veh/h		728			358			1285			1238	
Approach Delay, s/veh		39.1			33.9			16.9			25.8	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	37.6	9.6	19.2	22.0	29.3	10.6	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	22.5	8.5	19.0	11.2	25.3	8.2	19.3
Max Q Clear Time (g_c+I1), s	9.6	12.9	5.6	13.5	6.7	13.9	6.6	6.1
Green Ext Time (p_c), s	0.2	5.0	0.1	1.5	0.1	5.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	17	71	106	40	24	113	1144	76	57	1087	40
Future Volume (veh/h)	48	17	71	106	40	24	113	1144	76	57	1087	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	49	18	73	109	41	25	116	1179	78	59	1121	41
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	210	234	194	241	136	83	148	2547	168	388	3313	121
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.16	1.00	1.00	0.43	1.00	1.00
Sat Flow, veh/h	1351	1900	1580	1321	1103	672	1810	4970	329	1810	5136	188
Grp Volume(v), veh/h	49	18	73	109	0	66	116	820	437	59	755	407
Grp Sat Flow(s),veh/h/ln	1351	1900	1580	1321	0	1775	1810	1729	1841	1810	1729	1866
Q Serve(g_s), s	2.7	0.7	3.4	6.4	0.0	2.7	4.9	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.7	3.4	7.0	0.0	2.7	4.9	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	210	234	194	241	0	218	148	1772	943	388	2231	1204
V/C Ratio(X)	0.23	0.08	0.38	0.45	0.00	0.30	0.78	0.46	0.46	0.15	0.34	0.34
Avail Cap(c_a), veh/h	365	451	375	393	0	422	373	1772	943	388	2231	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	34.4	31.1	32.3	34.2	0.0	32.0	32.8	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.1	1.2	1.3	0.0	0.8	8.7	0.9	1.6	0.2	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.3	1.3	2.1	0.0	1.2	2.3	0.2	0.4	0.7	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	31.2	33.5	35.5	0.0	32.7	41.4	0.9	1.6	18.6	0.4	0.7
LnGrp LOS	C	C	C	D	A	C	D	A	A	B	A	A
Approach Vol, veh/h		140			175			1373			1221	
Approach Delay, s/veh		33.7			34.5			4.5			1.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.2	45.0		13.8	10.6	55.6		13.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.6	41.0		19.0	16.5	32.5		19.0
Max Q Clear Time (g_c+I1), s	13.6	2.0		7.5	6.9	2.0		9.0
Green Ext Time (p_c), s	0.0	11.3		0.3	0.2	9.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	1314	1252	0
Future Vol, veh/h	0	2	0	1314	1252	0
Conflicting Peds, #/hr	0	0	0	0	0	1
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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	2	0	1369	1304	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	653	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*646	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*646	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	646	-	-
HCM Lane V/C Ratio	-	0.003	-	-
HCM Control Delay (s)	-	10.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

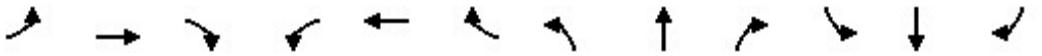
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	27	19	1296	10	37	1261	14
Future Vol, veh/h	0	0	2	0	0	27	19	1296	10	37	1261	14
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	200	-	-
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	2	0	0	2	0
Mvmt Flow	0	0	2	0	0	28	20	1336	10	38	1300	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	658	-	-	674	1315	0	0	1347	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*646	0	0	*613	*813	-	-	*771	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*646	-	-	*612	*812	-	-	*770	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	11.2	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 812	-	-	646	612	* 770	-	-
HCM Lane V/C Ratio	0.024	-	-	0.003	0.045	0.05	-	-
HCM Control Delay (s)	9.5	-	-	10.6	11.2	9.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.2	-	-

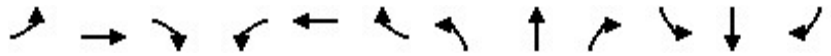
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	4	13	1	149	33	1173	46	109	1220	7
Future Volume (veh/h)	3	3	4	13	1	149	33	1173	46	109	1220	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	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	3	3	4	14	1	155	34	1222	48	114	1271	7
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	2	0	0	2	0
Cap, veh/h	7	45	60	30	140	648	60	2011	661	1154	3612	20
Arrive On Green	0.00	0.06	0.06	0.02	0.07	0.07	0.07	0.79	0.79	0.11	0.23	0.23
Sat Flow, veh/h	1810	738	984	1810	1900	1610	1810	5106	1610	3510	5240	29
Grp Volume(v), veh/h	3	0	7	14	1	155	34	1222	48	114	826	452
Grp Sat Flow(s),veh/h/ln	1810	0	1723	1810	1900	1610	1810	1702	1610	1755	1702	1865
Q Serve(g_s), s	0.1	0.0	0.3	0.6	0.0	0.5	1.5	7.8	0.1	2.3	16.3	16.3
Cycle Q Clear(g_c), s	0.1	0.0	0.3	0.6	0.0	0.5	1.5	7.8	0.1	2.3	16.3	16.3
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	7	0	105	30	140	648	60	2011	661	1154	2346	1285
V/C Ratio(X)	0.41	0.00	0.07	0.46	0.01	0.24	0.57	0.61	0.07	0.10	0.35	0.35
Avail Cap(c_a), veh/h	145	0	416	127	439	901	145	2011	661	1154	2346	1285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	35.4	39.0	34.3	8.8	36.8	6.0	2.2	25.0	15.9	15.9
Incr Delay (d2), s/veh	33.1	0.0	0.3	10.6	0.0	0.2	7.6	1.3	0.2	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	1.2	0.7	1.9	0.1	1.0	7.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	0.0	35.7	49.6	34.4	9.0	44.4	7.3	2.4	25.0	16.3	16.7
LnGrp LOS	E	A	D	D	C	A	D	A	A	C	B	B
Approach Vol, veh/h		10			170			1304			1392	
Approach Delay, s/veh		46.8			12.5			8.1			17.1	
Approach LOS		D			B			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.3	35.5	5.3	8.9	6.7	59.1	4.3	9.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	31.5	5.6	19.3	6.4	32.7	6.4	18.5
Max Q Clear Time (g_c+I1), s	4.3	9.8	2.6	2.3	3.5	18.3	2.1	2.5
Green Ext Time (p_c), s	0.1	9.5	0.0	0.0	0.0	7.4	0.0	0.4

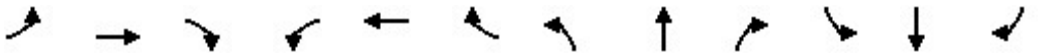
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	798	331	49	473	162	213	767	42	212	896	151
Future Volume (veh/h)	209	798	331	49	473	162	213	767	42	212	896	151
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	215	823	341	51	488	167	220	791	43	219	924	156
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	346	1143	729	216	1011	310	1185	2419	819	362	1582	600
Arrive On Green	0.07	0.22	0.22	0.04	0.19	0.19	0.23	0.47	0.47	0.02	0.10	0.10
Sat Flow, veh/h	5103	5187	1610	5103	5187	1589	5103	5187	1609	5103	5187	1610
Grp Volume(v), veh/h	215	823	341	51	488	167	220	791	43	219	924	156
Grp Sat Flow(s),veh/h/ln	1701	1729	1610	1701	1729	1589	1701	1729	1609	1701	1729	1610
Q Serve(g_s), s	3.3	11.8	2.0	0.8	6.7	7.6	2.8	7.7	1.1	3.4	13.6	2.5
Cycle Q Clear(g_c), s	3.3	11.8	2.0	0.8	6.7	7.6	2.8	7.7	1.1	3.4	13.6	2.5
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	346	1143	729	216	1011	310	1185	2419	819	362	1582	600
V/C Ratio(X)	0.62	0.72	0.47	0.24	0.48	0.54	0.19	0.33	0.05	0.60	0.58	0.26
Avail Cap(c_a), veh/h	510	1362	797	357	1206	369	1185	2419	819	657	1582	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.3	28.9	6.8	37.1	28.6	29.0	24.6	13.4	9.9	38.0	31.1	8.2
Incr Delay (d2), s/veh	1.8	1.5	0.5	0.6	0.4	1.5	0.1	0.4	0.1	1.6	1.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.9	2.3	0.3	2.7	2.9	1.1	2.9	0.4	1.5	6.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	30.4	7.3	37.6	29.0	30.4	24.7	13.8	10.0	39.5	32.6	9.2
LnGrp LOS	D	C	A	D	C	C	C	B	B	D	C	A
Approach Vol, veh/h		1379			706			1054			1299	
Approach Delay, s/veh		25.9			29.9			15.9			31.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	41.3	7.4	21.6	22.6	28.4	9.4	19.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	27.1	5.6	21.0	13.0	24.4	8.0	18.6
Max Q Clear Time (g_c+I1), s	5.4	9.7	2.8	13.8	4.8	15.6	5.3	9.6
Green Ext Time (p_c), s	0.3	5.3	0.0	3.9	0.5	4.4	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	166	109	294	323	98	212	1069	163	98	988	150
Future Volume (veh/h)	200	166	109	294	323	98	212	1069	163	98	988	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
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	227	189	124	334	367	111	241	1215	185	111	1123	170
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	322	200	416	498	149	277	1731	531	355	1956	598
Arrive On Green	0.09	0.15	0.15	0.12	0.18	0.18	0.31	0.67	0.67	0.20	0.38	0.38
Sat Flow, veh/h	3510	2125	1320	3510	2737	816	1810	5187	1590	1810	5187	1586
Grp Volume(v), veh/h	227	159	154	334	240	238	241	1215	185	111	1123	170
Grp Sat Flow(s),veh/h/ln	1755	1805	1641	1755	1805	1748	1810	1729	1590	1810	1729	1586
Q Serve(g_s), s	5.0	6.6	7.0	7.4	10.1	10.3	10.1	11.7	2.7	4.2	13.8	4.2
Cycle Q Clear(g_c), s	5.0	6.6	7.0	7.4	10.1	10.3	10.1	11.7	2.7	4.2	13.8	4.2
Prop In Lane	1.00		0.80	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	274	249	416	328	318	277	1731	531	355	1956	598
V/C Ratio(X)	0.73	0.58	0.62	0.80	0.73	0.75	0.87	0.70	0.35	0.31	0.57	0.28
Avail Cap(c_a), veh/h	342	417	379	439	467	452	339	1731	531	355	1956	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	31.6	31.8	34.3	30.9	31.0	27.0	10.8	4.3	27.5	19.8	8.5
Incr Delay (d2), s/veh	7.1	1.9	2.5	9.9	3.5	4.1	17.1	2.2	1.7	0.5	1.2	1.2
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	2.4	2.9	2.9	3.7	4.6	4.6	4.8	3.1	1.4	1.8	5.5	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	33.5	34.3	44.2	34.3	35.1	44.1	13.0	6.0	28.0	21.0	9.7
LnGrp LOS	D	C	C	D	C	D	D	B	A	C	C	A
Approach Vol, veh/h		540			812			1641			1404	
Approach Delay, s/veh		37.6			38.6			16.8			20.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	30.7	13.5	16.1	16.2	34.2	11.1	18.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.7	10.0	18.5	15.0	20.5	7.8	20.7
Max Q Clear Time (g_c+I1), s	6.2	13.7	9.4	9.0	12.1	15.8	7.0	12.3
Green Ext Time (p_c), s	0.1	7.4	0.1	1.2	0.2	3.2	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	42	14	84	58	24	8	37	129	1353	55	28	1264	26
Future Volume (veh/h)	42	14	84	58	24	8	37	129	1353	55	28	1264	26
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97		1.00		0.98	1.00		0.99
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	48	16	95	66	27	9		147	1538	62	32	1436	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0		0	0	0	0	0	0
Cap, veh/h	204	193	161	211	137	46		610	2733	110	387	2150	45
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10		0.67	1.00	1.00	0.07	0.14	0.14
Sat Flow, veh/h	1376	1900	1586	1286	1352	451		1810	5109	206	1810	5227	109
Grp Volume(v), veh/h	48	16	95	66	0	36		147	1041	559	32	950	516
Grp Sat Flow(s),veh/h/ln	1376	1900	1586	1286	0	1803		1810	1729	1857	1810	1729	1879
Q Serve(g_s), s	2.7	0.6	4.6	3.9	0.0	1.5		2.5	0.0	0.0	1.3	20.9	20.9
Cycle Q Clear(g_c), s	4.1	0.6	4.6	4.5	0.0	1.5		2.5	0.0	0.0	1.3	20.9	20.9
Prop In Lane	1.00		1.00	1.00		0.25		1.00		0.11	1.00		0.06
Lane Grp Cap(c), veh/h	204	193	161	211	0	183		610	1850	994	387	1422	773
V/C Ratio(X)	0.23	0.08	0.59	0.31	0.00	0.20		0.24	0.56	0.56	0.08	0.67	0.67
Avail Cap(c_a), veh/h	392	451	377	386	0	428		610	1850	994	387	1422	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	34.8	32.6	34.4	34.6	0.0	33.0		9.0	0.0	0.0	29.9	29.4	29.4
Incr Delay (d2), s/veh	0.6	0.2	3.4	0.8	0.0	0.5		0.2	1.2	2.3	0.1	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.3	1.9	1.3	0.0	0.7		0.9	0.3	0.6	0.6	9.8	11.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	35.4	32.8	37.8	35.5	0.0	33.5		9.2	1.2	2.3	29.9	31.0	32.3
LnGrp LOS	D	C	D	D	A	C		A	A	A	C	C	C
Approach Vol, veh/h		159			102				1747			1498	
Approach Delay, s/veh		36.6			34.8				2.3			31.4	
Approach LOS		D			C				A			C	

Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	31.1	46.8		12.1	31.0	36.9		12.1					
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0					
Max Green Setting (Gmax), s	6.3	42.8		19.0	16.1	32.9		19.0					
Max Q Clear Time (g_c+I1), s	3.3	2.0		6.6	4.5	22.9		6.5					
Green Ext Time (p_c), s	0.0	16.4		0.4	0.3	6.5		0.2					

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	83	0	1449	74	0	1396	3
Future Vol, veh/h	0	0	2	0	0	83	0	1449	74	0	1396	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	5	0
Mvmt Flow	0	0	2	0	0	94	0	1647	84	0	1586	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	797	-	-	866	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*613	0	0	*580	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*580	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	12.4	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	612	580	-	-
HCM Lane V/C Ratio	-	-	0.004	0.163	-	-
HCM Control Delay (s)	-	-	10.9	12.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

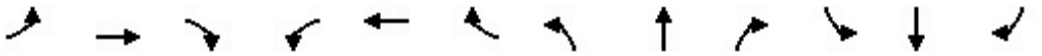
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	0	0	40	27	1456	11	40	31	1381	15
Future Vol, veh/h	0	0	1	0	0	40	27	1456	11	40	31	1381	15
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	6	0	6	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	0	5	0
Mvmt Flow	0	0	1	0	0	44	30	1600	12	44	34	1518	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	769	-	-	812	1536	0	0	1177	1618	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	*613	0	0	*580	739	-	-	*983	*729	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*576	738	-	-	*821	*821	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.8	0.2	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	738	-	-	612	576	* 821	-	-
HCM Lane V/C Ratio	0.04	-	-	0.002	0.076	0.095	-	-
HCM Control Delay (s)	10.1	-	-	10.9	11.8	9.8	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.3	-	-

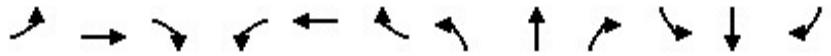
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	4	14	23	1	245	22	1234	50	220	1235	9
Future Volume (veh/h)	15	4	14	23	1	245	22	1234	50	220	1235	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	16	4	15	25	1	263	24	1327	54	237	1328	10
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	4	0	0	4	0
Cap, veh/h	34	26	96	48	157	672	47	1822	626	1180	3460	26
Arrive On Green	0.02	0.07	0.07	0.03	0.08	0.08	0.05	0.73	0.73	0.67	1.00	1.00
Sat Flow, veh/h	1810	342	1283	1810	1900	1578	1810	5025	1609	3510	5144	39
Grp Volume(v), veh/h	16	0	19	25	1	263	24	1327	54	237	865	473
Grp Sat Flow(s),veh/h/ln	1810	0	1625	1810	1900	1578	1810	1675	1609	1755	1675	1833
Q Serve(g_s), s	0.7	0.0	0.9	1.1	0.0	1.1	1.0	12.3	0.2	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.9	1.1	0.0	1.1	1.0	12.3	0.2	2.0	0.0	0.0
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	34	0	122	48	157	672	47	1822	626	1180	2254	1233
V/C Ratio(X)	0.47	0.00	0.16	0.52	0.01	0.39	0.51	0.73	0.09	0.20	0.38	0.38
Avail Cap(c_a), veh/h	131	0	378	131	442	908	163	1822	626	1180	2254	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	34.6	38.4	33.7	8.4	37.4	8.7	2.9	9.0	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.6	8.4	0.0	0.4	7.1	2.2	0.2	0.1	0.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.6	0.0	2.0	0.5	2.8	0.2	0.7	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	35.2	46.8	33.7	8.7	44.5	10.9	3.1	9.1	0.5	0.9
LnGrp LOS	D	A	D	D	C	A	D	B	A	A	A	A
Approach Vol, veh/h		35			289			1405			1575	
Approach Delay, s/veh		41.4			12.1			11.1			1.9	
Approach LOS		D			B			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.9	33.0	6.1	10.0	6.1	57.8	5.5	10.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.6	29.0	5.8	18.6	7.2	32.4	5.8	18.6
Max Q Clear Time (g_c+I1), s	4.0	14.3	3.1	2.9	3.0	2.0	2.7	3.1
Green Ext Time (p_c), s	0.4	8.3	0.0	0.0	0.0	11.4	0.0	0.8

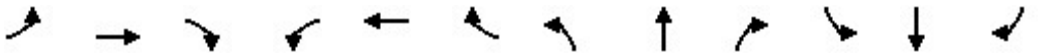
Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	405	202	106	1094	320	441	852	47	165	831	297
Future Volume (veh/h)	169	405	202	106	1094	320	441	852	47	165	831	297
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		0.99	1.00		0.99
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	188	450	224	118	1216	356	490	947	52	183	923	330
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	318	1463	648	296	1441	447	616	1686	610	689	1759	638
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.12	0.32	0.32	0.13	0.34	0.34
Sat Flow, veh/h	5103	5187	1608	5103	5187	1608	5103	5187	1588	5103	5187	1587
Grp Volume(v), veh/h	188	450	224	118	1216	356	490	947	52	183	923	330
Grp Sat Flow(s),veh/h/ln	1701	1729	1608	1701	1729	1608	1701	1729	1588	1701	1729	1587
Q Serve(g_s), s	2.9	5.5	7.7	1.8	17.7	16.4	7.5	12.1	0.9	2.6	11.4	5.4
Cycle Q Clear(g_c), s	2.9	5.5	7.7	1.8	17.7	16.4	7.5	12.1	0.9	2.6	11.4	5.4
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	318	1463	648	296	1441	447	616	1686	610	689	1759	638
V/C Ratio(X)	0.59	0.31	0.35	0.40	0.84	0.80	0.79	0.56	0.09	0.27	0.52	0.52
Avail Cap(c_a), veh/h	523	1472	651	542	1491	462	657	1686	610	689	1759	638
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	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.5	22.6	16.6	36.3	27.3	26.8	34.2	22.3	6.0	31.0	21.3	8.4
Incr Delay (d2), s/veh	1.8	0.1	0.3	0.9	4.5	9.2	6.4	1.4	0.3	0.2	1.1	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.2	2.8	0.8	7.6	7.1	3.4	4.9	0.4	1.0	4.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	22.7	16.9	37.2	31.8	36.0	40.6	23.7	6.2	31.2	22.3	11.2
LnGrp LOS	D	C	B	D	C	D	D	C	A	C	C	B
Approach Vol, veh/h		862			1690			1489			1436	
Approach Delay, s/veh		24.6			33.0			28.6			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	30.0	8.6	26.6	13.7	31.1	9.0	26.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.8	26.0	8.5	22.7	10.3	22.5	8.2	23.0
Max Q Clear Time (g_c+I1), s	4.6	14.1	3.8	9.7	9.5	13.4	4.9	19.7
Green Ext Time (p_c), s	0.1	5.3	0.1	3.2	0.2	4.9	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	382	162	176	130	70	141	1016	189	180	956	135
Future Volume (veh/h)	210	382	162	176	130	70	141	1016	189	180	956	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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	214	390	165	180	133	71	144	1037	193	184	976	138
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	298	488	203	264	435	219	381	2089	647	225	1640	502
Arrive On Green	0.08	0.20	0.20	0.08	0.19	0.19	0.21	0.40	0.40	0.12	0.32	0.32
Sat Flow, veh/h	3510	2467	1028	3510	2314	1163	1810	5187	1608	1810	5187	1588
Grp Volume(v), veh/h	214	284	271	180	102	102	144	1037	193	184	976	138
Grp Sat Flow(s),veh/h/ln	1755	1805	1690	1755	1805	1672	1810	1729	1608	1810	1729	1588
Q Serve(g_s), s	4.8	12.0	12.3	4.0	3.9	4.2	5.5	11.9	4.6	7.9	12.7	3.8
Cycle Q Clear(g_c), s	4.8	12.0	12.3	4.0	3.9	4.2	5.5	11.9	4.6	7.9	12.7	3.8
Prop In Lane	1.00		0.61	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	357	334	264	340	315	381	2089	647	225	1640	502
V/C Ratio(X)	0.72	0.79	0.81	0.68	0.30	0.32	0.38	0.50	0.30	0.82	0.59	0.27
Avail Cap(c_a), veh/h	360	429	401	373	435	403	381	2089	647	317	1640	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	30.5	30.7	36.1	27.9	28.1	27.1	17.8	8.1	34.2	23.0	10.9
Incr Delay (d2), s/veh	5.4	8.4	10.2	3.1	0.5	0.6	0.6	0.8	1.1	10.9	1.6	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	2.2	5.9	5.8	1.8	1.7	1.7	2.4	4.6	2.4	4.1	5.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	38.9	40.8	39.1	28.4	28.7	27.7	18.6	9.2	45.1	24.6	12.3
LnGrp LOS	D	D	D	D	C	C	C	B	A	D	C	B
Approach Vol, veh/h		769			384			1374			1298	
Approach Delay, s/veh		40.2			33.5			18.3			26.2	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	36.2	10.0	19.8	20.9	29.3	10.8	19.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	22.5	8.5	19.0	11.2	25.3	8.2	19.3
Max Q Clear Time (g_c+I1), s	9.9	13.9	6.0	14.3	7.5	14.7	6.8	6.2
Green Ext Time (p_c), s	0.2	4.8	0.1	1.5	0.1	5.2	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	50	18	81	110	42	25	35	126	1225	79	59	1164	42
Future Volume (veh/h)	50	18	81	110	42	25	35	126	1225	79	59	1164	42
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	52	19	84	113	43	26		130	1263	81	61	1200	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0		0	0	0	0	0	0
Cap, veh/h	214	242	201	245	141	85		164	2553	164	380	3249	116
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.18	1.00	1.00	0.42	1.00	1.00
Sat Flow, veh/h	1348	1900	1581	1307	1107	669		1810	4981	319	1810	5141	184
Grp Volume(v), veh/h	52	19	84	113	0	69		130	877	467	61	807	436
Grp Sat Flow(s),veh/h/ln	1348	1900	1581	1307	0	1776		1810	1729	1843	1810	1729	1867
Q Serve(g_s), s	2.9	0.7	3.9	6.7	0.0	2.8		5.5	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.7	3.9	7.4	0.0	2.8		5.5	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.38		1.00		0.17	1.00		0.10
Lane Grp Cap(c), veh/h	214	242	201	245	0	226		164	1772	944	380	2185	1180
V/C Ratio(X)	0.24	0.08	0.42	0.46	0.00	0.31		0.79	0.49	0.49	0.16	0.37	0.37
Avail Cap(c_a), veh/h	363	451	375	389	0	422		373	1772	944	380	2185	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	34.3	30.8	32.2	34.0	0.0	31.7		32.0	0.0	0.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.1	1.4	1.4	0.0	0.8		8.3	1.0	1.9	0.2	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	1.5	2.2	0.0	1.2		2.5	0.2	0.5	0.7	0.1	0.2
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	34.9	30.9	33.6	35.4	0.0	32.5		40.3	1.0	1.9	19.0	0.4	0.7
LnGrp LOS	C	C	C	D	A	C		D	A	A	B	A	A
Approach Vol, veh/h		155			182				1474			1304	
Approach Delay, s/veh		33.7			34.3				4.7			1.4	
Approach LOS		C			C				A			A	

Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	20.8	45.0		14.2	11.3	54.6		14.2					
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0					
Max Green Setting (Gmax), s	8.8	41.0		19.0	16.5	32.5		19.0					
Max Q Clear Time (g_c+I1), s	13.7	2.0		7.7	7.5	2.0		9.4					
Green Ext Time (p_c), s	0.0	12.4		0.3	0.2	10.3		0.4					

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	78	0	1367	75	0	1378	0
Future Vol, veh/h	0	0	2	0	0	78	0	1367	75	0	1378	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	2	0	0	2	0
Mvmt Flow	0	0	2	0	0	81	0	1424	78	0	1435	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	719	-	-	751	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*613	0	0	*613	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*613	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	612	613	-	-
HCM Lane V/C Ratio	-	-	0.003	0.133	-	-
HCM Control Delay (s)	-	-	10.9	11.8	-	-
HCM Lane LOS	-	-	B	B	-	-
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	0.4

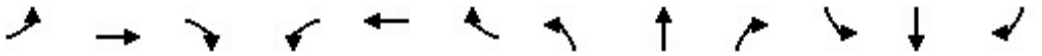
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	2	0	0	28	20	1382	10	41	38	1346	15
Future Vol, veh/h	0	0	2	0	0	28	20	1382	10	41	38	1346	15
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	-	200	-	-
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	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	2	0
Mvmt Flow	0	0	2	0	0	29	21	1425	10	42	39	1388	15

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	703	-	-	719	1404	0	0	1048	1436	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	*613	0	0	*613	*771	-	-	*1039	*771	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*612	*770	-	-	*871	*871	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.2	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 770	-	-	612	612	* 871	-	-
HCM Lane V/C Ratio	0.027	-	-	0.003	0.047	0.094	-	-
HCM Control Delay (s)	9.8	-	-	10.9	11.2	9.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.3	-	-

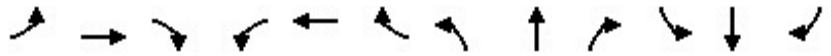
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	3	4	14	1	159	34	1246	48	116	1296	11
Future Volume (veh/h)	7	3	4	14	1	159	34	1246	48	116	1296	11
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	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	7	3	4	15	1	166	35	1298	50	121	1350	11
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	2	0	0	2	0
Cap, veh/h	16	45	60	32	133	640	61	2011	663	1148	3590	29
Arrive On Green	0.01	0.06	0.06	0.02	0.07	0.07	0.07	0.79	0.79	0.11	0.23	0.23
Sat Flow, veh/h	1810	738	984	1810	1900	1610	1810	5106	1610	3510	5224	43
Grp Volume(v), veh/h	7	0	7	15	1	166	35	1298	50	121	880	481
Grp Sat Flow(s),veh/h/ln	1810	0	1723	1810	1900	1610	1810	1702	1610	1755	1702	1863
Q Serve(g_s), s	0.3	0.0	0.3	0.7	0.0	0.5	1.5	8.8	0.1	2.5	17.5	17.5
Cycle Q Clear(g_c), s	0.3	0.0	0.3	0.7	0.0	0.5	1.5	8.8	0.1	2.5	17.5	17.5
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	0	106	32	133	640	61	2011	663	1148	2339	1280
V/C Ratio(X)	0.43	0.00	0.07	0.47	0.01	0.26	0.57	0.65	0.08	0.11	0.38	0.38
Avail Cap(c_a), veh/h	145	0	416	127	439	899	145	2011	663	1148	2339	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	35.4	38.9	34.6	8.9	36.7	6.1	2.2	25.1	16.4	16.4
Incr Delay (d2), s/veh	16.9	0.0	0.3	10.2	0.0	0.2	7.5	1.5	0.2	0.0	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.4	0.0	1.3	0.8	2.0	0.1	1.0	8.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	0.0	35.6	49.1	34.6	9.2	44.2	7.6	2.4	25.2	16.9	17.3
LnGrp LOS	E	A	D	D	C	A	D	A	A	C	B	B
Approach Vol, veh/h		14			182			1383			1482	
Approach Delay, s/veh		46.0			12.6			8.3			17.7	
Approach LOS		D			B			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.2	35.5	5.4	8.9	6.7	59.0	4.7	9.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	31.5	5.6	19.3	6.4	32.7	6.4	18.5
Max Q Clear Time (g_c+I1), s	4.5	10.8	2.7	2.3	3.5	19.5	2.3	2.5
Green Ext Time (p_c), s	0.1	10.0	0.0	0.0	0.0	7.5	0.0	0.4

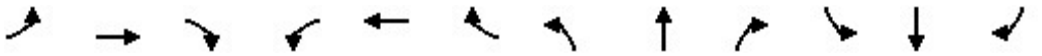
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	830	344	51	492	183	222	802	44	236	936	165
Future Volume (veh/h)	225	830	344	51	492	183	222	802	44	236	936	165
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	232	856	355	53	507	189	229	827	45	243	965	170
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	364	1170	727	221	1025	314	1154	2360	802	389	1582	606
Arrive On Green	0.07	0.23	0.23	0.04	0.20	0.20	0.23	0.46	0.46	0.03	0.10	0.10
Sat Flow, veh/h	5103	5187	1610	5103	5187	1589	5103	5187	1609	5103	5187	1610
Grp Volume(v), veh/h	232	856	355	53	507	189	229	827	45	243	965	170
Grp Sat Flow(s),veh/h/ln	1701	1729	1610	1701	1729	1589	1701	1729	1609	1701	1729	1610
Q Serve(g_s), s	3.5	12.2	2.1	0.8	7.0	8.7	2.9	8.3	1.2	3.8	14.3	2.8
Cycle Q Clear(g_c), s	3.5	12.2	2.1	0.8	7.0	8.7	2.9	8.3	1.2	3.8	14.3	2.8
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	364	1170	727	221	1025	314	1154	2360	802	389	1582	606
V/C Ratio(X)	0.64	0.73	0.49	0.24	0.49	0.60	0.20	0.35	0.06	0.63	0.61	0.28
Avail Cap(c_a), veh/h	510	1362	787	357	1206	369	1154	2360	802	657	1582	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	36.1	28.7	6.9	37.0	28.5	29.2	25.1	14.1	10.4	37.9	31.4	8.2
Incr Delay (d2), s/veh	1.9	1.7	0.5	0.6	0.4	2.0	0.1	0.4	0.1	1.6	1.7	1.1
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	1.5	5.1	2.4	0.3	2.8	3.4	1.2	3.1	0.4	1.6	6.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	30.5	7.4	37.6	28.9	31.2	25.2	14.5	10.5	39.4	33.1	9.3
LnGrp LOS	D	C	A	D	C	C	C	B	B	D	C	A
Approach Vol, veh/h		1443			749			1101			1378	
Approach Delay, s/veh		26.0			30.1			16.6			31.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	40.4	7.5	22.0	22.1	28.4	9.7	19.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	27.1	5.6	21.0	13.0	24.4	8.0	18.6
Max Q Clear Time (g_c+I1), s	5.8	10.3	2.8	14.2	4.9	16.3	5.5	10.7
Green Ext Time (p_c), s	0.3	5.5	0.0	3.8	0.5	4.4	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	167	121	305	324	100	225	1101	175	99	1017	150
Future Volume (veh/h)	200	167	121	305	324	100	225	1101	175	99	1017	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
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	227	190	138	347	368	114	256	1251	199	112	1156	170
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	304	209	428	498	152	291	1731	531	353	1909	584
Arrive On Green	0.09	0.15	0.15	0.12	0.18	0.18	0.32	0.67	0.67	0.19	0.37	0.37
Sat Flow, veh/h	3510	2035	1395	3510	2720	831	1810	5187	1590	1810	5187	1586
Grp Volume(v), veh/h	227	167	161	347	243	239	256	1251	199	112	1156	170
Grp Sat Flow(s),veh/h/ln	1755	1805	1625	1755	1805	1746	1810	1729	1590	1810	1729	1586
Q Serve(g_s), s	5.0	6.9	7.5	7.7	10.1	10.4	10.7	12.4	3.0	4.2	14.5	4.3
Cycle Q Clear(g_c), s	5.0	6.9	7.5	7.7	10.1	10.4	10.7	12.4	3.0	4.2	14.5	4.3
Prop In Lane	1.00		0.86	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	270	243	428	330	320	291	1731	531	353	1909	584
V/C Ratio(X)	0.73	0.62	0.66	0.81	0.73	0.75	0.88	0.72	0.38	0.32	0.61	0.29
Avail Cap(c_a), veh/h	342	417	376	439	467	452	339	1731	531	353	1909	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	31.9	32.1	34.2	30.8	30.9	26.4	10.9	4.3	27.6	20.6	8.8
Incr Delay (d2), s/veh	7.1	2.3	3.1	10.8	3.6	4.3	19.1	2.4	1.9	0.5	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.1	3.1	3.8	4.6	4.6	5.2	3.2	1.5	1.8	5.8	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	34.2	35.2	45.0	34.4	35.2	45.6	13.4	6.1	28.1	22.0	10.1
LnGrp LOS	D	C	D	D	C	D	D	B	A	C	C	B
Approach Vol, veh/h		555			829			1706			1438	
Approach Delay, s/veh		37.9			39.1			17.4			21.1	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	30.7	13.7	16.0	16.8	33.4	11.1	18.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.7	10.0	18.5	15.0	20.5	7.8	20.7
Max Q Clear Time (g_c+I1), s	6.2	14.4	9.7	9.5	12.7	16.5	7.0	12.4
Green Ext Time (p_c), s	0.1	7.3	0.0	1.3	0.2	2.8	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	58	14	84	58	24	8	37	129	1353	55	28	1298	47
Future Volume (veh/h)	58	14	84	58	24	8	37	129	1353	55	28	1298	47
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97		1.00		0.98	1.00		0.99
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	66	16	95	66	27	9		147	1538	62	32	1475	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0		0	0	0	0	0	0
Cap, veh/h	214	205	171	219	146	49		599	2733	110	375	2113	76
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11		0.66	1.00	1.00	0.07	0.14	0.14
Sat Flow, veh/h	1377	1900	1588	1287	1353	451		1810	5109	206	1810	5137	185
Grp Volume(v), veh/h	66	16	95	66	0	36		147	1041	559	32	993	535
Grp Sat Flow(s),veh/h/ln	1377	1900	1588	1287	0	1804		1810	1729	1857	1810	1729	1864
Q Serve(g_s), s	3.7	0.6	4.5	3.9	0.0	1.5		2.6	0.0	0.0	1.3	21.9	21.9
Cycle Q Clear(g_c), s	5.1	0.6	4.5	4.5	0.0	1.5		2.6	0.0	0.0	1.3	21.9	21.9
Prop In Lane	1.00		1.00	1.00		0.25		1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	214	205	171	219	0	195		599	1850	994	375	1422	767
V/C Ratio(X)	0.31	0.08	0.55	0.30	0.00	0.19		0.25	0.56	0.56	0.09	0.70	0.70
Avail Cap(c_a), veh/h	392	451	377	386	0	428		599	1850	994	375	1422	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	34.8	32.1	33.9	34.1	0.0	32.5		9.5	0.0	0.0	30.2	29.8	29.8
Incr Delay (d2), s/veh	0.8	0.2	2.8	0.8	0.0	0.5		0.2	1.2	2.3	0.1	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.8	1.2	0.0	0.6		1.0	0.3	0.6	0.6	10.3	11.5
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	35.6	32.3	36.6	34.9	0.0	32.9		9.7	1.2	2.3	30.2	31.5	33.0
LnGrp LOS	D	C	D	C	A	C		A	A	A	C	C	C
Approach Vol, veh/h		177			102				1747			1560	
Approach Delay, s/veh		35.9			34.2				2.3			32.0	
Approach LOS		D			C				A			C	

Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	30.6	46.8		12.6	30.5	36.9		12.6					
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0					
Max Green Setting (Gmax), s	6.3	42.8		19.0	16.1	32.9		19.0					
Max Q Clear Time (g_c+I1), s	13.3	2.0		7.1	4.6	23.9		6.5					
Green Ext Time (p_c), s	0.0	16.4		0.4	0.3	6.2		0.2					

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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	0	0	14	0	0	83	0	1449	74	0	1430	3
Future Vol, veh/h	0	0	14	0	0	83	0	1449	74	0	1430	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	5	0
Mvmt Flow	0	0	16	0	0	94	0	1647	84	0	1625	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	816	-	-	866	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*580	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*580	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	12.4	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	579	580	-	-
HCM Lane V/C Ratio	-	-	0.027	0.163	-	-
HCM Control Delay (s)	-	-	11.4	12.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

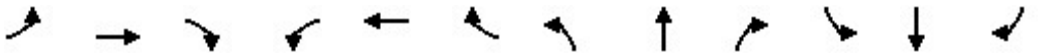
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	0	0	40	27	1456	11	40	31	1427	15
Future Vol, veh/h	0	0	1	0	0	40	27	1456	11	40	31	1427	15
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	6	0	6	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	0	5	0
Mvmt Flow	0	0	1	0	0	44	30	1600	12	44	34	1568	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	794	-	-	812	1586	0	0	1177	1618	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*580	*729	-	-	*983	*729	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*576	*728	-	-	*821	*821	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.8	0.2	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 728	-	-	579	576	* 821	-	-
HCM Lane V/C Ratio	0.041	-	-	0.002	0.076	0.095	-	-
HCM Control Delay (s)	10.2	-	-	11.2	11.8	9.8	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.3	-	-

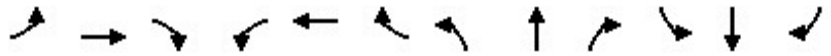
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	4	14	23	1	245	22	1234	50	220	1281	9
Future Volume (veh/h)	15	4	14	23	1	245	22	1234	50	220	1281	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	16	4	15	25	1	263	24	1327	54	237	1377	10
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	4	0	0	4	0
Cap, veh/h	34	26	96	48	157	672	47	1822	626	1180	3462	25
Arrive On Green	0.02	0.07	0.07	0.03	0.08	0.08	0.05	0.73	0.73	0.67	1.00	1.00
Sat Flow, veh/h	1810	342	1283	1810	1900	1578	1810	5025	1609	3510	5146	37
Grp Volume(v), veh/h	16	0	19	25	1	263	24	1327	54	237	896	491
Grp Sat Flow(s),veh/h/ln	1810	0	1625	1810	1900	1578	1810	1675	1609	1755	1675	1833
Q Serve(g_s), s	0.7	0.0	0.9	1.1	0.0	1.1	1.0	12.3	0.2	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.9	1.1	0.0	1.1	1.0	12.3	0.2	2.0	0.0	0.0
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	34	0	122	48	157	672	47	1822	626	1180	2254	1233
V/C Ratio(X)	0.47	0.00	0.16	0.52	0.01	0.39	0.51	0.73	0.09	0.20	0.40	0.40
Avail Cap(c_a), veh/h	131	0	378	131	442	908	163	1822	626	1180	2254	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	34.6	38.4	33.7	8.4	37.4	8.7	2.9	9.0	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.6	8.4	0.0	0.4	7.1	2.2	0.2	0.1	0.5	1.0
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	0.4	0.0	0.4	0.6	0.0	2.0	0.5	2.8	0.2	0.7	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	35.2	46.8	33.7	8.7	44.5	10.9	3.1	9.1	0.5	1.0
LnGrp LOS	D	A	D	D	C	A	D	B	A	A	A	A
Approach Vol, veh/h		35			289			1405			1624	
Approach Delay, s/veh		41.4			12.1			11.1			1.9	
Approach LOS		D			B			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.9	33.0	6.1	10.0	6.1	57.8	5.5	10.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.6	29.0	5.8	18.6	7.2	32.4	5.8	18.6
Max Q Clear Time (g_c+I1), s	4.0	14.3	3.1	2.9	3.0	2.0	2.7	3.1
Green Ext Time (p_c), s	0.4	8.3	0.0	0.0	0.0	12.0	0.0	0.8

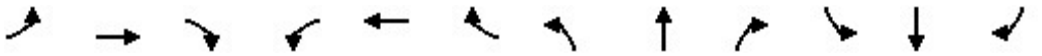
Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	405	210	109	1095	326	441	852	47	168	871	300
Future Volume (veh/h)	174	405	210	109	1095	326	441	852	47	168	871	300
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		0.99	1.00		0.99
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	193	450	233	121	1217	362	490	947	52	187	968	333
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	1468	650	297	1442	447	616	1686	610	682	1753	638
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.12	0.32	0.32	0.13	0.34	0.34
Sat Flow, veh/h	5103	5187	1608	5103	5187	1608	5103	5187	1588	5103	5187	1587
Grp Volume(v), veh/h	193	450	233	121	1217	362	490	947	52	187	968	333
Grp Sat Flow(s),veh/h/ln	1701	1729	1608	1701	1729	1608	1701	1729	1588	1701	1729	1587
Q Serve(g_s), s	2.9	5.4	8.1	1.8	17.7	16.8	7.5	12.1	0.9	2.6	12.2	5.4
Cycle Q Clear(g_c), s	2.9	5.4	8.1	1.8	17.7	16.8	7.5	12.1	0.9	2.6	12.2	5.4
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	323	1468	650	297	1442	447	616	1686	610	682	1753	638
V/C Ratio(X)	0.60	0.31	0.36	0.41	0.84	0.81	0.79	0.56	0.09	0.27	0.55	0.52
Avail Cap(c_a), veh/h	523	1472	651	542	1491	462	657	1686	610	682	1753	638
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	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.5	22.5	16.6	36.3	27.2	26.9	34.2	22.3	6.0	31.2	21.6	8.4
Incr Delay (d2), s/veh	1.8	0.1	0.3	0.9	4.5	10.1	6.4	1.4	0.3	0.2	1.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	2.9	0.8	7.6	7.4	3.4	4.9	0.4	1.1	4.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	22.6	17.0	37.2	31.8	37.0	40.6	23.7	6.3	31.4	22.7	11.2
LnGrp LOS	D	C	B	D	C	D	D	C	A	C	C	B
Approach Vol, veh/h		876			1700			1489			1488	
Approach Delay, s/veh		24.6			33.3			28.6			21.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	30.0	8.7	26.6	13.7	31.0	9.1	26.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.8	26.0	8.5	22.7	10.3	22.5	8.2	23.0
Max Q Clear Time (g_c+I1), s	4.6	14.1	3.8	10.1	9.5	14.2	4.9	19.7
Green Ext Time (p_c), s	0.1	5.3	0.1	3.2	0.2	4.8	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	383	176	189	132	72	153	1050	201	183	996	135
Future Volume (veh/h)	210	383	176	189	132	72	153	1050	201	183	996	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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	214	391	180	193	135	73	156	1071	205	187	1016	138
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	298	484	220	278	452	230	367	2038	632	228	1640	502
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.20	0.39	0.39	0.13	0.32	0.32
Sat Flow, veh/h	3510	2397	1087	3510	2303	1172	1810	5187	1608	1810	5187	1588
Grp Volume(v), veh/h	214	293	278	193	104	104	156	1071	205	187	1016	138
Grp Sat Flow(s),veh/h/ln	1755	1805	1678	1755	1805	1671	1810	1729	1608	1810	1729	1588
Q Serve(g_s), s	4.8	12.4	12.7	4.3	3.9	4.3	6.0	12.6	5.0	8.1	13.3	3.8
Cycle Q Clear(g_c), s	4.8	12.4	12.7	4.3	3.9	4.3	6.0	12.6	5.0	8.1	13.3	3.8
Prop In Lane	1.00		0.65	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	365	339	278	354	328	367	2038	632	228	1640	502
V/C Ratio(X)	0.72	0.80	0.82	0.70	0.29	0.32	0.43	0.53	0.32	0.82	0.62	0.27
Avail Cap(c_a), veh/h	360	429	399	373	435	403	367	2038	632	317	1640	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	30.4	30.5	35.9	27.4	27.6	27.8	18.6	8.4	34.1	23.3	10.9
Incr Delay (d2), s/veh	5.4	9.2	11.2	3.5	0.5	0.6	0.7	0.9	1.3	11.3	1.8	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	2.2	6.1	6.0	1.9	1.7	1.7	2.6	4.9	2.6	4.2	5.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	39.6	41.7	39.4	27.9	28.1	28.6	19.5	9.7	45.4	25.0	12.3
LnGrp LOS	D	D	D	D	C	C	C	B	A	D	C	B
Approach Vol, veh/h		785			401			1432			1341	
Approach Delay, s/veh		40.7			33.5			19.1			26.6	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	35.4	10.3	20.2	20.2	29.3	10.8	19.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	22.5	8.5	19.0	11.2	25.3	8.2	19.3
Max Q Clear Time (g_c+I1), s	10.1	14.6	6.3	14.7	8.0	15.3	6.8	6.3
Green Ext Time (p_c), s	0.2	4.7	0.1	1.4	0.1	5.2	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	62	18	81	110	42	25	35	135	1268	79	59	1217	54
Future Volume (veh/h)	62	18	81	110	42	25	35	135	1268	79	59	1217	54
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	64	19	84	113	43	26		139	1307	81	61	1255	56
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0		0	0	0	0	0	0
Cap, veh/h	214	242	201	245	141	85		174	2559	159	380	3188	142
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.19	1.00	1.00	0.42	1.00	1.00
Sat Flow, veh/h	1348	1900	1581	1307	1107	669		1810	4993	309	1810	5090	227
Grp Volume(v), veh/h	64	19	84	113	0	69		139	905	483	61	853	458
Grp Sat Flow(s),veh/h/ln	1348	1900	1581	1307	0	1776		1810	1729	1844	1810	1729	1859
Q Serve(g_s), s	3.6	0.7	3.9	6.7	0.0	2.8		5.9	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.7	3.9	7.4	0.0	2.8		5.9	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.38		1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	214	242	201	245	0	226		174	1772	945	380	2166	1164
V/C Ratio(X)	0.30	0.08	0.42	0.46	0.00	0.31		0.80	0.51	0.51	0.16	0.39	0.39
Avail Cap(c_a), veh/h	363	451	375	389	0	422		373	1772	945	380	2166	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	34.6	30.8	32.2	34.0	0.0	31.7		31.6	0.0	0.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.1	1.4	1.4	0.0	0.8		8.1	1.1	2.0	0.2	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	1.5	2.2	0.0	1.2		2.7	0.3	0.5	0.7	0.1	0.3
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	35.4	30.9	33.6	35.4	0.0	32.4		39.6	1.1	2.0	19.0	0.4	0.8
LnGrp LOS	D	C	C	D	A	C		D	A	A	B	A	A
Approach Vol, veh/h		167			182				1527			1372	
Approach Delay, s/veh		34.0			34.3				4.9			1.4	
Approach LOS		C			C				A			A	

Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	20.8	45.0		14.2	11.7	54.1		14.2					
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0					
Max Green Setting (Gmax), s	8.8	41.0		19.0	16.5	32.5		19.0					
Max Q Clear Time (g_c+I1), s	13.7	2.0		8.4	7.9	2.0		9.4					
Green Ext Time (p_c), s	0.0	13.1		0.4	0.2	11.1		0.4					

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

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	0	0	11	0	0	78	0	1419	75	0	1431	0
Future Vol, veh/h	0	0	11	0	0	78	0	1419	75	0	1431	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	2	0	0	2	0
Mvmt Flow	0	0	11	0	0	81	0	1478	78	0	1491	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	747	-	-	778	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*580	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*580	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	12.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	579	580	-	-
HCM Lane V/C Ratio	-	-	0.02	0.14	-	-
HCM Control Delay (s)	-	-	11.3	12.2	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

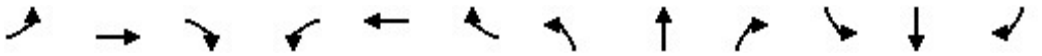
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	2	0	0	28	20	1434	10	41	38	1408	15
Future Vol, veh/h	0	0	2	0	0	28	20	1434	10	41	38	1408	15
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	-	200	-	-
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	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	2	0
Mvmt Flow	0	0	2	0	0	29	21	1478	10	42	39	1452	15

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	735	-	-	745	1468	0	0	1087	1489	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	*613	0	0	*580	*771	-	-	*983	*729	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*579	*770	-	-	*823	*823	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.5	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 770	-	-	612	579	* 823	-	-
HCM Lane V/C Ratio	0.027	-	-	0.003	0.05	0.099	-	-
HCM Control Delay (s)	9.8	-	-	10.9	11.5	9.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.3	-	-

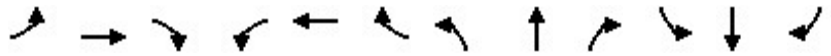
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	3	4	14	1	159	34	1298	48	116	1358	11
Future Volume (veh/h)	7	3	4	14	1	159	34	1298	48	116	1358	11
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	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	7	3	4	15	1	166	35	1352	50	121	1415	11
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	2	0	0	2	0
Cap, veh/h	16	45	60	32	133	640	61	2011	663	1148	3591	28
Arrive On Green	0.01	0.06	0.06	0.02	0.07	0.07	0.07	0.79	0.79	0.11	0.23	0.23
Sat Flow, veh/h	1810	738	984	1810	1900	1610	1810	5106	1610	3510	5226	41
Grp Volume(v), veh/h	7	0	7	15	1	166	35	1352	50	121	922	504
Grp Sat Flow(s),veh/h/ln	1810	0	1723	1810	1900	1610	1810	1702	1610	1755	1702	1863
Q Serve(g_s), s	0.3	0.0	0.3	0.7	0.0	0.5	1.5	9.6	0.1	2.5	18.4	18.4
Cycle Q Clear(g_c), s	0.3	0.0	0.3	0.7	0.0	0.5	1.5	9.6	0.1	2.5	18.4	18.4
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	0	106	32	133	640	61	2011	663	1148	2339	1280
V/C Ratio(X)	0.43	0.00	0.07	0.47	0.01	0.26	0.57	0.67	0.08	0.11	0.39	0.39
Avail Cap(c_a), veh/h	145	0	416	127	439	899	145	2011	663	1148	2339	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	35.4	38.9	34.6	8.9	36.7	6.2	2.2	25.1	16.8	16.8
Incr Delay (d2), s/veh	16.9	0.0	0.3	10.2	0.0	0.2	7.4	1.6	0.2	0.0	0.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.4	0.0	1.3	0.8	2.1	0.1	1.0	8.4	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	0.0	35.6	49.1	34.6	9.2	44.1	7.8	2.4	25.2	17.3	17.7
LnGrp LOS	E	A	D	D	C	A	D	A	A	C	B	B
Approach Vol, veh/h		14			182			1437			1547	
Approach Delay, s/veh		46.0			12.6			8.5			18.0	
Approach LOS		D			B			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.2	35.5	5.4	8.9	6.7	59.0	4.7	9.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	31.5	5.6	19.3	6.4	32.7	6.4	18.5
Max Q Clear Time (g_c+I1), s	4.5	11.6	2.7	2.3	3.5	20.4	2.3	2.5
Green Ext Time (p_c), s	0.1	10.2	0.0	0.0	0.0	7.4	0.0	0.4

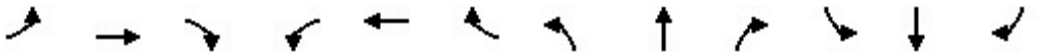
Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	831	359	54	492	185	234	847	48	240	991	168
Future Volume (veh/h)	228	831	359	54	492	185	234	847	48	240	991	168
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	235	857	370	56	507	191	241	873	49	247	1022	173
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	367	1172	725	227	1030	316	1146	2347	800	393	1582	607
Arrive On Green	0.07	0.23	0.23	0.04	0.20	0.20	0.22	0.45	0.45	0.03	0.10	0.10
Sat Flow, veh/h	5103	5187	1610	5103	5187	1589	5103	5187	1609	5103	5187	1610
Grp Volume(v), veh/h	235	857	370	56	507	191	241	873	49	247	1022	173
Grp Sat Flow(s),veh/h/ln	1701	1729	1610	1701	1729	1589	1701	1729	1609	1701	1729	1610
Q Serve(g_s), s	3.6	12.3	2.3	0.8	6.9	8.8	3.1	8.9	1.3	3.8	15.2	2.9
Cycle Q Clear(g_c), s	3.6	12.3	2.3	0.8	6.9	8.8	3.1	8.9	1.3	3.8	15.2	2.9
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	367	1172	725	227	1030	316	1146	2347	800	393	1582	607
V/C Ratio(X)	0.64	0.73	0.51	0.25	0.49	0.61	0.21	0.37	0.06	0.63	0.65	0.29
Avail Cap(c_a), veh/h	510	1362	784	357	1206	369	1146	2347	800	657	1582	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.1	28.7	7.0	36.9	28.5	29.2	25.2	14.4	10.4	37.9	31.8	8.2
Incr Delay (d2), s/veh	1.9	1.7	0.6	0.6	0.4	2.1	0.1	0.5	0.1	1.6	1.9	1.1
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	1.5	5.1	2.5	0.4	2.8	3.4	1.2	3.3	0.5	1.7	7.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	30.4	7.6	37.5	28.8	31.3	25.3	14.9	10.6	39.4	33.7	9.3
LnGrp LOS	D	C	A	D	C	C	C	B	B	D	C	A
Approach Vol, veh/h		1462			754			1163			1442	
Approach Delay, s/veh		25.9			30.1			16.9			31.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	40.2	7.6	22.1	22.0	28.4	9.7	19.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	27.1	5.6	21.0	13.0	24.4	8.0	18.6
Max Q Clear Time (g_c+I1), s	5.8	10.9	2.8	14.3	5.1	17.2	5.6	10.8
Green Ext Time (p_c), s	0.4	5.8	0.0	3.8	0.5	4.2	0.2	2.5

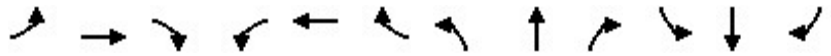
Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	170	116	324	474	121	256	1137	199	115	1056	171
Future Volume (veh/h)	210	170	116	324	474	121	256	1137	199	115	1056	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	170	116	324	474	121	256	1137	199	115	1056	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	370	238	408	596	151	291	1731	531	314	1798	550
Arrive On Green	0.08	0.18	0.18	0.12	0.21	0.21	0.32	0.67	0.67	0.17	0.35	0.35
Sat Flow, veh/h	3510	2097	1346	3510	2849	722	1810	5187	1590	1810	5187	1586
Grp Volume(v), veh/h	210	145	141	324	299	296	256	1137	199	115	1056	171
Grp Sat Flow(s),veh/h/ln	1755	1805	1639	1755	1805	1766	1810	1729	1590	1810	1729	1586
Q Serve(g_s), s	4.7	5.7	6.2	7.2	12.6	12.7	10.7	10.4	3.0	4.5	13.4	4.5
Cycle Q Clear(g_c), s	4.7	5.7	6.2	7.2	12.6	12.7	10.7	10.4	3.0	4.5	13.4	4.5
Prop In Lane	1.00		0.82	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	319	289	408	378	370	291	1731	531	314	1798	550
V/C Ratio(X)	0.72	0.45	0.49	0.79	0.79	0.80	0.88	0.66	0.38	0.37	0.59	0.31
Avail Cap(c_a), veh/h	342	417	379	439	467	457	339	1731	531	314	1798	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	29.5	29.7	34.4	30.0	30.0	26.4	10.6	4.4	29.2	21.4	9.9
Incr Delay (d2), s/veh	5.8	1.0	1.3	9.2	7.3	8.0	19.3	1.8	1.9	0.7	1.4	1.5
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	2.2	2.5	2.5	3.5	6.0	6.0	5.2	2.8	1.5	2.0	5.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	30.5	30.9	43.6	37.3	38.1	45.7	12.4	6.3	29.9	22.9	11.4
LnGrp LOS	D	C	C	D	D	D	D	B	A	C	C	B
Approach Vol, veh/h		496			919			1592			1342	
Approach Delay, s/veh		35.3			39.8			17.0			22.0	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	30.7	13.3	18.1	16.8	31.7	10.7	20.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.7	10.0	18.5	15.0	20.5	7.8	20.7
Max Q Clear Time (g_c+I1), s	6.5	12.4	9.2	8.2	12.7	15.4	6.7	14.7
Green Ext Time (p_c), s	0.1	7.5	0.1	1.2	0.2	3.2	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	15	81	61	25	9	126	1458	60	29	1328	49
Future Volume (veh/h)	61	15	81	61	25	9	126	1458	60	29	1328	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.99
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	61	15	81	61	25	9	126	1458	60	29	1328	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	196	164	215	136	49	607	2731	112	383	2110	78
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.67	1.00	1.00	0.07	0.14	0.14
Sat Flow, veh/h	1379	1900	1587	1304	1322	476	1810	5104	210	1810	5132	189
Grp Volume(v), veh/h	61	15	81	61	0	34	126	988	530	29	895	482
Grp Sat Flow(s),veh/h/ln	1379	1900	1587	1304	0	1798	1810	1729	1856	1810	1729	1863
Q Serve(g_s), s	3.4	0.6	3.9	3.5	0.0	1.4	2.1	0.0	0.0	1.2	19.6	19.6
Cycle Q Clear(g_c), s	4.8	0.6	3.9	4.1	0.0	1.4	2.1	0.0	0.0	1.2	19.6	19.6
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	209	196	164	215	0	186	607	1850	993	383	1422	766
V/C Ratio(X)	0.29	0.08	0.49	0.28	0.00	0.18	0.21	0.53	0.53	0.08	0.63	0.63
Avail Cap(c_a), veh/h	394	451	377	390	0	427	607	1850	993	383	1422	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	35.0	32.4	33.9	34.3	0.0	32.8	9.1	0.0	0.0	29.9	28.8	28.8
Incr Delay (d2), s/veh	0.8	0.2	2.3	0.7	0.0	0.5	0.2	1.1	2.1	0.1	1.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	1.6	1.1	0.0	0.6	0.8	0.3	0.6	0.5	9.2	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	32.6	36.2	35.0	0.0	33.3	9.3	1.1	2.1	29.9	30.2	31.3
LnGrp LOS	D	C	D	C	A	C	A	A	A	C	C	C
Approach Vol, veh/h		157			95			1644			1406	
Approach Delay, s/veh		35.7			34.4			2.0			30.6	
Approach LOS		D			C			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.9	46.8		12.3	30.8	36.9		12.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.3	42.8		19.0	16.1	32.9		19.0
Max Q Clear Time (g_c+I1), s	13.2	2.0		6.8	4.1	21.6		6.1
Green Ext Time (p_c), s	0.0	15.1		0.3	0.2	6.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	1582	1421	3
Future Vol, veh/h	0	15	0	1582	1421	3
Conflicting Peds, #/hr	0	0	0	0	0	2
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	0	15	0	1582	1421	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	714	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*580	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*579	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	579	-	-
HCM Lane V/C Ratio	-	0.026	-	-
HCM Control Delay (s)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

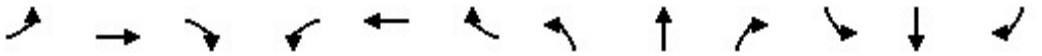
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	0	0	42	28	1558	12	33	1460	16
Future Vol, veh/h	0	0	1	0	0	42	28	1558	12	33	1460	16
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	6	6	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	5	0
Mvmt Flow	0	0	1	0	0	42	28	1558	12	33	1460	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	740	-	-	791	1478	0	0	1576	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*546	*729	-	-	*687	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*543	*728	-	-	*684	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	12.2	0.2	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 728	-	-	579	543	* 684	-	-
HCM Lane V/C Ratio	0.038	-	-	0.002	0.077	0.048	-	-
HCM Control Delay (s)	10.1	-	-	11.2	12.2	10.5	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.2	-	-

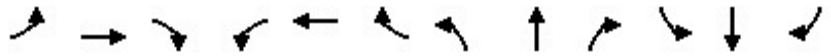
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	4	15	24	3	265	57	1311	53	239	1315	26
Future Volume (veh/h)	19	4	15	24	3	265	57	1311	53	239	1315	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	19	4	15	24	3	265	57	1311	53	239	1315	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	4	0	0	4	0
Cap, veh/h	39	26	96	47	150	667	81	1822	625	1182	3318	66
Arrive On Green	0.02	0.07	0.07	0.03	0.08	0.08	0.09	0.73	0.73	0.67	1.00	1.00
Sat Flow, veh/h	1810	342	1283	1810	1900	1577	1810	5025	1609	3510	5070	100
Grp Volume(v), veh/h	19	0	19	24	3	265	57	1311	53	239	869	472
Grp Sat Flow(s),veh/h/ln	1810	0	1625	1810	1900	1577	1810	1675	1609	1755	1675	1820
Q Serve(g_s), s	0.8	0.0	0.9	1.0	0.1	1.2	2.4	12.0	0.2	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.9	1.0	0.1	1.2	2.4	12.0	0.2	2.1	0.0	0.0
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	39	0	122	47	150	667	81	1822	625	1182	2192	1191
V/C Ratio(X)	0.49	0.00	0.16	0.51	0.02	0.40	0.70	0.72	0.08	0.20	0.40	0.40
Avail Cap(c_a), veh/h	131	0	378	131	442	909	163	1822	625	1182	2192	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	34.6	38.5	34.0	8.4	35.9	8.7	2.9	9.0	0.0	0.0
Incr Delay (d2), s/veh	9.1	0.0	0.6	8.5	0.1	0.4	8.8	2.1	0.2	0.1	0.5	1.0
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	0.5	0.0	0.4	0.6	0.1	2.1	1.2	2.7	0.2	0.7	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	35.2	46.9	34.0	8.8	44.7	10.7	3.1	9.1	0.5	1.0
LnGrp LOS	D	A	D	D	C	A	D	B	A	A	A	A
Approach Vol, veh/h		38			292			1421			1580	
Approach Delay, s/veh		41.5			12.2			11.8			2.0	
Approach LOS		D			B			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.9	33.0	6.1	10.0	7.6	56.4	5.7	10.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.6	29.0	5.8	18.6	7.2	32.4	5.8	18.6
Max Q Clear Time (g_c+I1), s	4.1	14.0	3.0	2.9	4.4	2.0	2.8	3.2
Green Ext Time (p_c), s	0.4	8.3	0.0	0.0	0.0	11.5	0.0	0.8

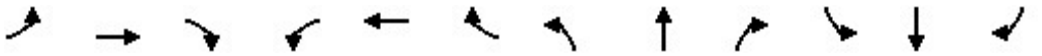
Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	577	233	266	1160	401	463	886	114	170	910	307
Future Volume (veh/h)	175	577	233	266	1160	401	463	886	114	170	910	307
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		0.99	1.00		0.99
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	175	577	233	266	1160	401	463	886	114	170	910	307
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	1375	614	400	1464	454	594	1686	642	671	1764	638
Arrive On Green	0.06	0.27	0.27	0.08	0.28	0.28	0.12	0.32	0.32	0.17	0.45	0.45
Sat Flow, veh/h	5103	5187	1608	5103	5187	1608	5103	5187	1588	5103	5187	1587
Grp Volume(v), veh/h	175	577	233	266	1160	401	463	886	114	170	910	307
Grp Sat Flow(s),veh/h/ln	1701	1729	1608	1701	1729	1608	1701	1729	1588	1701	1729	1587
Q Serve(g_s), s	2.7	7.4	8.4	4.1	16.5	19.1	7.1	11.1	1.9	2.3	10.0	3.0
Cycle Q Clear(g_c), s	2.7	7.4	8.4	4.1	16.5	19.1	7.1	11.1	1.9	2.3	10.0	3.0
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	312	1375	614	400	1464	454	594	1686	642	671	1764	638
V/C Ratio(X)	0.56	0.42	0.38	0.66	0.79	0.88	0.78	0.53	0.18	0.25	0.52	0.48
Avail Cap(c_a), veh/h	523	1472	644	542	1491	462	657	1686	642	671	1764	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.5	24.3	17.9	35.8	26.5	27.4	34.3	22.0	5.7	29.6	17.2	5.6
Incr Delay (d2), s/veh	1.6	0.2	0.4	1.9	3.0	17.7	5.4	1.2	0.6	0.2	1.0	2.4
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	1.1	2.9	3.0	1.7	6.9	9.2	3.1	4.5	0.9	0.9	3.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	24.5	18.3	37.7	29.5	45.2	39.8	23.2	6.3	29.8	18.2	8.0
LnGrp LOS	D	C	B	D	C	D	D	C	A	C	B	A
Approach Vol, veh/h		985			1827			1463			1387	
Approach Delay, s/veh		25.4			34.1			27.1			17.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	30.0	10.3	25.2	13.3	31.2	8.9	26.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.8	26.0	8.5	22.7	10.3	22.5	8.2	23.0
Max Q Clear Time (g_c+I1), s	11.3	13.1	6.1	10.4	9.1	12.0	4.7	21.1
Green Ext Time (p_c), s	0.1	5.3	0.2	3.8	0.3	5.3	0.2	1.5

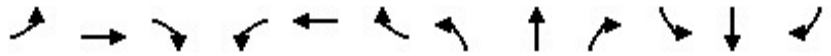
Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	494	180	230	139	89	148	1090	199	215	1041	142
Future Volume (veh/h)	229	494	180	230	139	89	148	1090	199	215	1041	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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	229	494	180	230	139	89	148	1090	199	215	1041	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	573	208	315	481	288	311	1798	557	256	1640	502
Arrive On Green	0.09	0.22	0.22	0.09	0.22	0.22	0.12	0.23	0.23	0.14	0.32	0.32
Sat Flow, veh/h	3510	2581	934	3510	2160	1293	1810	5187	1607	1810	5187	1588
Grp Volume(v), veh/h	229	344	330	230	115	113	148	1090	199	215	1041	142
Grp Sat Flow(s),veh/h/ln	1755	1805	1710	1755	1805	1647	1810	1729	1607	1810	1729	1588
Q Serve(g_s), s	5.1	14.7	14.9	5.1	4.2	4.6	6.1	15.0	5.9	9.3	13.7	3.9
Cycle Q Clear(g_c), s	5.1	14.7	14.9	5.1	4.2	4.6	6.1	15.0	5.9	9.3	13.7	3.9
Prop In Lane	1.00		0.55	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	401	380	315	402	367	311	1798	557	256	1640	502
V/C Ratio(X)	0.73	0.86	0.87	0.73	0.29	0.31	0.48	0.61	0.36	0.84	0.63	0.28
Avail Cap(c_a), veh/h	360	429	406	373	435	397	311	1798	557	317	1640	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	29.9	30.0	35.5	25.8	26.0	32.0	25.8	11.7	33.5	23.4	10.7
Incr Delay (d2), s/veh	6.4	15.3	17.0	5.9	0.4	0.5	1.0	1.4	1.6	15.1	1.9	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	2.4	7.8	7.7	2.4	1.8	1.8	2.8	6.6	3.3	5.0	5.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	45.2	46.9	41.4	26.2	26.4	33.1	27.2	13.4	48.5	25.3	12.2
LnGrp LOS	D	D	D	D	C	C	C	C	B	D	C	B
Approach Vol, veh/h		903			458			1437			1398	
Approach Delay, s/veh		45.0			33.9			25.9			27.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	31.7	11.2	21.8	17.8	29.3	11.1	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	22.5	8.5	19.0	11.2	25.3	8.2	19.3
Max Q Clear Time (g_c+I1), s	11.3	17.0	7.1	16.9	8.1	15.7	7.1	6.6
Green Ext Time (p_c), s	0.2	3.5	0.1	0.9	0.1	5.2	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	19	82	113	44	26	133	1295	83	62	1320	57
Future Volume (veh/h)	65	19	82	113	44	26	133	1295	83	62	1320	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	65	19	82	113	44	26	133	1295	83	62	1320	57
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	242	201	245	142	84	168	2553	164	381	3213	139
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.19	1.00	1.00	0.42	1.00	1.00
Sat Flow, veh/h	1347	1900	1581	1309	1117	660	1810	4981	319	1810	5098	220
Grp Volume(v), veh/h	65	19	82	113	0	70	133	899	479	62	895	482
Grp Sat Flow(s),veh/h/ln	1347	1900	1581	1309	0	1777	1810	1729	1843	1810	1729	1860
Q Serve(g_s), s	3.7	0.7	3.8	6.7	0.0	2.9	5.6	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.7	3.8	7.4	0.0	2.9	5.6	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	213	242	201	245	0	226	168	1772	944	381	2179	1172
V/C Ratio(X)	0.30	0.08	0.41	0.46	0.00	0.31	0.79	0.51	0.51	0.16	0.41	0.41
Avail Cap(c_a), veh/h	362	451	375	389	0	422	373	1772	944	381	2179	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	34.7	30.8	32.1	34.0	0.0	31.7	31.9	0.0	0.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.1	1.3	1.4	0.0	0.8	8.2	1.0	1.9	0.2	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	1.5	2.2	0.0	1.3	2.6	0.3	0.5	0.7	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	30.9	33.5	35.4	0.0	32.5	40.1	1.0	1.9	18.9	0.4	0.8
LnGrp LOS	D	C	C	D	A	C	D	A	A	B	A	A
Approach Vol, veh/h		166			183			1511			1439	
Approach Delay, s/veh		34.0			34.3			4.8			1.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.8	45.0		14.2	11.4	54.4		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.8	41.0		19.0	16.5	32.5		19.0
Max Q Clear Time (g_c+I1), s	13.7	2.0		8.5	7.6	2.0		9.4
Green Ext Time (p_c), s	0.0	12.9		0.4	0.2	11.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	0	1490	1502	0
Future Vol, veh/h	0	12	0	1490	1502	0
Conflicting Peds, #/hr	0	0	0	0	0	1
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	12	0	1490	1502	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	752	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*580	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*579	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	579	-	-
HCM Lane V/C Ratio	-	0.021	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

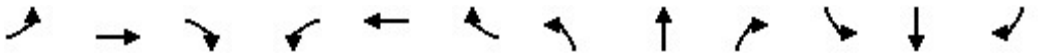
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	29	21	1470	11	40	1511	16
Future Vol, veh/h	0	0	2	0	0	29	21	1470	11	40	1511	16
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	2	0	0	29	21	1470	11	40	1511	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	765	-	-	742	1528	0	0	1482	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*580	*729	-	-	*729	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*579	*729	-	-	*729	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.5	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 729	-	-	579	579	* 729	-	-
HCM Lane V/C Ratio	0.029	-	-	0.003	0.05	0.055	-	-
HCM Control Delay (s)	10.1	-	-	11.2	11.5	10.2	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.2	-	-

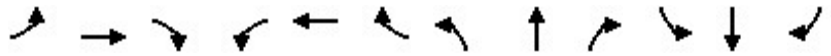
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	18	23	15	1	172	36	1336	50	127	1398	14
Future Volume (veh/h)	33	18	23	15	1	172	36	1336	50	127	1398	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	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	33	18	23	15	1	172	36	1336	50	127	1398	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	2	0
Cap, veh/h	59	58	74	32	118	602	62	2011	663	1094	3498	35
Arrive On Green	0.03	0.08	0.08	0.02	0.06	0.06	0.03	0.39	0.39	0.10	0.22	0.22
Sat Flow, veh/h	1810	758	968	1810	1900	1610	1810	5106	1610	3510	5213	52
Grp Volume(v), veh/h	33	0	41	15	1	172	36	1336	50	127	913	499
Grp Sat Flow(s),veh/h/ln	1810	0	1726	1810	1900	1610	1810	1702	1610	1755	1702	1861
Q Serve(g_s), s	1.4	0.0	1.8	0.7	0.0	0.8	1.6	17.2	0.3	2.6	18.3	18.3
Cycle Q Clear(g_c), s	1.4	0.0	1.8	0.7	0.0	0.8	1.6	17.2	0.3	2.6	18.3	18.3
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	59	0	133	32	118	602	62	2011	663	1094	2284	1249
V/C Ratio(X)	0.56	0.00	0.31	0.47	0.01	0.29	0.58	0.66	0.08	0.12	0.40	0.40
Avail Cap(c_a), veh/h	145	0	416	127	439	874	145	2011	663	1094	2284	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	34.9	38.9	35.2	9.1	38.1	19.9	6.1	25.9	17.4	17.4
Incr Delay (d2), s/veh	8.1	0.0	1.3	10.2	0.0	0.3	7.3	1.5	0.2	0.0	0.5	1.0
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	0.8	0.0	0.8	0.4	0.0	1.4	0.8	6.7	0.3	1.1	8.4	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	36.2	49.1	35.2	9.4	45.3	21.5	6.3	25.9	17.9	18.3
LnGrp LOS	D	A	D	D	D	A	D	C	A	C	B	B
Approach Vol, veh/h		74			188			1422			1539	
Approach Delay, s/veh		40.7			12.7			21.5			18.7	
Approach LOS		D			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.9	35.5	5.4	10.2	6.8	57.7	6.6	9.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	31.5	5.6	19.3	6.4	32.7	6.4	18.5
Max Q Clear Time (g_c+I1), s	4.6	19.2	2.7	3.8	3.6	20.3	3.4	2.8
Green Ext Time (p_c), s	0.1	7.4	0.0	0.1	0.0	7.4	0.0	0.5

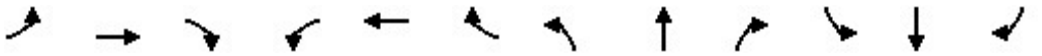
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	1014	377	129	661	187	244	885	120	329	1043	168
Future Volume (veh/h)	231	1014	377	129	661	187	244	885	120	329	1043	168
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		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	231	1014	377	129	661	187	244	885	120	329	1043	168
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	363	1272	702	301	1209	371	974	2086	742	478	1582	606
Arrive On Green	0.07	0.25	0.25	0.06	0.23	0.23	0.19	0.40	0.40	0.03	0.10	0.10
Sat Flow, veh/h	5103	5187	1610	5103	5187	1589	5103	5187	1609	5103	5187	1610
Grp Volume(v), veh/h	231	1014	377	129	661	187	244	885	120	329	1043	168
Grp Sat Flow(s),veh/h/ln	1701	1729	1610	1701	1729	1589	1701	1729	1609	1701	1729	1610
Q Serve(g_s), s	3.5	14.7	2.7	2.0	9.0	8.2	3.3	9.8	3.5	5.1	15.5	3.2
Cycle Q Clear(g_c), s	3.5	14.7	2.7	2.0	9.0	8.2	3.3	9.8	3.5	5.1	15.5	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	1272	702	301	1209	371	974	2086	742	478	1582	606
V/C Ratio(X)	0.64	0.80	0.54	0.43	0.55	0.50	0.25	0.42	0.16	0.69	0.66	0.28
Avail Cap(c_a), veh/h	510	1362	730	357	1209	371	974	2086	742	657	1582	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.2	28.3	7.2	36.3	27.0	26.7	27.5	17.2	12.6	37.6	32.0	8.2
Incr Delay (d2), s/veh	1.9	3.2	0.7	1.0	0.5	1.1	0.1	0.6	0.5	1.7	2.0	1.1
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	1.5	6.2	2.6	0.8	3.6	3.1	1.3	3.8	1.3	2.2	7.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	31.5	7.9	37.3	27.5	27.8	27.6	17.9	13.0	39.3	34.0	9.3
LnGrp LOS	D	C	A	D	C	C	C	B	B	D	C	A
Approach Vol, veh/h		1622			977			1249			1540	
Approach Delay, s/veh		27.0			28.8			19.3			32.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	36.2	8.7	23.6	19.3	28.4	9.7	22.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	27.1	5.6	21.0	13.0	24.4	8.0	18.6
Max Q Clear Time (g_c+I1), s	7.1	11.8	4.0	16.7	5.3	17.5	5.5	11.0
Green Ext Time (p_c), s	0.4	5.9	0.1	2.9	0.5	4.1	0.2	3.1

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	170	127	335	474	121	268	1150	211	115	1067	171
Future Volume (veh/h)	210	170	127	335	474	121	268	1150	211	115	1067	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	170	127	335	474	121	268	1150	211	115	1067	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	351	246	417	596	151	302	1731	531	314	1766	540
Arrive On Green	0.08	0.17	0.17	0.12	0.21	0.21	0.33	0.67	0.67	0.17	0.34	0.34
Sat Flow, veh/h	3510	2017	1413	3510	2849	722	1810	5187	1590	1810	5187	1586
Grp Volume(v), veh/h	210	151	146	335	299	296	268	1150	211	115	1067	171
Grp Sat Flow(s),veh/h/ln	1755	1805	1625	1755	1805	1766	1810	1729	1590	1810	1729	1586
Q Serve(g_s), s	4.7	6.0	6.5	7.4	12.6	12.7	11.2	10.6	3.2	4.5	13.7	4.6
Cycle Q Clear(g_c), s	4.7	6.0	6.5	7.4	12.6	12.7	11.2	10.6	3.2	4.5	13.7	4.6
Prop In Lane	1.00		0.87	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	314	283	417	378	370	302	1731	531	314	1766	540
V/C Ratio(X)	0.72	0.48	0.52	0.80	0.79	0.80	0.89	0.66	0.40	0.37	0.60	0.32
Avail Cap(c_a), veh/h	342	417	376	439	467	457	339	1731	531	314	1766	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	29.8	30.0	34.3	30.0	30.0	26.0	10.6	4.4	29.2	21.9	10.2
Incr Delay (d2), s/veh	5.8	1.1	1.5	9.9	7.3	8.0	20.9	1.9	2.1	0.7	1.5	1.5
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	2.2	2.6	2.6	3.7	6.0	6.0	5.6	2.9	1.6	2.0	5.5	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	30.9	31.5	44.3	37.3	38.1	46.9	12.5	6.4	29.9	23.4	11.7
LnGrp LOS	D	C	C	D	D	D	D	B	A	C	C	B
Approach Vol, veh/h		507			930			1629			1353	
Approach Delay, s/veh		35.5			40.1			17.4			22.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	30.7	13.5	17.9	17.3	31.2	10.7	20.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.7	10.0	18.5	15.0	20.5	7.8	20.7
Max Q Clear Time (g_c+I1), s	6.5	12.6	9.4	8.5	13.2	15.7	6.7	14.7
Green Ext Time (p_c), s	0.1	7.5	0.1	1.2	0.2	3.1	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	61	15	88	61	25	9	37	135	1495	60	29	1361	49
Future Volume (veh/h)	61	15	88	61	25	9	37	135	1495	60	29	1361	49
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97		1.00		0.98	1.00		0.99
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	61	15	88	61	25	9		135	1495	60	29	1361	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0		0	0	0	0	0	0
Cap, veh/h	209	197	164	215	137	49		607	2734	110	383	2113	76
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10		0.67	1.00	1.00	0.07	0.14	0.14
Sat Flow, veh/h	1379	1900	1587	1296	1322	476		1810	5110	205	1810	5137	185
Grp Volume(v), veh/h	61	15	88	61	0	34		135	1012	543	29	916	494
Grp Sat Flow(s),veh/h/ln	1379	1900	1587	1296	0	1798		1810	1729	1857	1810	1729	1864
Q Serve(g_s), s	3.4	0.6	4.2	3.6	0.0	1.4		2.3	0.0	0.0	1.2	20.1	20.1
Cycle Q Clear(g_c), s	4.8	0.6	4.2	4.1	0.0	1.4		2.3	0.0	0.0	1.2	20.1	20.1
Prop In Lane	1.00		1.00	1.00		0.26		1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	209	197	164	215	0	186		607	1850	994	383	1422	767
V/C Ratio(X)	0.29	0.08	0.54	0.28	0.00	0.18		0.22	0.55	0.55	0.08	0.64	0.64
Avail Cap(c_a), veh/h	394	451	377	389	0	427		607	1850	994	383	1422	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	34.9	32.4	34.0	34.3	0.0	32.8		9.1	0.0	0.0	29.9	29.0	29.0
Incr Delay (d2), s/veh	0.8	0.2	2.7	0.7	0.0	0.5		0.2	1.2	2.2	0.1	1.4	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	1.7	1.1	0.0	0.6		0.9	0.3	0.6	0.5	9.4	10.4
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	35.7	32.6	36.7	35.0	0.0	33.2		9.3	1.2	2.2	29.9	30.4	31.6
LnGrp LOS	D	C	D	C	A	C		A	A	A	C	C	C
Approach Vol, veh/h		164			95				1690			1439	
Approach Delay, s/veh		36.0			34.4				2.1			30.8	
Approach LOS		D			C				A			C	

Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	30.9	46.8		12.3	30.8	36.9		12.3					
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0					
Max Green Setting (Gmax), s	6.3	42.8		19.0	16.1	32.9		19.0					
Max Q Clear Time (g_c+I1), s	13.2	2.0		6.8	4.3	22.1		6.1					
Green Ext Time (p_c), s	0.0	15.7		0.4	0.2	6.7		0.2					

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

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	0	0	15	0	0	83	0	1582	74	0	1498	3
Future Vol, veh/h	0	0	15	0	0	83	0	1582	74	0	1498	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	5	0
Mvmt Flow	0	0	15	0	0	83	0	1582	74	0	1498	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	753	-	-	828	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*546	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*546	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	12.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	579	546	-	-
HCM Lane V/C Ratio	-	-	0.026	0.152	-	-
HCM Control Delay (s)	-	-	11.4	12.8	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

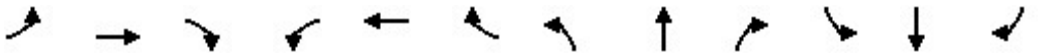
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	0	0	42	28	1592	12	40	33	1497	16
Future Vol, veh/h	0	0	1	0	0	42	28	1592	12	40	33	1497	16
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	6	0	6	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	0	5	0
Mvmt Flow	0	0	1	0	0	42	28	1592	12	40	33	1497	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	759	-	-	808	1515	0	0	1171	1610	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*546	*729	-	-	*926	*687	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*543	*728	-	-	*768	*768	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	12.2	0.2	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 728	-	-	579	543	* 768	-	-
HCM Lane V/C Ratio	0.038	-	-	0.002	0.077	0.095	-	-
HCM Control Delay (s)	10.1	-	-	11.2	12.2	10.2	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.3	-	-

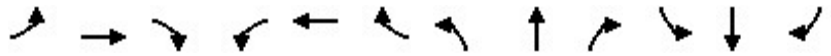
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	4	15	24	3	269	57	1337	53	243	1344	30
Future Volume (veh/h)	23	4	15	24	3	269	57	1337	53	243	1344	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	23	4	15	24	3	269	57	1337	53	243	1344	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	4	0	0	4	0
Cap, veh/h	45	26	96	47	144	662	81	1822	625	1182	3308	74
Arrive On Green	0.03	0.07	0.07	0.03	0.08	0.08	0.09	0.73	0.73	0.67	1.00	1.00
Sat Flow, veh/h	1810	342	1283	1810	1900	1577	1810	5025	1609	3510	5055	113
Grp Volume(v), veh/h	23	0	19	24	3	269	57	1337	53	243	891	483
Grp Sat Flow(s),veh/h/ln	1810	0	1625	1810	1900	1577	1810	1675	1609	1755	1675	1817
Q Serve(g_s), s	1.0	0.0	0.9	1.0	0.1	1.2	2.4	12.5	0.2	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.9	1.0	0.1	1.2	2.4	12.5	0.2	2.1	0.0	0.0
Prop In Lane	1.00		0.79	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	45	0	122	47	144	662	81	1822	625	1182	2192	1189
V/C Ratio(X)	0.51	0.00	0.16	0.51	0.02	0.41	0.70	0.73	0.08	0.21	0.41	0.41
Avail Cap(c_a), veh/h	131	0	378	131	442	909	163	1822	625	1182	2192	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	34.6	38.5	34.2	8.4	35.9	8.7	2.9	9.0	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.0	0.6	8.5	0.1	0.4	8.7	2.2	0.2	0.1	0.6	1.0
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	0.5	0.0	0.4	0.6	0.1	2.1	1.2	2.8	0.2	0.7	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	0.0	35.2	46.9	34.3	8.8	44.6	10.9	3.1	9.1	0.6	1.0
LnGrp LOS	D	A	D	D	C	A	D	B	A	A	A	A
Approach Vol, veh/h		42			296			1447			1617	
Approach Delay, s/veh		41.7			12.2			12.0			2.0	
Approach LOS		D			B			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.9	33.0	6.1	10.0	7.6	56.4	6.0	10.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.6	29.0	5.8	18.6	7.2	32.4	5.8	18.6
Max Q Clear Time (g_c+I1), s	4.1	14.5	3.0	2.9	4.4	2.0	3.0	3.2
Green Ext Time (p_c), s	0.4	8.3	0.0	0.0	0.0	11.8	0.0	0.8

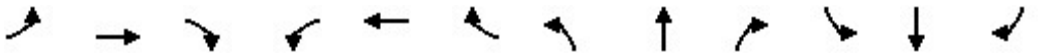
Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	577	233	266	1160	416	463	890	114	187	914	315
Future Volume (veh/h)	182	577	233	266	1160	416	463	890	114	187	914	315
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		0.99	1.00		0.99
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	182	577	233	266	1160	416	463	890	114	187	914	315
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	1390	619	400	1478	458	594	1686	642	656	1749	634
Arrive On Green	0.06	0.27	0.27	0.08	0.28	0.28	0.12	0.32	0.32	0.17	0.45	0.45
Sat Flow, veh/h	5103	5187	1608	5103	5187	1608	5103	5187	1588	5103	5187	1587
Grp Volume(v), veh/h	182	577	233	266	1160	416	463	890	114	187	914	315
Grp Sat Flow(s),veh/h/ln	1701	1729	1608	1701	1729	1608	1701	1729	1588	1701	1729	1587
Q Serve(g_s), s	2.8	7.3	8.3	4.1	16.5	20.0	7.1	11.2	2.0	2.6	10.2	3.3
Cycle Q Clear(g_c), s	2.8	7.3	8.3	4.1	16.5	20.0	7.1	11.2	2.0	2.6	10.2	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	313	1390	619	400	1478	458	594	1686	642	656	1749	634
V/C Ratio(X)	0.58	0.42	0.38	0.66	0.78	0.91	0.78	0.53	0.18	0.28	0.52	0.50
Avail Cap(c_a), veh/h	523	1472	644	542	1491	462	657	1686	642	656	1749	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.5	24.1	17.7	35.8	26.3	27.6	34.3	22.0	5.7	30.0	17.4	5.9
Incr Delay (d2), s/veh	1.7	0.2	0.4	1.9	2.8	21.4	5.4	1.2	0.6	0.2	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.9	3.0	1.7	6.9	10.0	3.1	4.5	0.9	1.0	3.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	24.3	18.1	37.7	29.2	49.0	39.8	23.2	6.3	30.2	18.5	8.4
LnGrp LOS	D	C	B	D	C	D	D	C	A	C	B	A
Approach Vol, veh/h		992			1842			1467			1416	
Approach Delay, s/veh		25.4			34.9			27.1			17.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	30.0	10.3	25.4	13.3	31.0	8.9	26.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.8	26.0	8.5	22.7	10.3	22.5	8.2	23.0
Max Q Clear Time (g_c+I1), s	4.6	13.2	6.1	10.3	9.1	12.2	4.8	22.0
Green Ext Time (p_c), s	0.1	5.4	0.2	3.8	0.3	5.3	0.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	494	191	241	139	89	160	1102	211	215	1052	142
Future Volume (veh/h)	229	494	191	241	139	89	160	1102	211	215	1052	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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	229	494	191	241	139	89	160	1102	211	215	1052	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	569	219	325	493	295	301	1770	549	256	1640	502
Arrive On Green	0.09	0.22	0.22	0.09	0.23	0.23	0.11	0.23	0.23	0.14	0.32	0.32
Sat Flow, veh/h	3510	2534	973	3510	2160	1293	1810	5187	1607	1810	5187	1588
Grp Volume(v), veh/h	229	351	334	241	115	113	160	1102	211	215	1052	142
Grp Sat Flow(s),veh/h/ln	1755	1805	1702	1755	1805	1647	1810	1729	1607	1810	1729	1588
Q Serve(g_s), s	5.1	15.0	15.1	5.4	4.2	4.6	6.7	15.3	6.3	9.3	13.9	3.9
Cycle Q Clear(g_c), s	5.1	15.0	15.1	5.4	4.2	4.6	6.7	15.3	6.3	9.3	13.9	3.9
Prop In Lane	1.00		0.57	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	405	382	325	412	376	301	1770	549	256	1640	502
V/C Ratio(X)	0.73	0.87	0.87	0.74	0.28	0.30	0.53	0.62	0.38	0.84	0.64	0.28
Avail Cap(c_a), veh/h	360	429	404	373	435	397	301	1770	549	317	1640	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	29.9	29.9	35.4	25.5	25.6	32.6	26.2	11.9	33.5	23.5	10.7
Incr Delay (d2), s/veh	6.4	16.2	18.0	6.7	0.4	0.4	1.6	1.5	1.9	15.1	1.9	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	2.4	8.1	7.9	2.5	1.8	1.8	3.1	6.8	3.5	5.0	5.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	46.1	48.0	42.0	25.8	26.0	34.2	27.7	13.8	48.5	25.4	12.2
LnGrp LOS	D	D	D	D	C	C	C	C	B	D	C	B
Approach Vol, veh/h		914			469			1473			1409	
Approach Delay, s/veh		45.7			34.2			26.4			27.6	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	31.3	11.4	22.0	17.3	29.3	11.1	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	22.5	8.5	19.0	11.2	25.3	8.2	19.3
Max Q Clear Time (g_c+I1), s	11.3	17.3	7.4	17.1	8.7	15.9	7.1	6.6
Green Ext Time (p_c), s	0.2	3.4	0.1	0.8	0.1	5.1	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	65	19	89	113	44	26	35	141	1330	83	62	1354	57
Future Volume (veh/h)	65	19	89	113	44	26	35	141	1330	83	62	1354	57
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	65	19	89	113	44	26		141	1330	83	62	1354	57
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0		0	0	0	0	0	0
Cap, veh/h	214	243	202	245	143	84		176	2558	160	380	3189	134
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.20	1.00	1.00	0.42	1.00	1.00
Sat Flow, veh/h	1347	1900	1581	1301	1117	660		1810	4991	311	1810	5104	215
Grp Volume(v), veh/h	65	19	89	113	0	70		141	922	491	62	917	494
Grp Sat Flow(s),veh/h/ln	1347	1900	1581	1301	0	1777		1810	1729	1844	1810	1729	1861
Q Serve(g_s), s	3.7	0.7	4.2	6.7	0.0	2.9		5.9	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.7	4.2	7.4	0.0	2.9		5.9	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.37		1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	214	243	202	245	0	227		176	1772	945	380	2160	1163
V/C Ratio(X)	0.30	0.08	0.44	0.46	0.00	0.31		0.80	0.52	0.52	0.16	0.42	0.42
Avail Cap(c_a), veh/h	362	451	375	387	0	422		373	1772	945	380	2160	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	34.7	30.7	32.3	34.0	0.0	31.7		31.5	0.0	0.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.1	1.5	1.4	0.0	0.8		8.0	1.1	2.0	0.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	1.6	2.2	0.0	1.2		2.7	0.3	0.5	0.7	0.1	0.3
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	35.4	30.9	33.8	35.4	0.0	32.4		39.5	1.1	2.0	19.0	0.5	0.8
LnGrp LOS	D	C	C	D	A	C		D	A	A	B	A	A
Approach Vol, veh/h		173			183				1554			1473	
Approach Delay, s/veh		34.1			34.2				4.9			1.4	
Approach LOS		C			C				A			A	

Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	20.8	45.0		14.2	11.8	54.0		14.2					
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0					
Max Green Setting (Gmax), s	8.8	41.0		19.0	16.5	32.5		19.0					
Max Q Clear Time (g_c+I1), s	13.7	2.0		8.5	7.9	2.0		9.4					
Green Ext Time (p_c), s	0.0	13.4		0.4	0.2	12.2		0.4					

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	0	0	78	0	1490	75	0	1578	0
Future Vol, veh/h	0	0	12	0	0	78	0	1490	75	0	1578	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	12	0	0	78	0	1490	75	0	1578	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	790	-	-	783	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*546	0	0	*580	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*546	-	-	*580	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	12.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	546	580	-	-
HCM Lane V/C Ratio	-	-	0.022	0.134	-	-
HCM Control Delay (s)	-	-	11.7	12.2	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

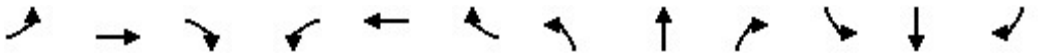
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	2	0	0	29	21	1504	11	41	40	1546	16
Future Vol, veh/h	0	0	2	0	0	29	21	1504	11	41	40	1546	16
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	190	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	2	0
Mvmt Flow	0	0	2	0	0	29	21	1504	11	41	40	1546	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	782	-	-	759	1563	0	0	1106	1516	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.6	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	2.3	3.1	-	-
Pot Cap-1 Maneuver	0	0	*580	0	0	*580	*729	-	-	*983	*729	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*579	-	-	*579	*729	-	-	*820	*820	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.5	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 729	-	-	579	579	* 820	-	-
HCM Lane V/C Ratio	0.029	-	-	0.003	0.05	0.099	-	-
HCM Control Delay (s)	10.1	-	-	11.2	11.5	9.9	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.3	-	-

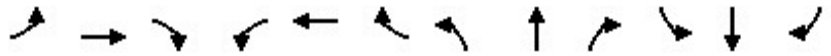
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	18	23	15	1	176	36	1362	50	130	1425	18
Future Volume (veh/h)	37	18	23	15	1	176	36	1362	50	130	1425	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	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	37	18	23	15	1	176	36	1362	50	130	1425	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	2	0
Cap, veh/h	63	60	77	32	118	598	62	2011	663	1085	3474	44
Arrive On Green	0.04	0.08	0.08	0.02	0.06	0.06	0.03	0.39	0.39	0.10	0.22	0.22
Sat Flow, veh/h	1810	758	968	1810	1900	1610	1810	5106	1610	3510	5197	66
Grp Volume(v), veh/h	37	0	41	15	1	176	36	1362	50	130	933	510
Grp Sat Flow(s),veh/h/ln	1810	0	1726	1810	1900	1610	1810	1702	1610	1755	1702	1859
Q Serve(g_s), s	1.6	0.0	1.8	0.7	0.0	0.8	1.6	17.6	0.3	2.7	18.8	18.8
Cycle Q Clear(g_c), s	1.6	0.0	1.8	0.7	0.0	0.8	1.6	17.6	0.3	2.7	18.8	18.8
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	63	0	137	32	118	598	62	2011	663	1085	2275	1242
V/C Ratio(X)	0.58	0.00	0.30	0.47	0.01	0.29	0.58	0.68	0.08	0.12	0.41	0.41
Avail Cap(c_a), veh/h	145	0	416	127	439	870	145	2011	663	1085	2275	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	34.7	38.9	35.2	9.2	38.1	20.0	6.0	26.0	17.7	17.7
Incr Delay (d2), s/veh	8.2	0.0	1.2	10.2	0.0	0.3	7.3	1.6	0.2	0.0	0.5	1.0
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	0.8	0.0	0.8	0.4	0.0	1.4	0.8	6.8	0.3	1.1	8.6	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	35.9	49.1	35.2	9.4	45.3	21.7	6.2	26.1	18.2	18.7
LnGrp LOS	D	A	D	D	D	A	D	C	A	C	B	B
Approach Vol, veh/h		78			192			1448			1573	
Approach Delay, s/veh		40.8			12.7			21.7			19.0	
Approach LOS		D			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	35.5	5.4	10.4	6.8	57.5	6.8	9.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	31.5	5.6	19.3	6.4	32.7	6.4	18.5
Max Q Clear Time (g_c+I1), s	4.7	19.6	2.7	3.8	3.6	20.8	3.6	2.8
Green Ext Time (p_c), s	0.1	7.3	0.0	0.1	0.0	7.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



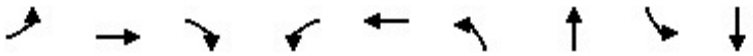
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1014	377	129	661	202	244	889	120	345	1047	176
Future Volume (veh/h)	239	1014	377	129	661	202	244	889	120	345	1047	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	239	1014	377	129	661	202	244	889	120	345	1047	176
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	371	1272	702	301	1201	368	974	2070	737	494	1582	608
Arrive On Green	0.07	0.25	0.25	0.06	0.23	0.23	0.19	0.40	0.40	0.03	0.10	0.10
Sat Flow, veh/h	5103	5187	1610	5103	5187	1589	5103	5187	1609	5103	5187	1610
Grp Volume(v), veh/h	239	1014	377	129	661	202	244	889	120	345	1047	176
Grp Sat Flow(s),veh/h/ln	1701	1729	1610	1701	1729	1589	1701	1729	1609	1701	1729	1610
Q Serve(g_s), s	3.6	14.7	2.7	2.0	9.0	9.0	3.3	9.9	3.5	5.4	15.6	3.3
Cycle Q Clear(g_c), s	3.6	14.7	2.7	2.0	9.0	9.0	3.3	9.9	3.5	5.4	15.6	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	371	1272	702	301	1201	368	974	2070	737	494	1582	608
V/C Ratio(X)	0.64	0.80	0.54	0.43	0.55	0.55	0.25	0.43	0.16	0.70	0.66	0.29
Avail Cap(c_a), veh/h	510	1362	730	357	1206	370	974	2070	737	657	1582	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.1	28.3	7.2	36.3	27.1	27.1	27.5	17.4	12.7	37.6	32.0	8.2
Incr Delay (d2), s/veh	1.9	3.2	0.7	1.0	0.5	1.7	0.1	0.7	0.5	2.0	2.0	1.1
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	1.5	6.2	2.6	0.8	3.6	3.5	1.3	3.9	1.3	2.4	7.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	31.5	7.9	37.3	27.6	28.8	27.6	18.1	13.2	39.5	34.0	9.3
LnGrp LOS	D	C	A	D	C	C	C	B	B	D	C	A
Approach Vol, veh/h		1630			992			1253			1568	
Approach Delay, s/veh		27.0			29.1			19.5			32.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	35.9	8.7	23.6	19.3	28.4	9.8	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	27.1	5.6	21.0	13.0	24.4	8.0	18.6
Max Q Clear Time (g_c+I1), s	7.4	11.9	4.0	16.7	5.3	17.6	5.6	11.0
Green Ext Time (p_c), s	0.4	5.9	0.1	2.9	0.5	4.1	0.2	3.1

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

APPENDIX E

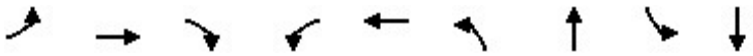
QUEING ANALYSIS WORKSHEETS



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	15	88	61	34	172	1555	29	1410
v/c Ratio	0.39	0.07	0.31	0.39	0.16	0.60	0.39	0.21	0.45
Control Delay	39.6	30.7	5.8	39.1	26.3	40.0	2.8	38.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	30.7	5.8	39.1	26.3	40.0	2.8	38.9	1.9
Queue Length 50th (ft)	29	7	0	29	12	90	72	16	16
Queue Length 95th (ft)	62	23	22	62	35	m150	124	m24	22
Internal Link Dist (ft)		413			107		140		1003
Turn Bay Length (ft)			105					260	
Base Capacity (vph)	329	451	472	337	437	363	3973	139	3110
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.03	0.19	0.18	0.08	0.47	0.39	0.21	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	19	89	113	70	176	1413	62	1411
v/c Ratio	0.34	0.07	0.27	0.55	0.25	0.60	0.41	0.37	0.48
Control Delay	34.0	27.8	4.7	41.0	22.0	40.4	2.7	22.8	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	27.8	4.7	41.0	22.0	40.4	2.7	22.8	2.2
Queue Length 50th (ft)	30	8	0	53	20	72	31	31	32
Queue Length 95th (ft)	62	25	21	97	51	91	52	m45	64
Internal Link Dist (ft)		413			107		140		1003
Turn Bay Length (ft)			105					260	
Base Capacity (vph)	320	451	472	336	443	378	3454	180	2934
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.04	0.19	0.34	0.16	0.47	0.41	0.34	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.