WINEVILLE AVENUE AND LIMONITE AVENUE MIXED-USE

TRAFFIC IMPACT ANALYSIS

AUGUST 28, 2024

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic impact analysis prepared for the proposed Wineville Avenue and Limonite Avenue mixed-use development project. The proposed project site is located on the southeast corner of Wineville Avenue and Limonite Avenue in the City of Jurupa Valley (City).

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a traffic impact analysis established by the City of Jurupa Valley's *Traffic Impact Analysis Guidelines*, (November 2020). The study area, analysis scenarios, and analysis methodologies are based on the City guidelines and in discussion with City staff. The approved scoping agreement is included in Appendix A.

1.2 Project Location & Study Area

The project is located on the southeast corner of Wineville Avenue and Limonite Avenue. The proposed project includes a mix of uses including retail and single-family dwelling units.

Figure 1 shows the regional location of the project. The project opening year is 2024. Figure 2 illustrates the site plan of the proposed project. Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following intersections for traffic operations:

1. I-15 Southbound Ramps and Limonite Avenue.
2. I-15 Northbound Ramps and Limonite Avenue.
3. Pats Ranch Road and Limonite Avenue.
4. Wineville Avenue and Limonite Avenue.
5. Wineville Avenue and 63rd Street.
6. Driveway 1 and 63rd Street.
7. Driveway 2and Limonite Avenue.
8. Driveway 3 and 63rd Street.
9. Driveway 4 and Limonite Avenue.
10. Driveway -Lucretia Avenue and Limonite Avenue.
11. Driveway and 63rd Street.
12. Driveway 7 and Limonite Avenue.
13. Etiwanda Avenue and Limonite Avenue.

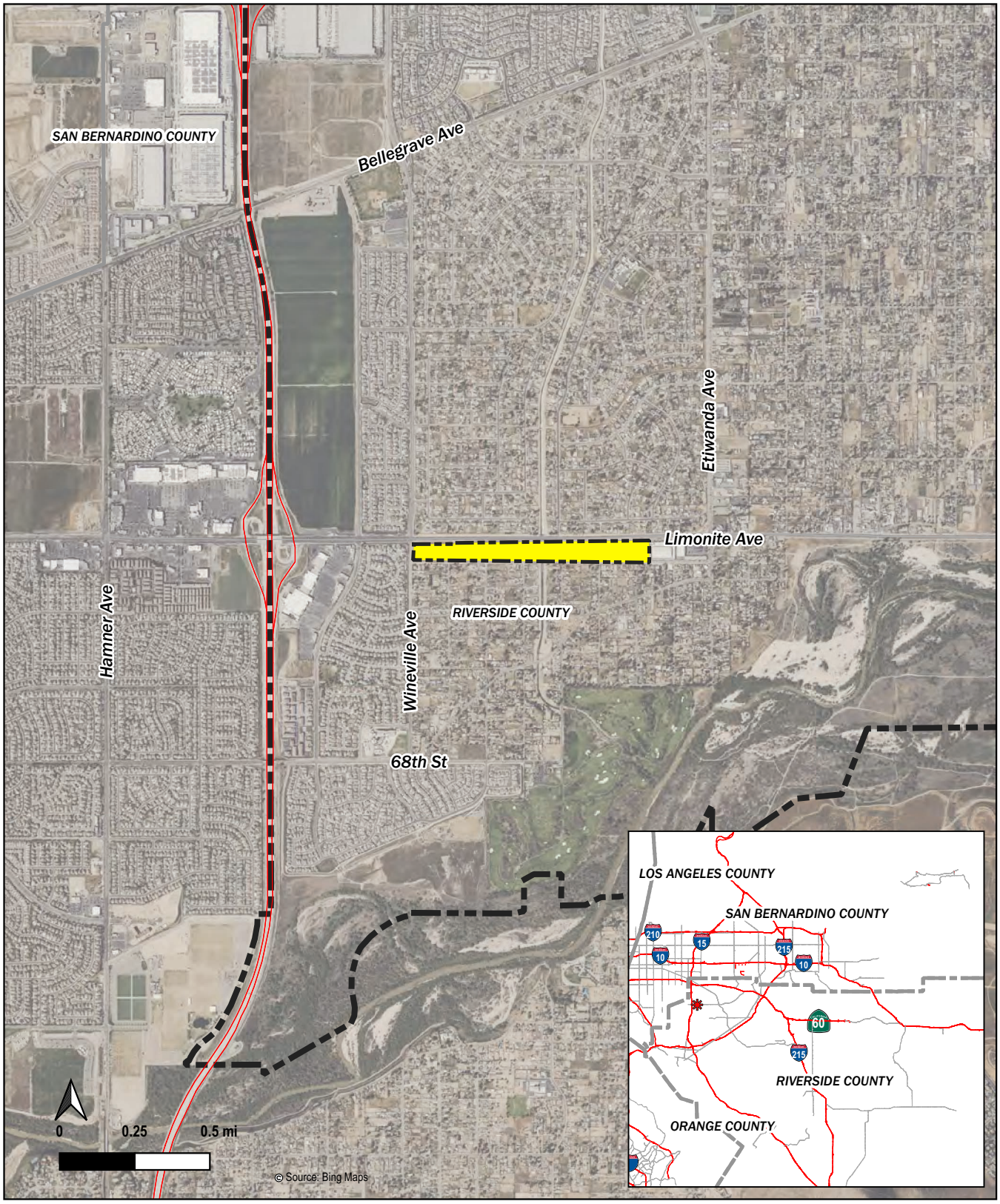
The study area intersections are shown in Figure 3.

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

1.3 Analysis Scenarios

This report analyzes traffic operations for the following scenarios:

1. Existing Conditions.
2. Opening Year Background Conditions Without Project (project opening year conditions with traffic from approved projects in the area that are expected to be occupied by the project's opening year, an ambient growth rate could be considered in lieu of assigning traffic from approved projects in the area).
3. Opening Year Background Conditions With Project. (Scenario 2 above plus traffic from the proposed project.)
4. Opening Year Background with Cumulative Projects Without Project Conditions.
5. Opening Year Background with Cumulative Projects With Project Conditions.



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Jurupa Valley

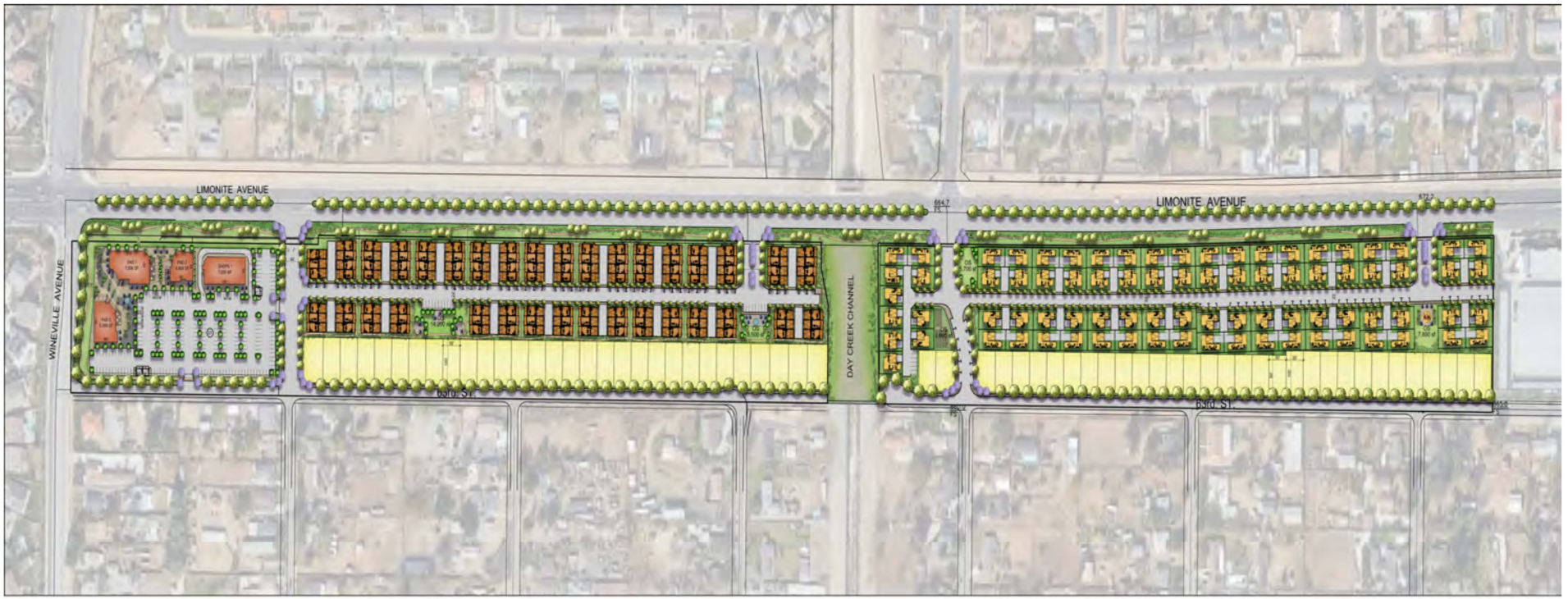
Project Boundary

FIGURE 1

Limonite Avenue and Wineville Avenue Mixed-Use
Regional Project Location

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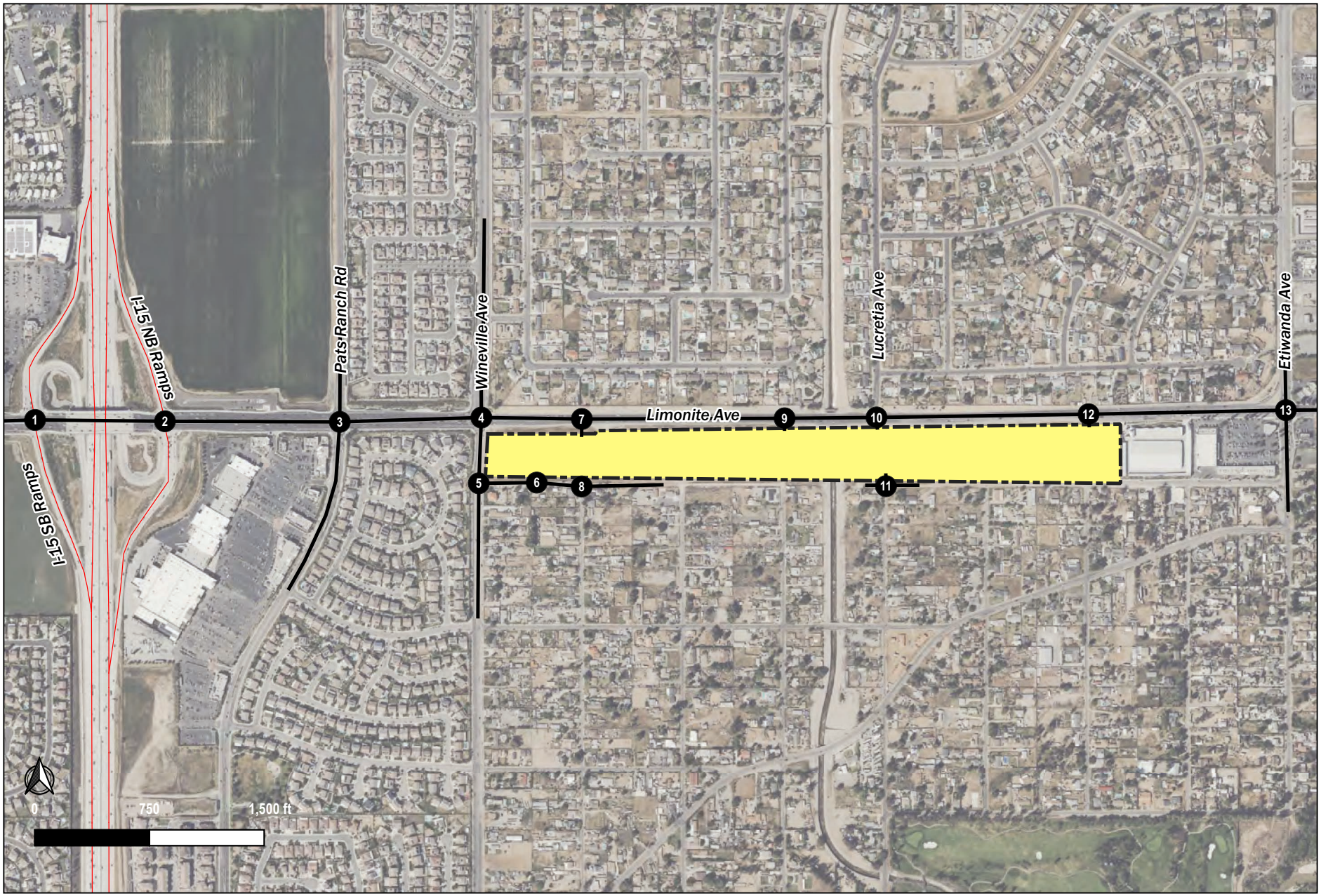
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FIGURE 2

Wineville Avenue and Limonite Avenue Mixed-use
Site Plan

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Project Boundary

Study Area Intersections

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FIGURE 3

Limonite Avenue and Wineville Avenue Mixed-Use

Study Area Intersections

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1. Cumulative Horizon Year 2045 Without Project Conditions.
2. Cumulative Horizon Year 2045 With Project Conditions.

2.0 PROJECT DESCRIPTION

The proposed project includes a mix of uses including 119 attached single-family dwelling units, 144 detached single-family dwelling units, and 24.2 thousand square feet of retail space. Access to the project will be provided via seven driveways. Driveway 1 is located on 63rd Street and is full-access. Driveway 2 is located on Limonite Avenue and is full-access. Driveway 3 is located on 63rd Street and is full-access. Driveway 4 is located on Limonite Avenue and is right-in/right out access. Driveway 5 is located on Limonite Avenue and is full-access. Driveway 6 is located on 63rd Street and is full-access. Driveway 7 is located on Limonite Avenue and is right-in/right-out access. In addition, the project frontage roadway geometrics on Limonite Avenue are included in Figure 4.

2.1 Project Trip Generation

Trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition) and are based on Land Use 210 “Single-Family Detached Housing”, Land Use 215 “Single-Family Attached Housing”, Land Use 934 “Fast-Food Restaurant with Drive-Through Window”, and Land Use 822 “Strip Retail Plaza”. The project includes a mix of retail and residential uses and therefore, will have trips that are internal to the project (e.g., a trip from the residential use to the retail use). Internal trips were calculated using the methodology presented in NCHRP Report 684. In addition, retail uses typically draw some of its trips from the adjacent street traffic. Such trips are not actually “new” trips from the project on the adjacent circulation system. These trips are referred to as “pass-by” trips. By definition, pass-by trips are trips that are on the roadway immediately adjacent to the project which make intermediate stops on the way from an origin to a primary trip destination without route diversion. Table A shows a summary of the project trip generation. As shown in Table A, after accounting for internal and pass-by trips, the project is anticipated to generate 227 net external trips during the a.m. peak hour, 244 net external trips during the p.m. peak hour, and 4,047 net external daily trips.

2.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were developed based on location of local/regional destinations and in consultation with City staff. Trip distributions were developed separately for residential and retail uses. Figures 5 and 6 illustrate the project trip distribution and the resulting project trips at the proposed study intersections for the retail uses. Figures 7 and 8 illustrate the project trip distribution and the resulting project trips at the proposed study intersections for the single-family attached units on the west side of the project site. Figures 9 and 10 illustrate the project distribution and the resulting project trips at the proposed study intersections for the single-family detached units on the west side of the project site. Figures 11 and 12 illustrate the project trip distribution and the resulting project trips at the proposed study intersections for the single-family detached units between Limonite Street and 63rd Street on the east side of the project site. Figures 13 and 14 illustrate the project trip distribution and the resulting project trips at the proposed study intersections for the single-family detached units fronting 63rd Street on the east side of the project site. The total net external trips are shown in Figure 15. The pass-by trips are shown in Figure 16. The total net external with pass-by trips are shown in Figure 17.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

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

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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
Retail								
Trip Generation Rates [1]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	22.40 TSF	32	21	53	74	74	148	1,220
Internal Trips [2]		(3)	(3)	(6)	(18)	(27)	(45)	(51)
Net After Internal Trips		29	18	47	56	47	103	1,169
Pass-By Trips [3]		0	0	0	(21)	(21)	(41)	(41)
Net External Trip Generation		29	18	47	36	27	62	1,128
Fast-Food Restaurant								
Trip Generation Rates [4]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation	1.80 TSF	41	39	80	31	28	59	841
Internal Trips [2]		(11)	(4)	(15)	(13)	(16)	(29)	(44)
Net After Internal Trips		30	35	65	18	12	30	797
Pass-By Trips [5]		(17)	(17)	(33)	(9)	(9)	(17)	(50)
Net External Trip Generation		14	19	32	10	4	13	747
Attached Single-Family (West)								
Trip Generation Rates [6]		0.15	0.33	0.48	0.32	0.25	0.57	7.2
Trip Generation	119 DU	18	39	57	39	29	68	857
Internal Trips [2]		(1)	(8)	(9)	(23)	(11)	(34)	(43)
Net External Trip Generation		17	31	48	16	18	34	814
Detached Single-Family (West)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	30 DU	5	16	21	18	10	28	283
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		5	16	21	18	10	28	283
Detached Single-Family (East-Between Limonite & 63rd.)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	82 DU	15	42	57	49	28	77	773
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		15	42	57	49	28	77	773
Detached Single-Family (East-Fronting 63rd)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
External Trip Generation	12 DU	2	6	8	7	4	11	113
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		2	6	8	7	4	11	113
Detached Single-Family (East-Fronting 63rd)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
External Trip Generation	20 DU	4	10	14	12	7	19	189
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		4	10	14	12	7	19	189
Total Net External Trip Generation		86	142	227	147	97	244	4,047

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Notes: DU = Dwelling Unit, TSF = Thousand Square Feet

[1] Trip generation based on rates for Land Use 822 - "Strip Retail Plaza" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Internal Trips calculated based on NCHRP 684 Trip Capture Estimation Tool.

[3] Pass-By rates based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[4] Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[5] Pass-By rates based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window"" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[6] Trip generation based on rates for Land Use 215 - "Single-Family Attached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[7] Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

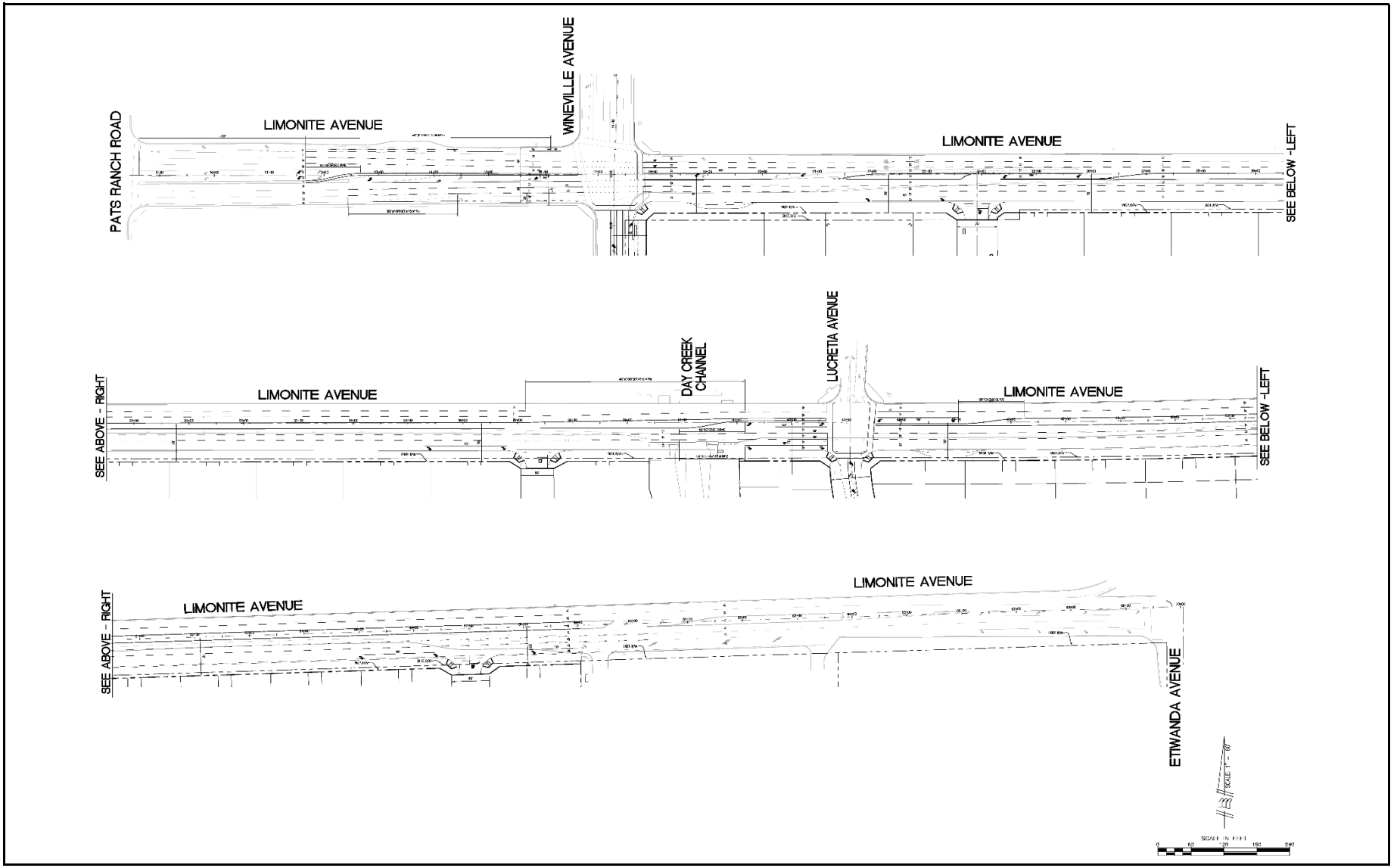
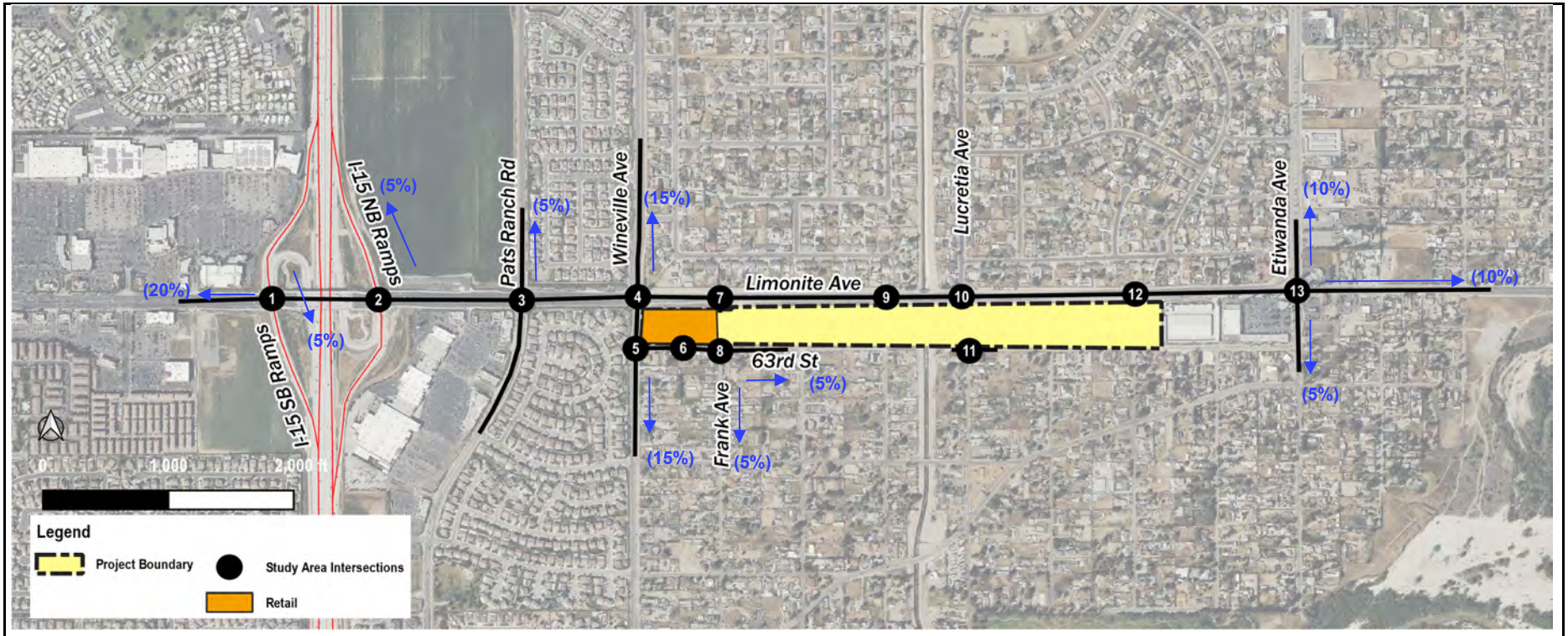


FIGURE 4

Wineville Avenue and Limonite Avenue Mixed-Use
Project Frontage Roadway Geometrics

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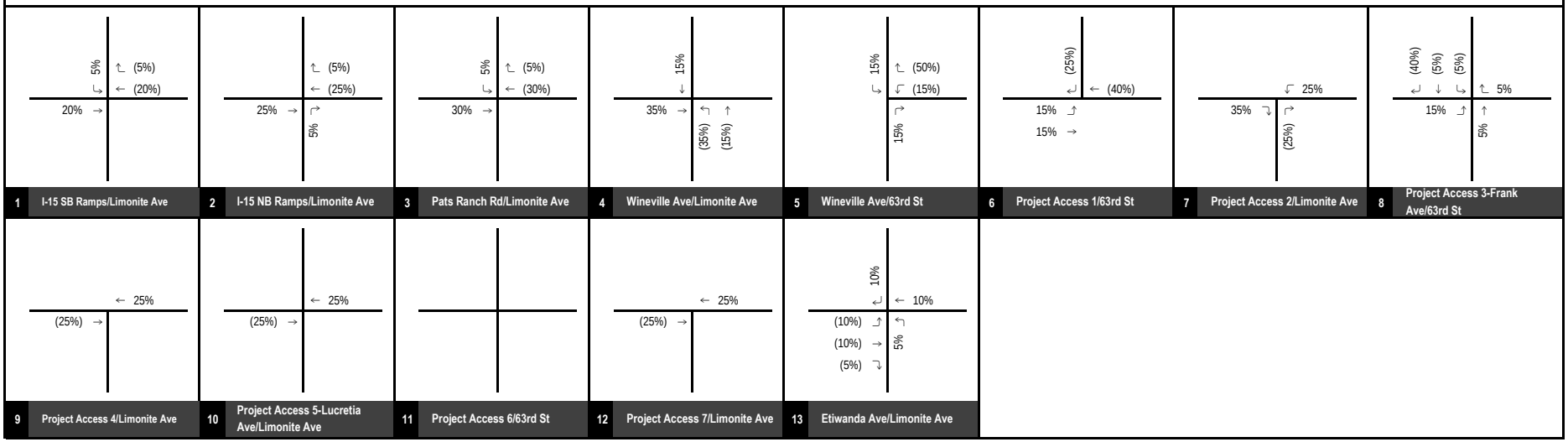
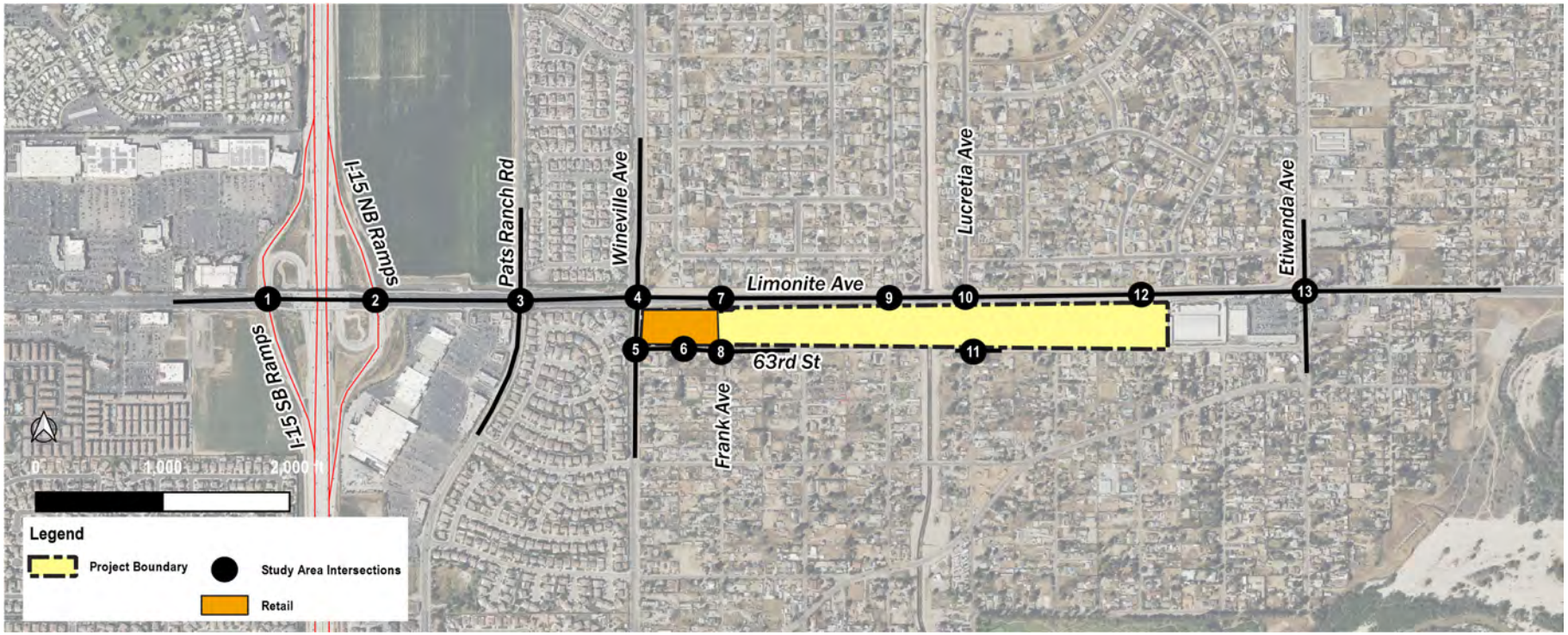


FIGURE 5

XXX%(YYY%) Inbound%(Outbound%) Percent

Limonite Avenue and Wineville Avenue Mixed-Use Project Trip Distribution (Retail/Restaurant)

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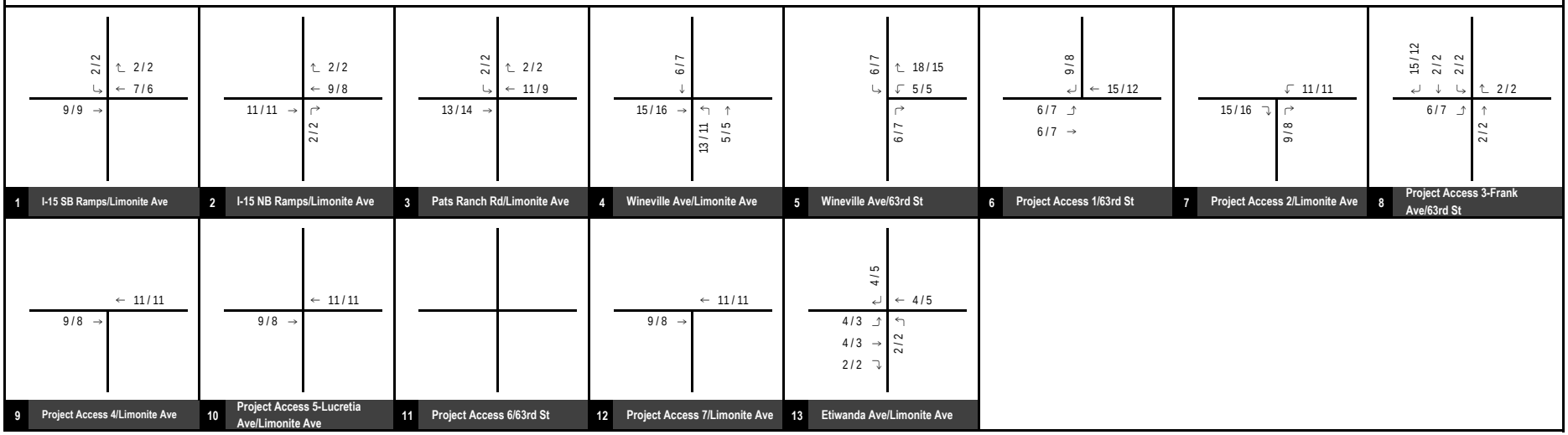
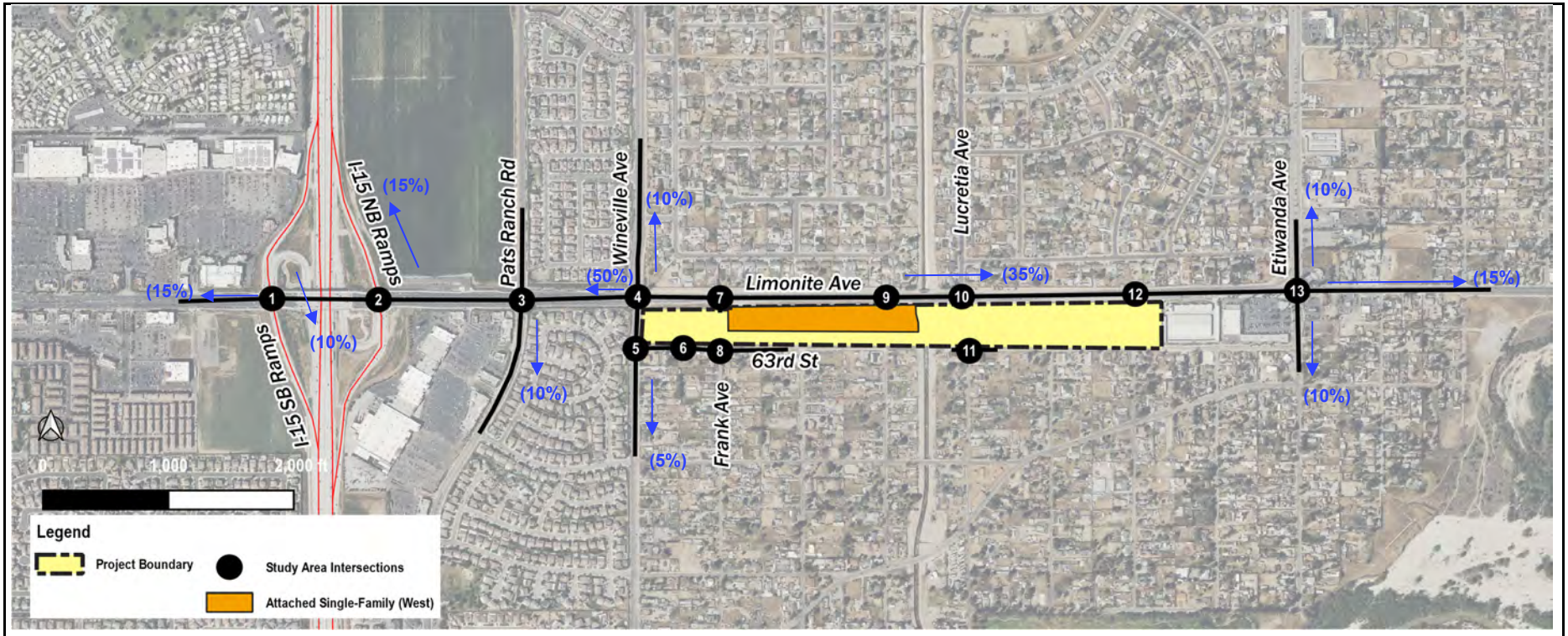


FIGURE 6

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use Project Trip Assignment (Retail/Restaurant)

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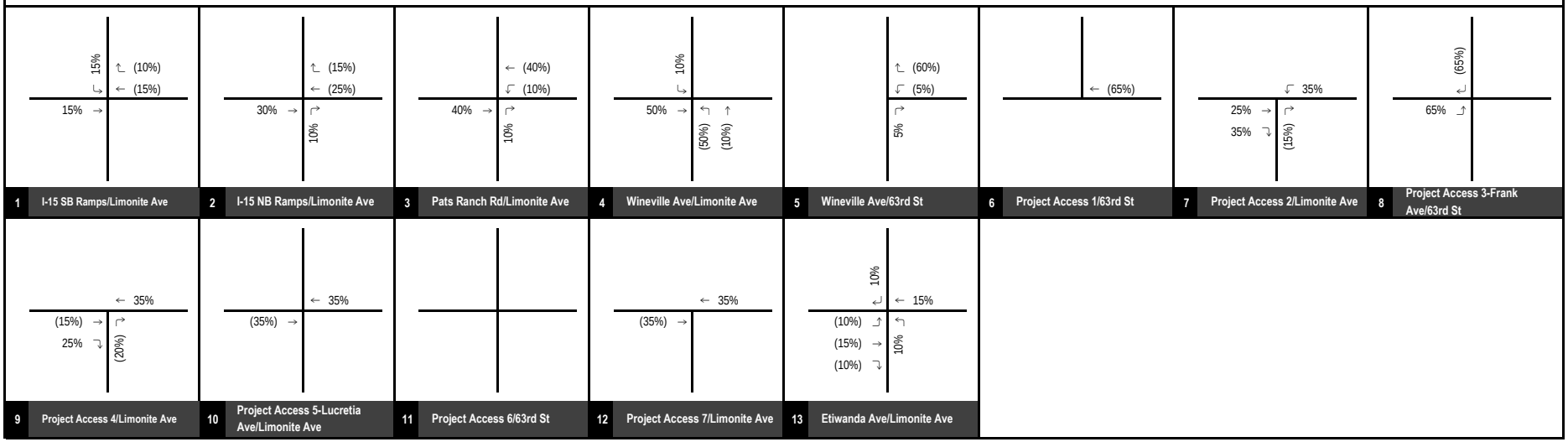
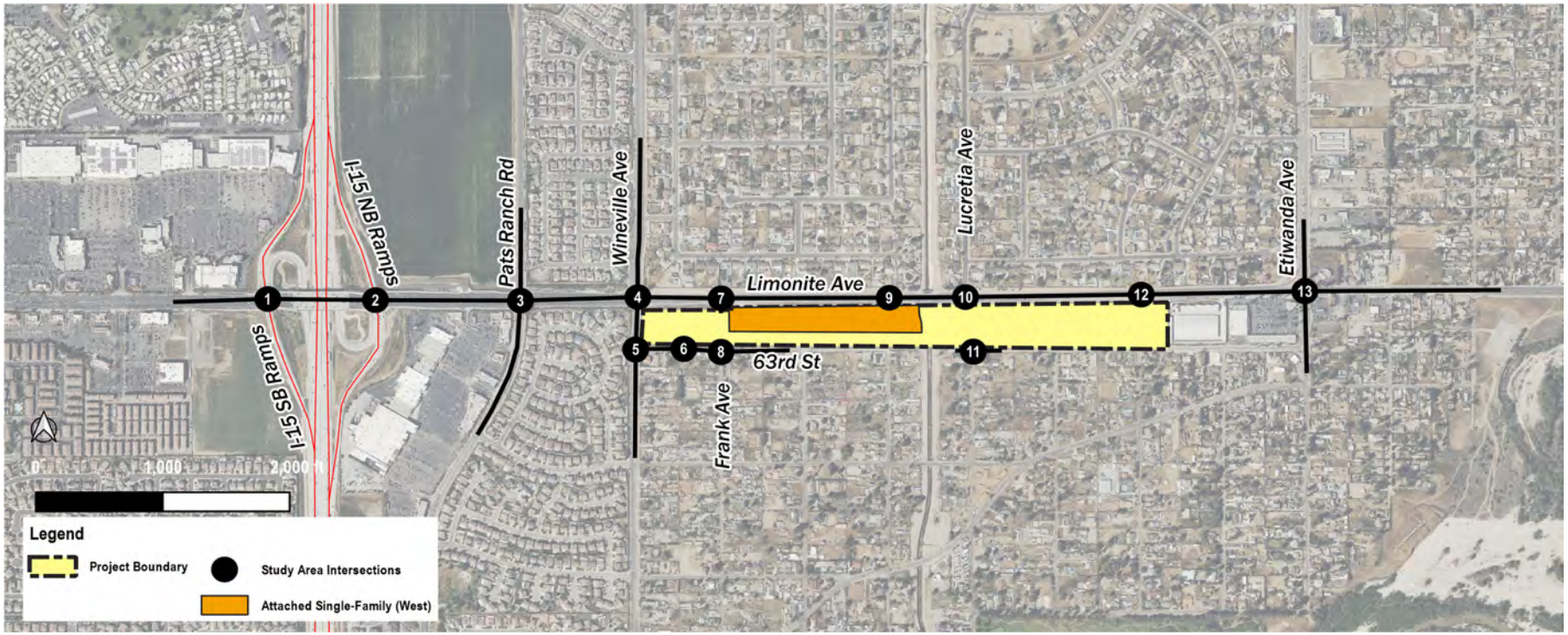


FIGURE 7

XXX%(YYY%) Inbound%(Outbound%) Percent

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Single-Family Attached - West Side of Project)

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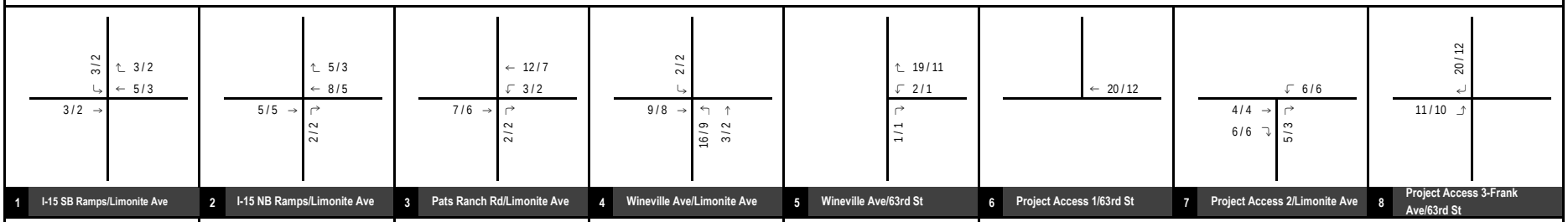
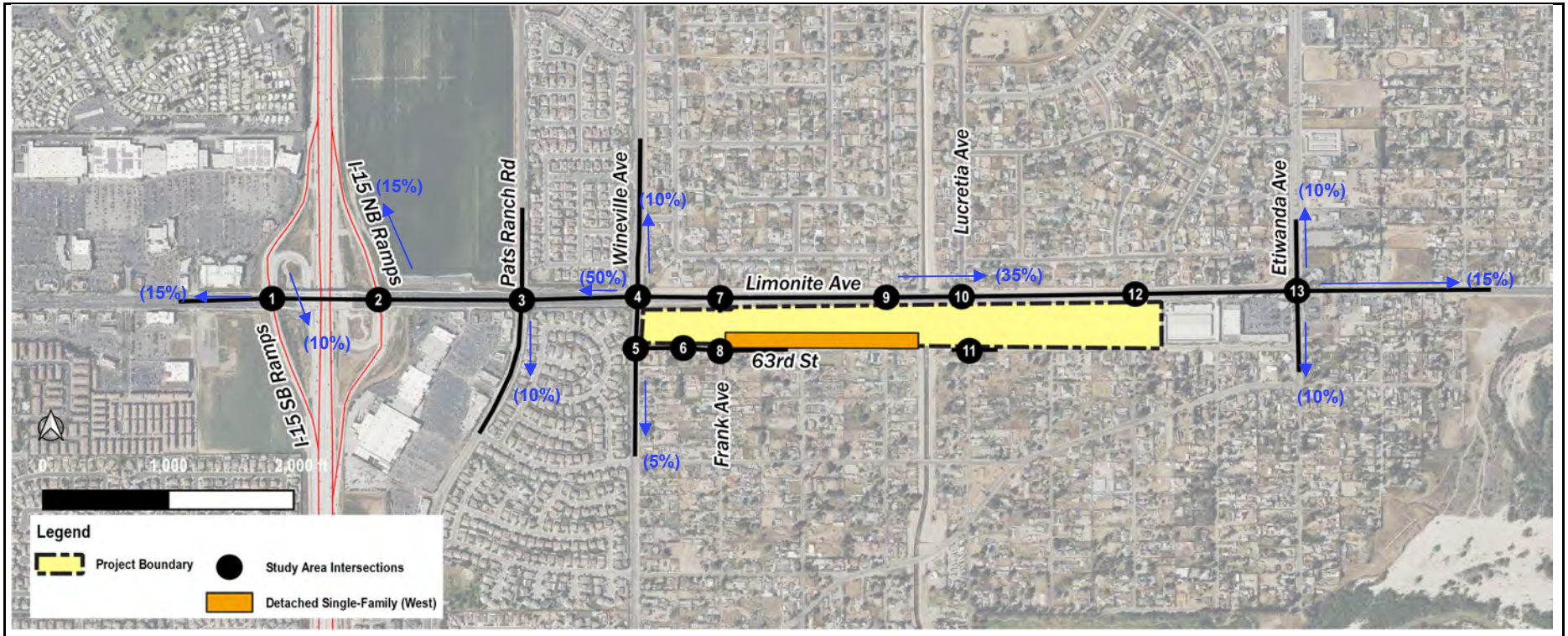


FIGURE 8

XXX / YYY AM / PM Peak Hour Volume

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Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Single-Family Attached - West Side of Project)



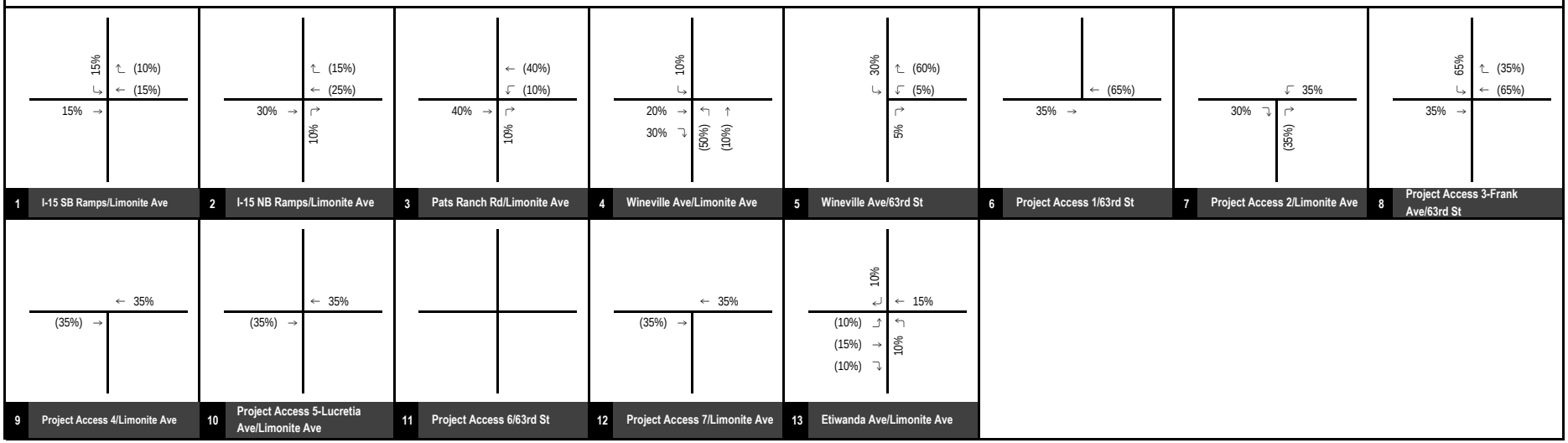
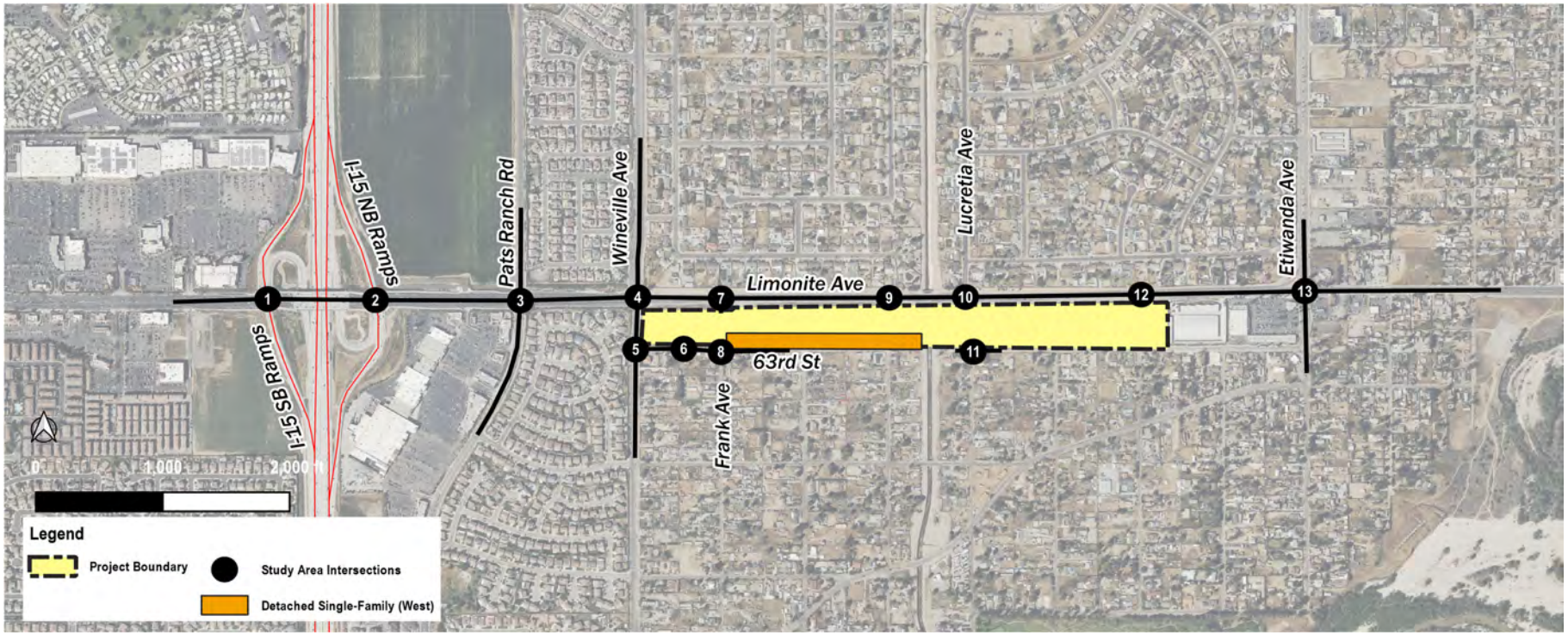


FIGURE 9

XXX%(YYY%) Inbound%(Outbound%) Percent

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Single-Family Detached - West Side of Project)

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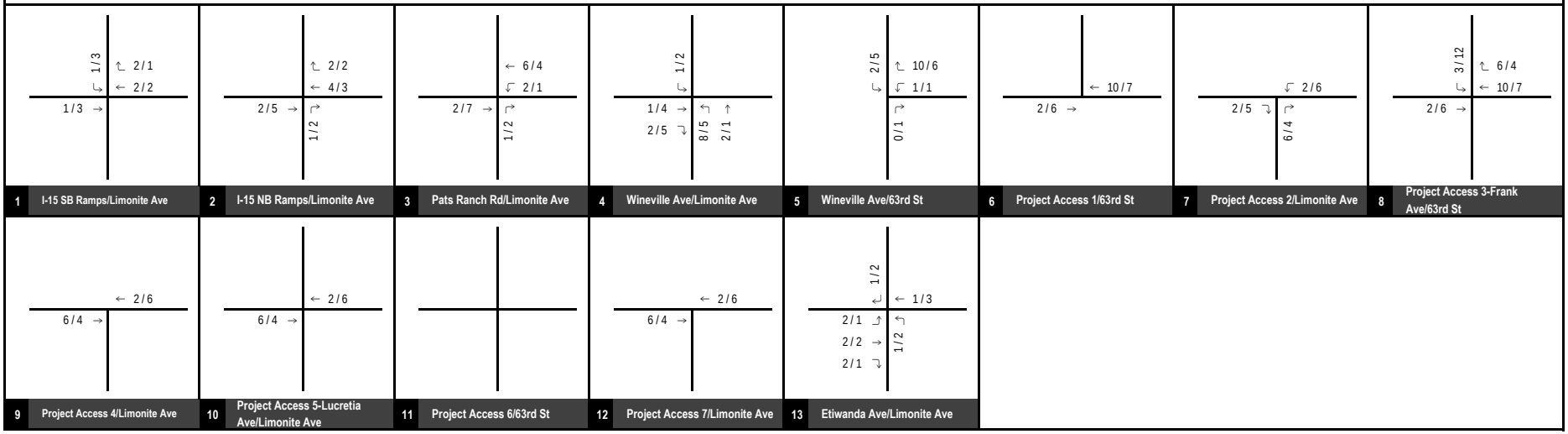
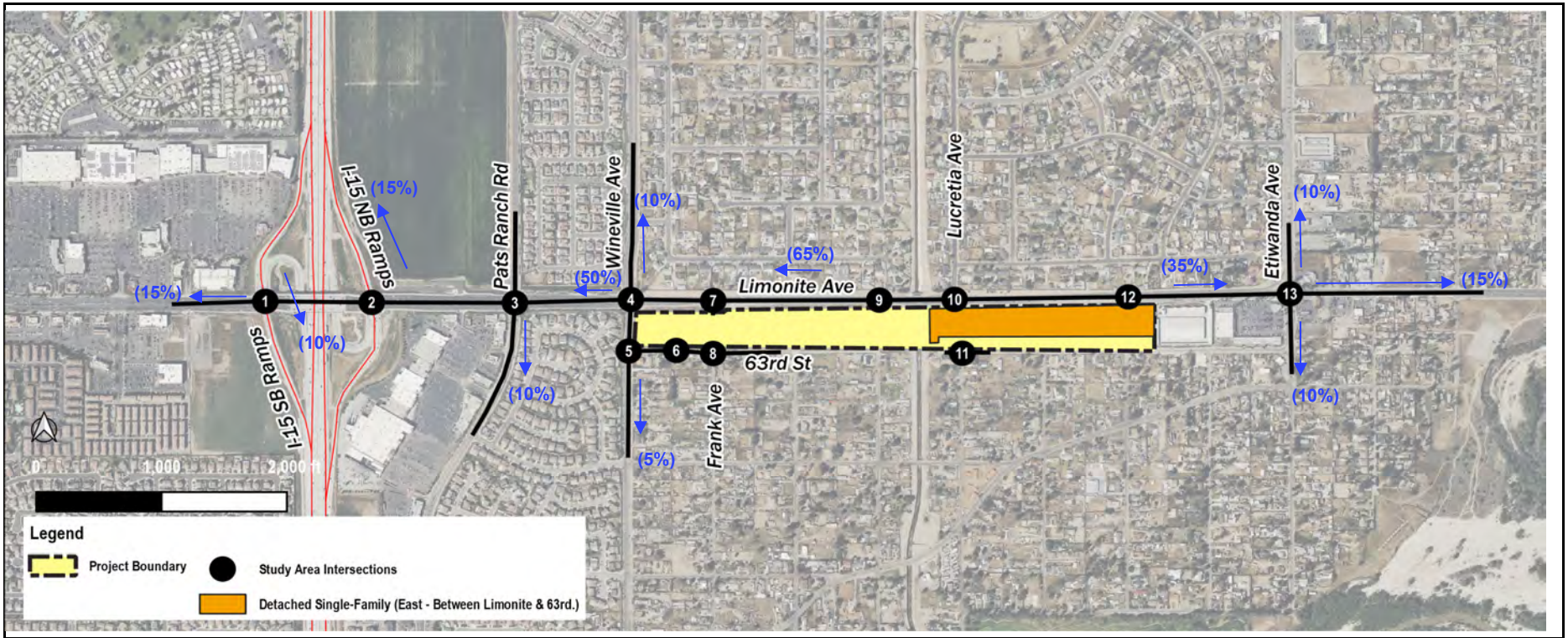


FIGURE 10

XXX / YYY AM / PM Peak Hour Volume

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Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Single-Family Detached - West Side of Project)



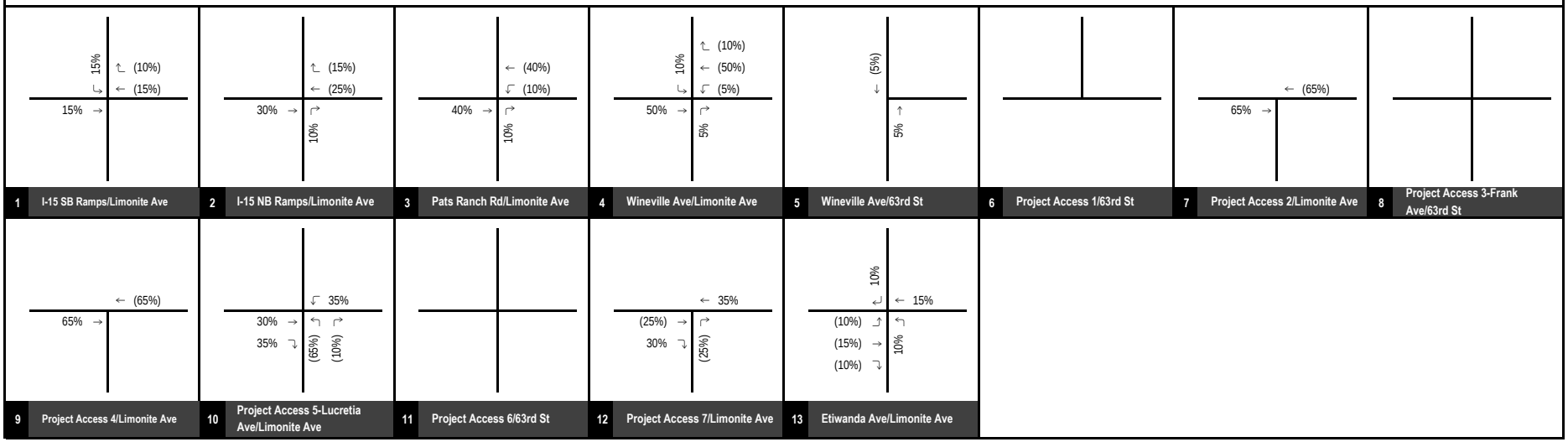
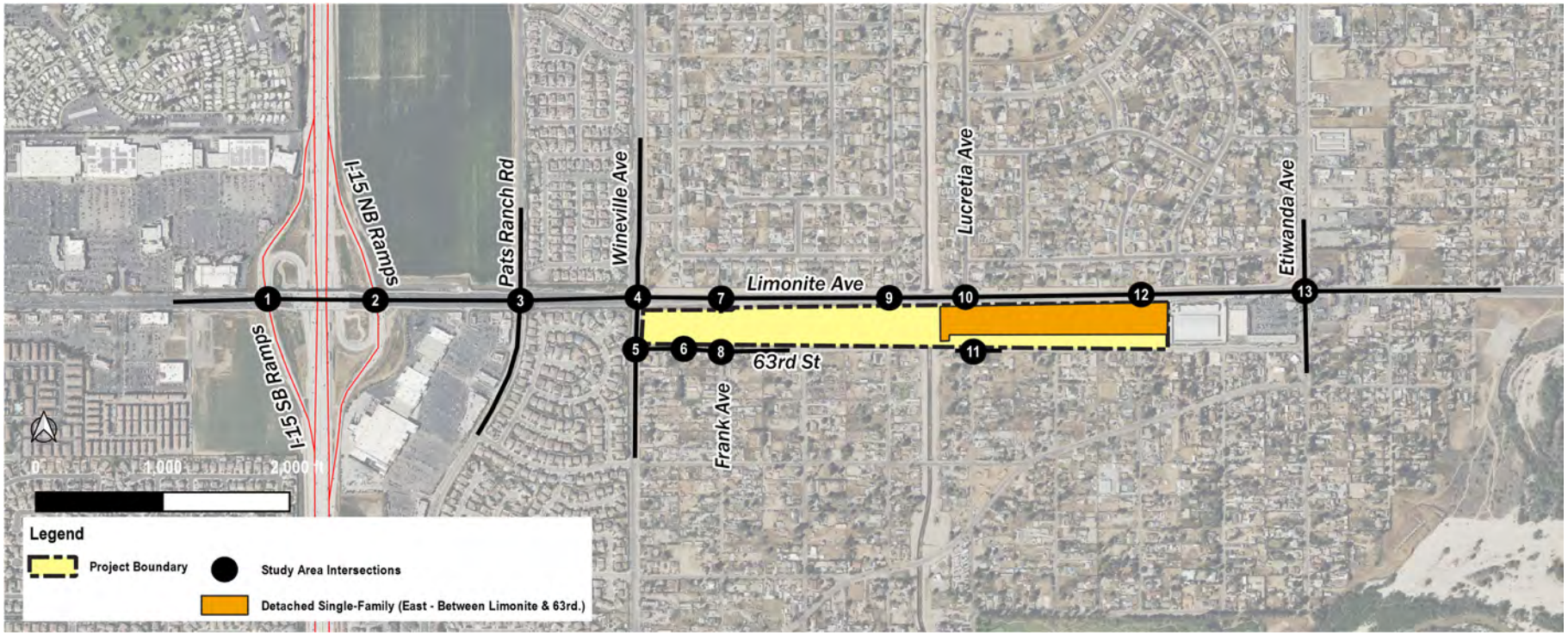


FIGURE 11

XXX%(YYY%) Inbound%(Outbound%) Percent

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Single-Family Detached - Between Limonite St. & 63rd St.)

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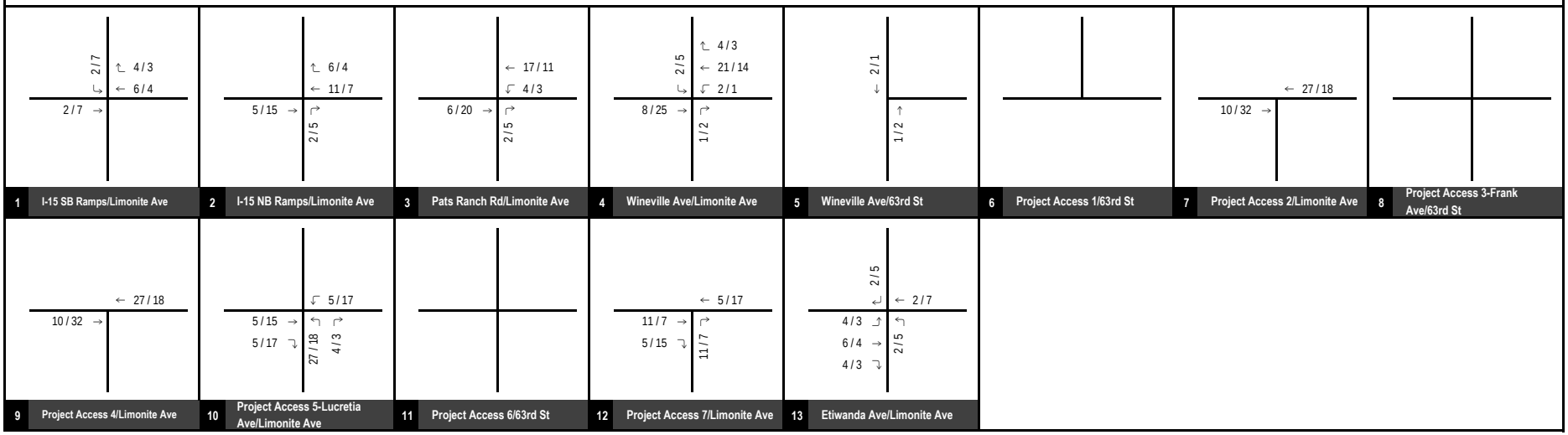
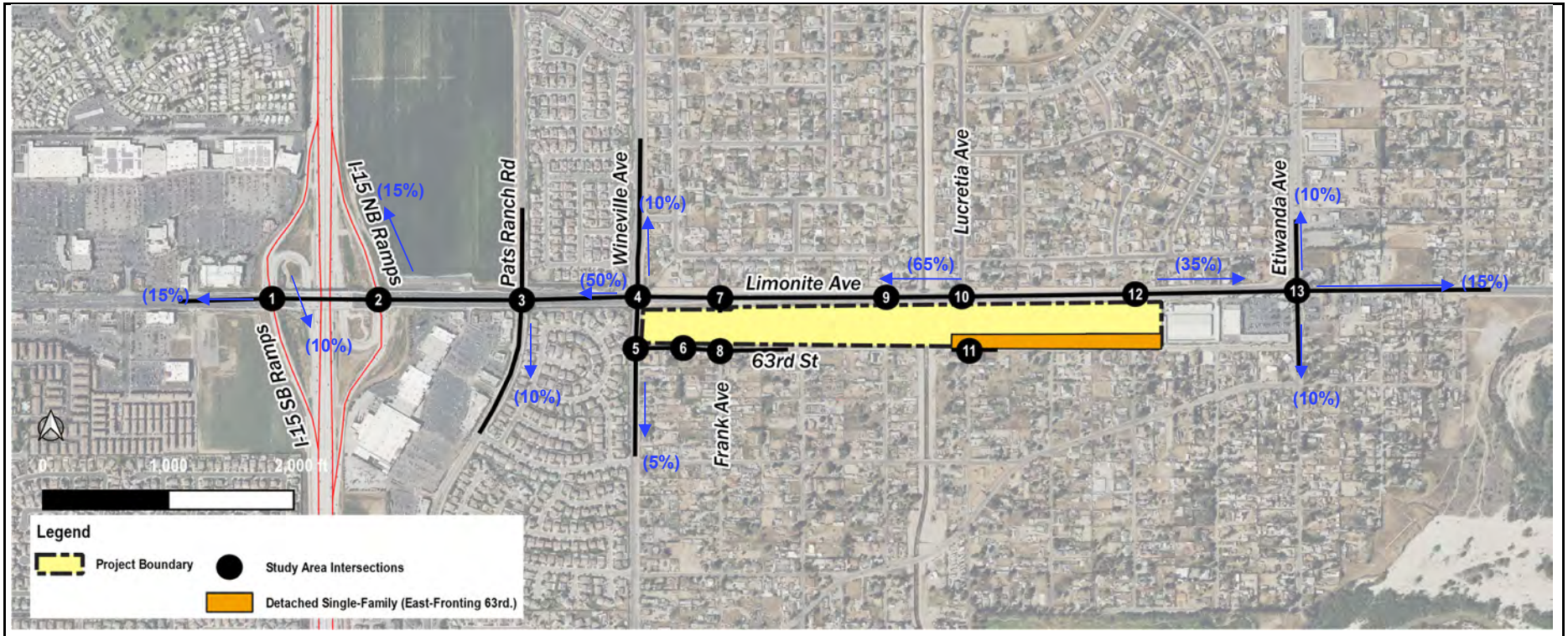


FIGURE 12

XXX / YYY AM / PM Peak Hour Volume

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Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Single-Family Detached - Between Limonite Ave. & 63rd St.)



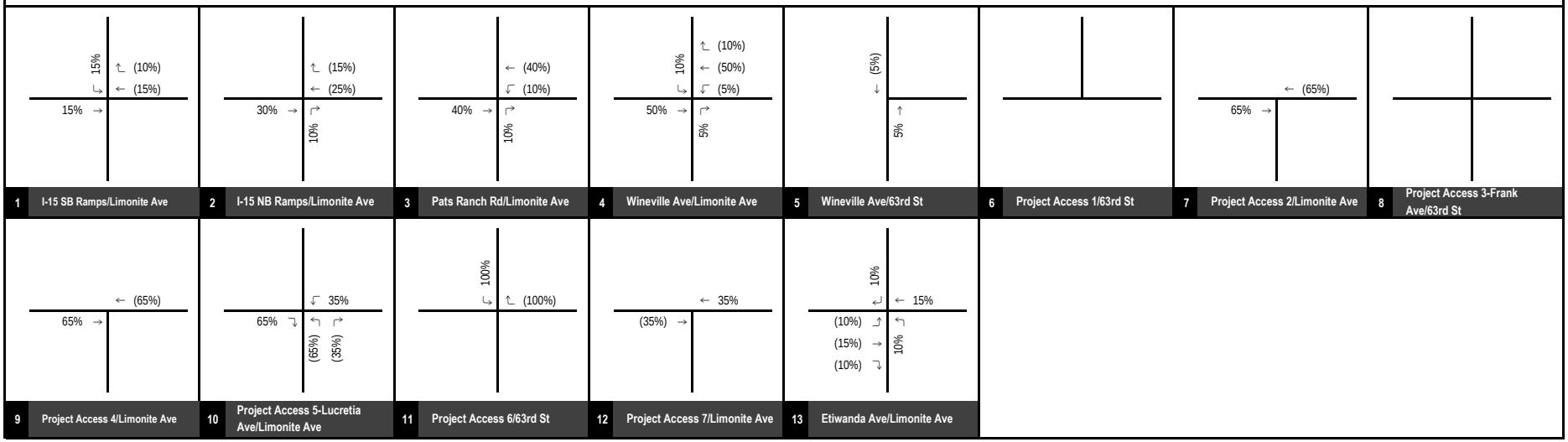
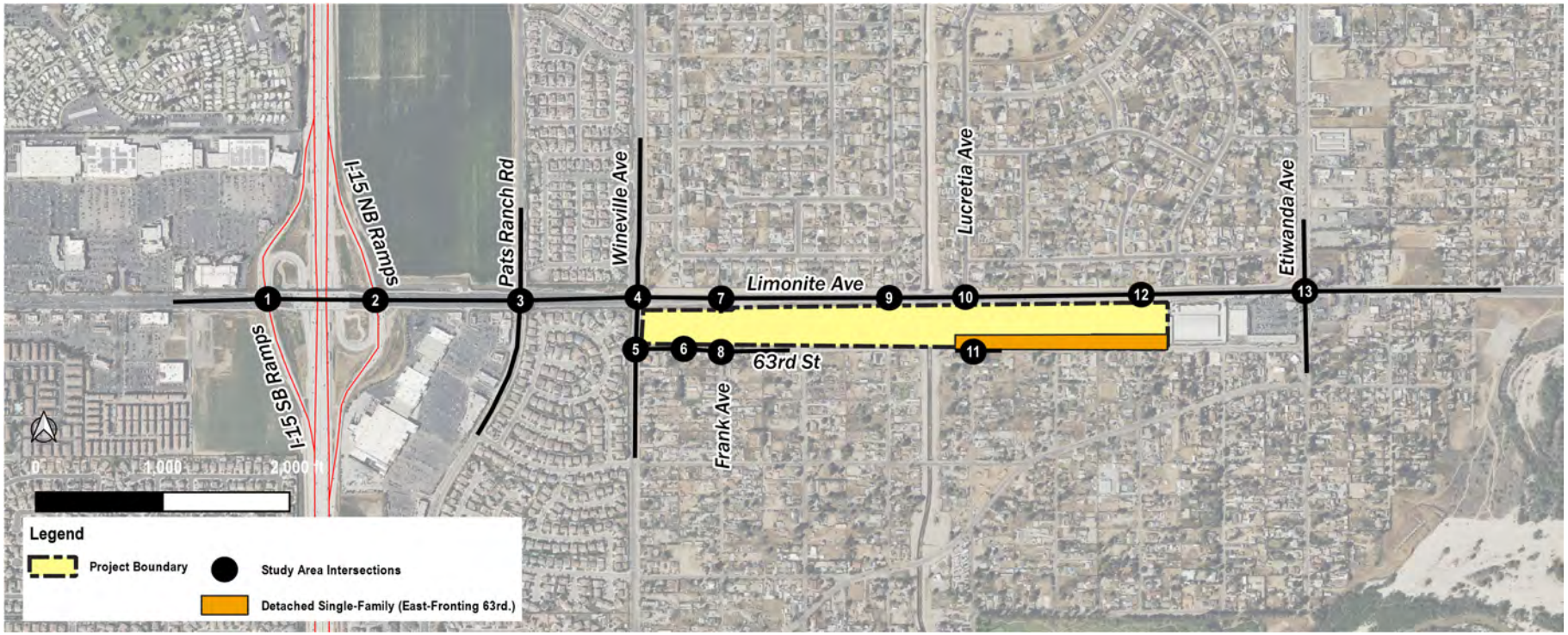


FIGURE 13

XXX%(YYY%) Inbound%(Outbound%) Percent

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Single-Family Detached - Fronting 63rd St.)

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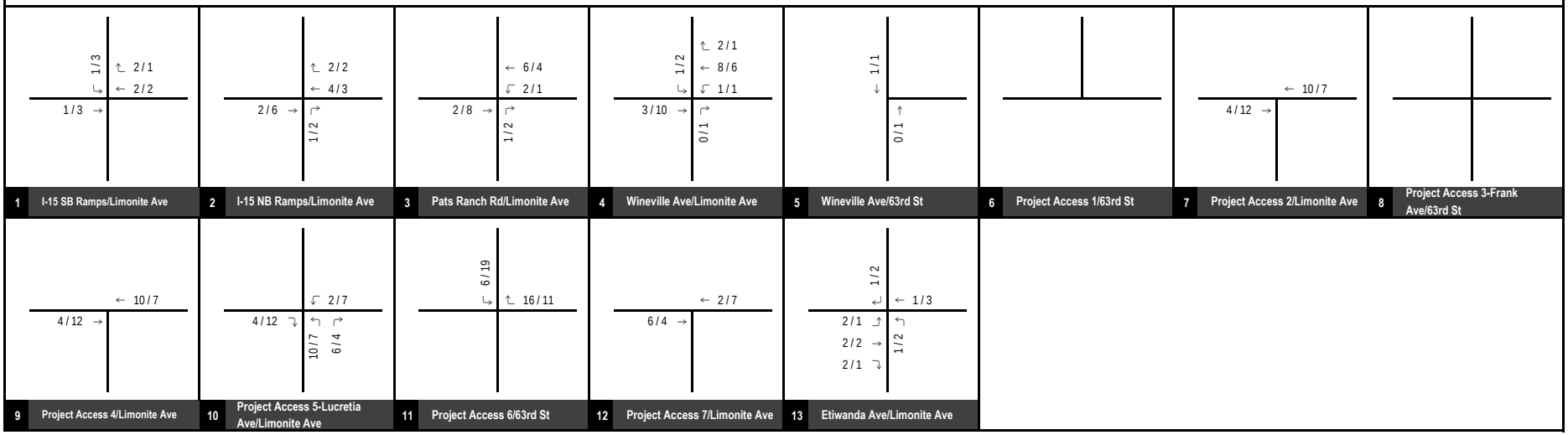
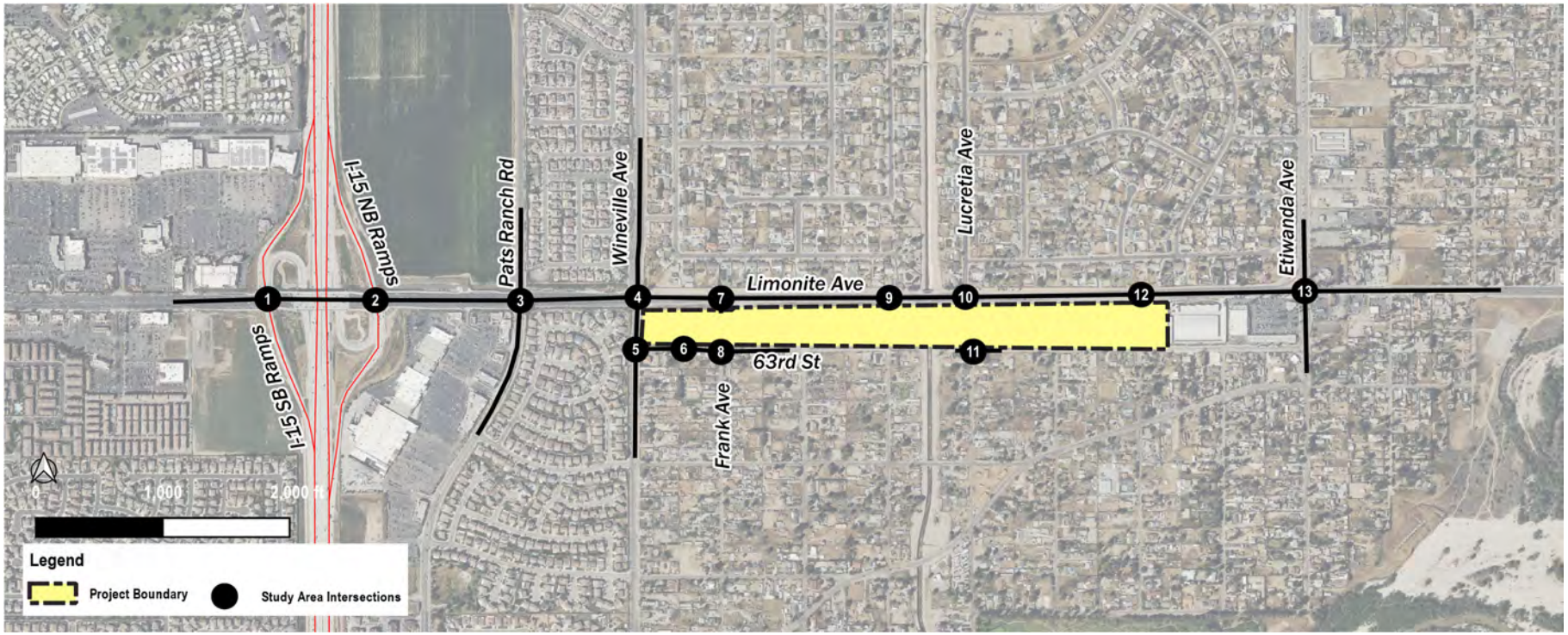


FIGURE 14

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Single-Family Detached - Fronting 63rd St.)

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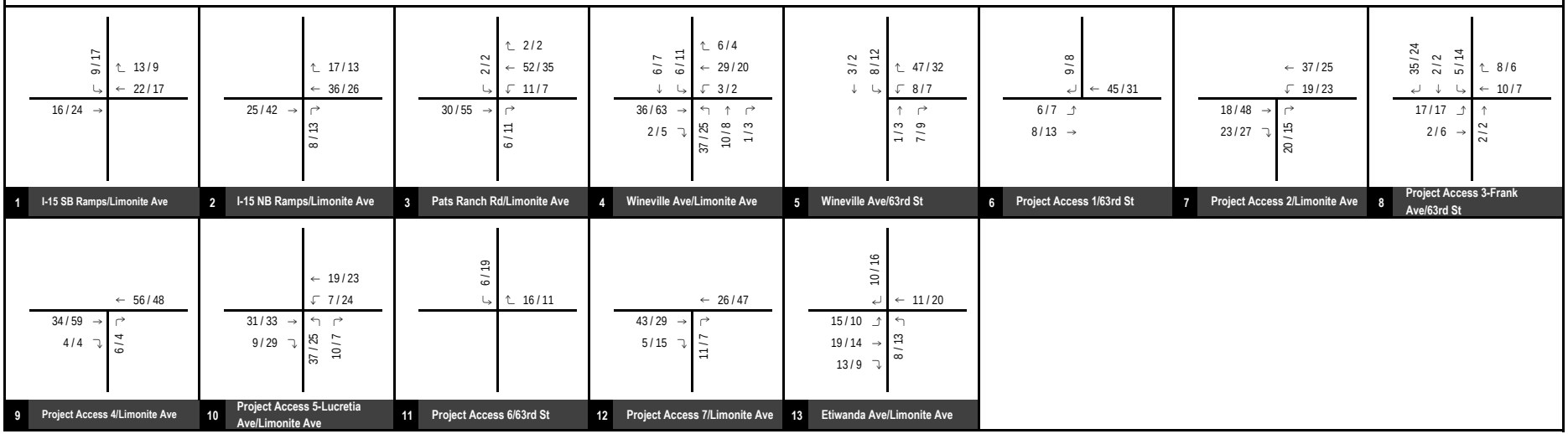
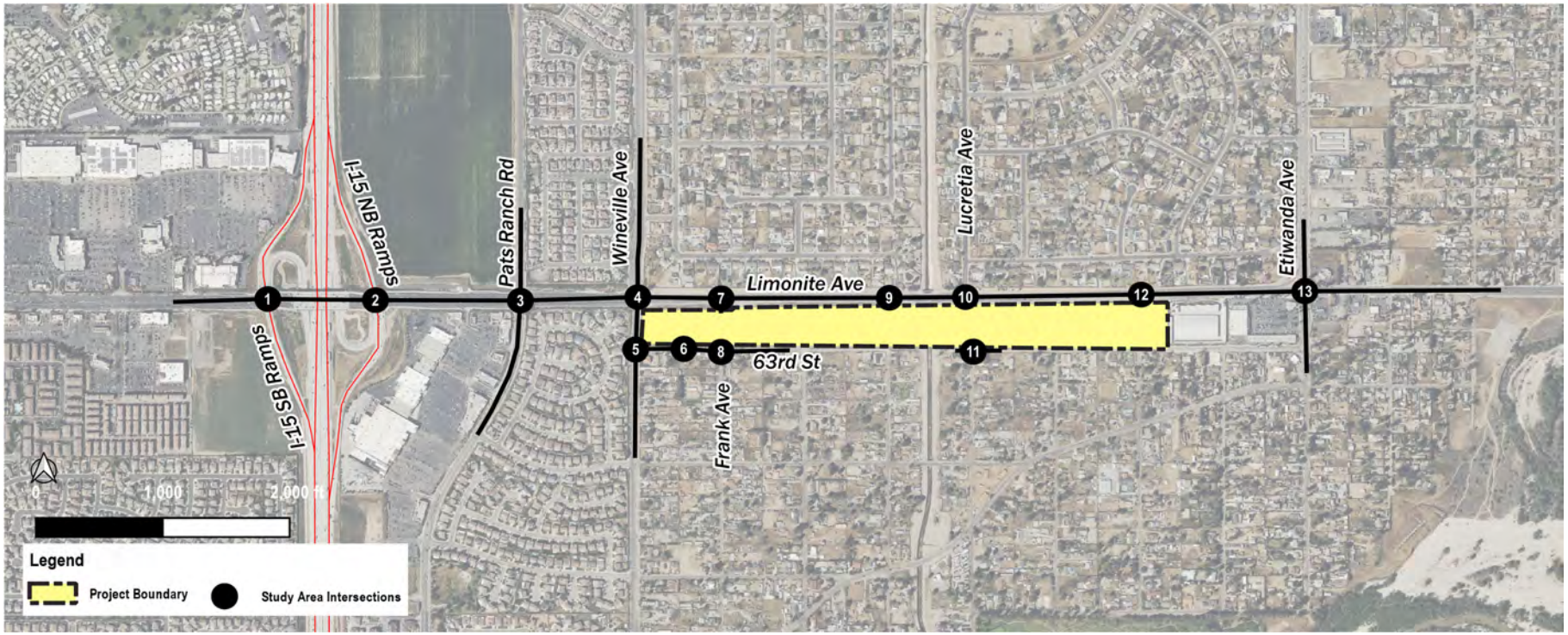


FIGURE 15

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use
Total Net External Trips

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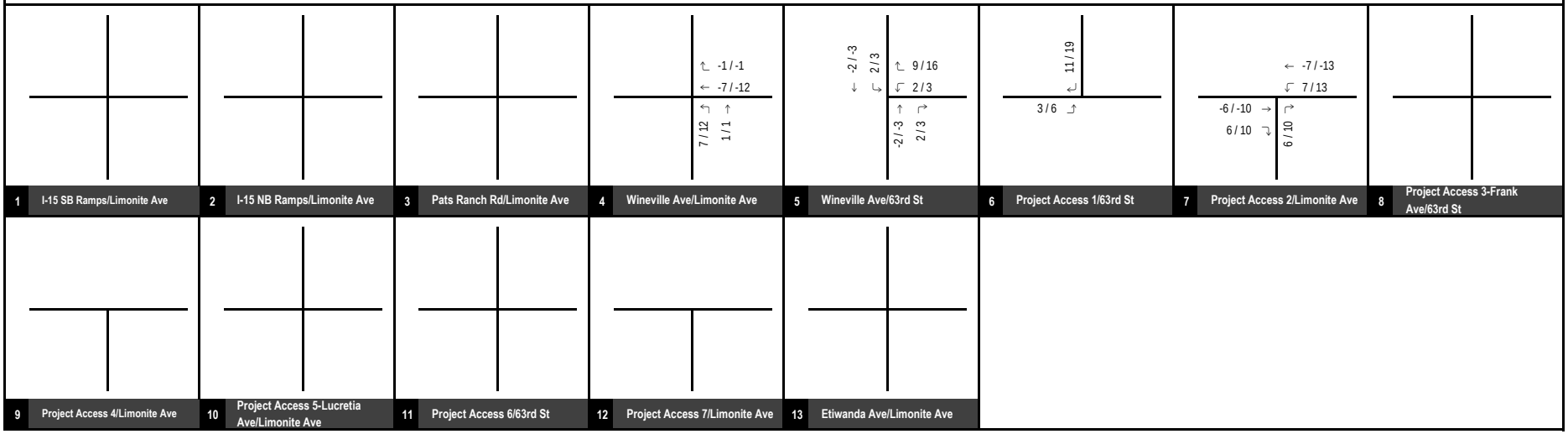
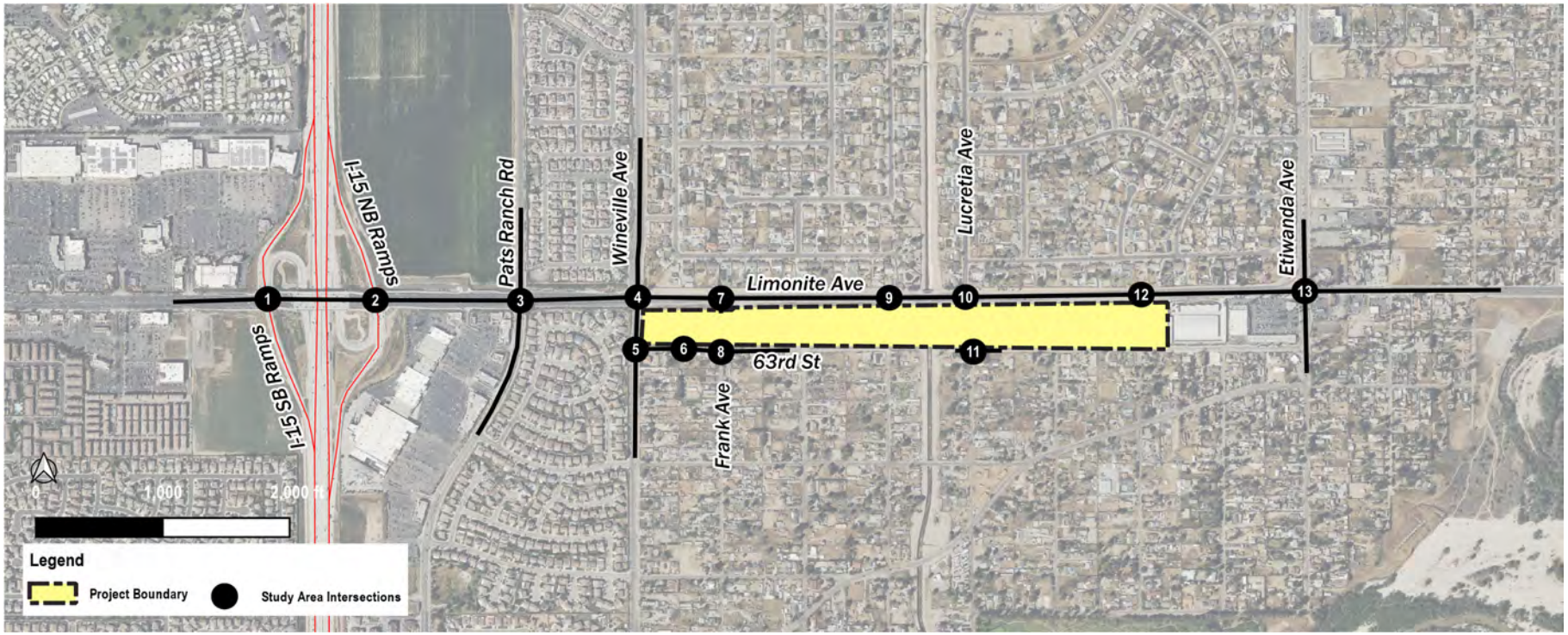


FIGURE 16

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use Pass-By Trips

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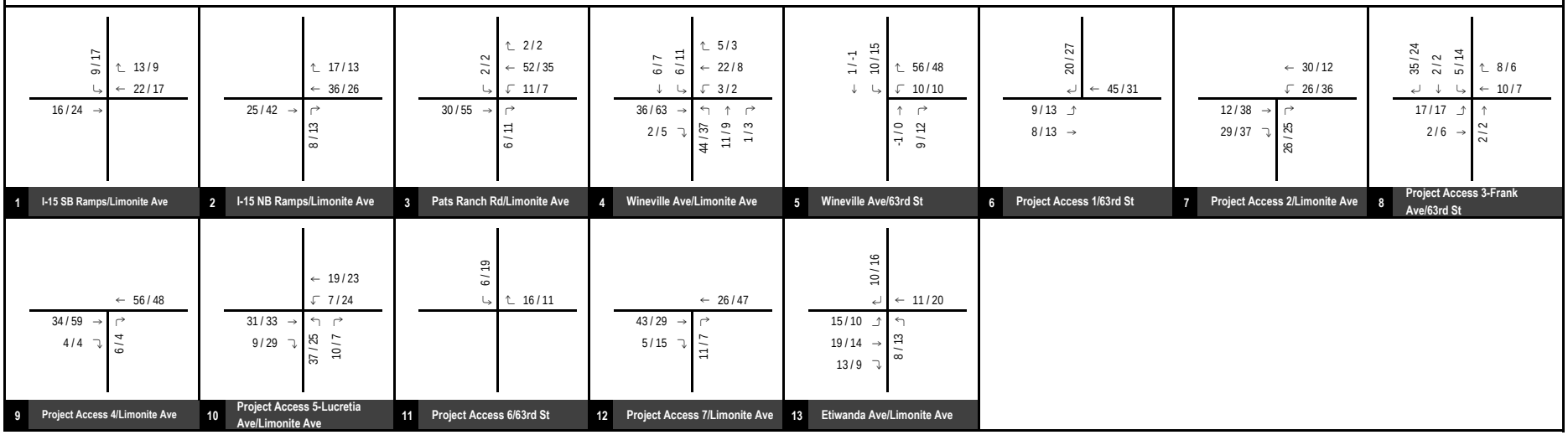


FIGURE 17

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use
Total Net External With Pass-By Trips

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3.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies using Synchro 11 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

3.2 Intersection Operating Requirements for General Plan Consistency

For signalized intersections, the City has established the following operating requirements:

- The City's General Plan defines the minimum acceptable intersection LOS as LOS D. Any signalized study intersection operating at an acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better. LOS E may be deemed acceptable by the City Council in designated planning areas and for multimodal mobility corridors that include facilities for at least three transportation modes in addition to motor vehicles, and that support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service for other than the horizon year unless previously adopted for that intersection in the City's General Plan.
- Any signalized study intersection that is operating at LOS E or F without project traffic where the project increases delay by 3.0 or more seconds shall identify improvements to offset the increase in delay. Note that no changes in the traffic signal operations between the Background and "With Project" conditions shall be included when determining the project's impact at the intersection unless changes are being proposed as part of the project's mitigation program.

For unsignalized intersections, the City has established the following requirements:

An operational improvement would be required in the study determines that either section a) or both sections b) and c) occur:

a) The addition of project related traffic causes the intersection to degrade from an acceptable LOS D or better to LOS E or F.
OR
b) The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F,
AND
a) The intersection meets the peak hour traffic signal warrant after the addition of project traffic.

If the conditions above are satisfied, improvements should be identified that achieve the following:

- LOS D or better for case a) above or to pre-project LOS and delay for case b) above.

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed consistent with the City's guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.

4.1 Existing Conditions Traffic Volumes

Existing traffic volumes for intersections are based on peak hour intersection turn movement counts collected by Counts Unlimited in May 2022. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all study area intersections. Consistent with City guidelines, PCE volumes at these

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Table B: Intersection Level of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Intersection Delay in Seconds	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

intersections were computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4-axle trucks. Count sheets are contained in Appendix B. Detailed volume development worksheets are included in Appendix C.

4.2 Opening Year (2024) Background Conditions Without Project Traffic Volumes

Opening year (2024) background conditions without project traffic volumes were developed by applying an annual growth rate of 2 percent per year for 2 years (2022 to 2024) to the existing traffic volumes. Detailed volume development worksheets are included in Appendix C.

4.3 Opening Year (2024) Background With Cumulative Project Conditions Traffic Volumes

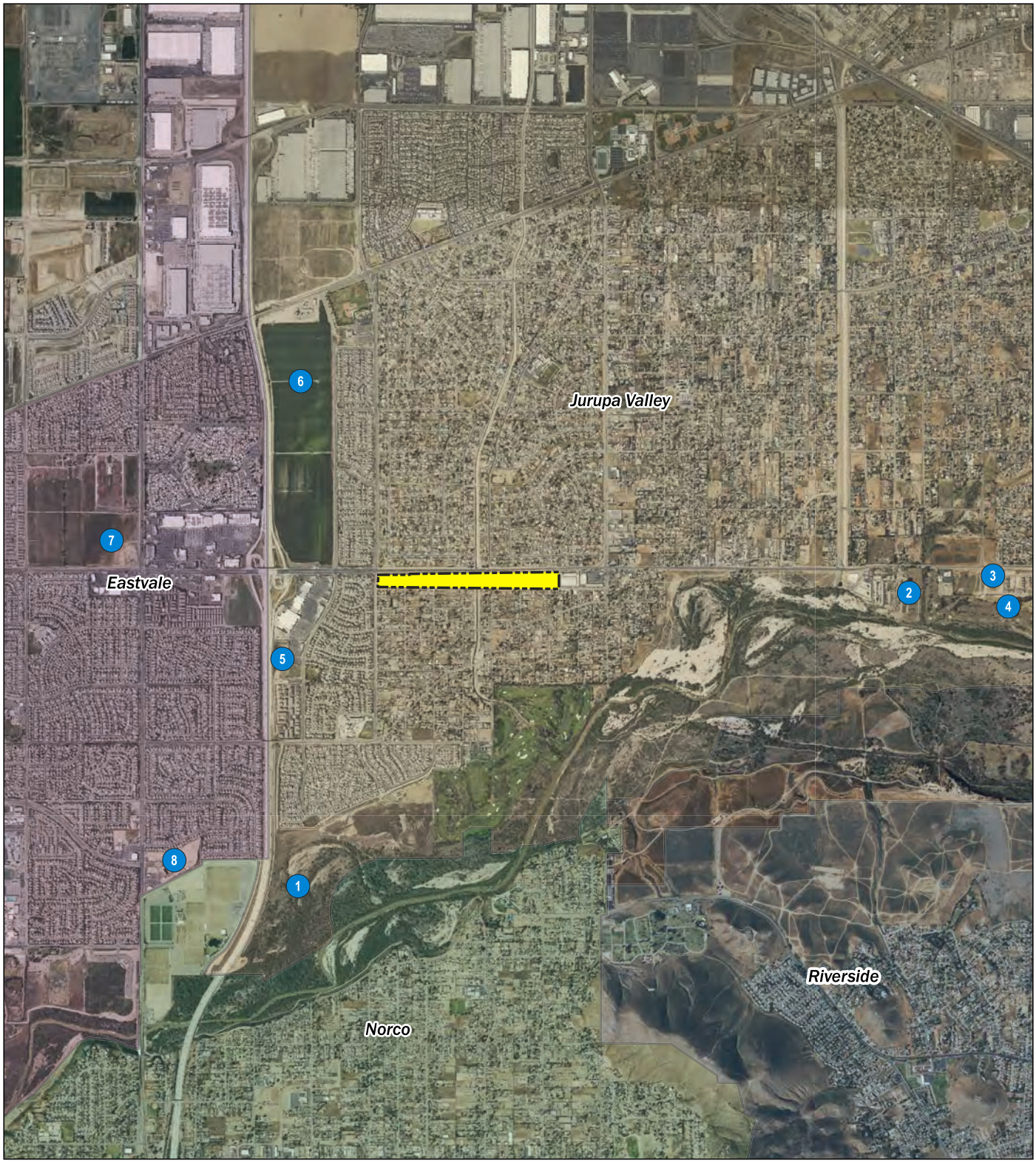
Opening year (2024) background with cumulative project conditions traffic volumes were developed by adding traffic generated from approved and pending projects in the area not expected to be occupied by project's opening year to the opening year (2024) background conditions without project traffic volumes. The cumulative projects included in the analysis are illustrated in Figure 18. Table C lists the cumulative projects included in the analysis. The cumulative projects are anticipated to generate 4,971 a.m. peak hour trips, 6,746 p.m. peak hour trips, and 76,824 daily trips. Detailed volume development worksheets are included in Appendix C.

4.4 Cumulative Horizon Year (2045) Without Project Traffic Volumes

Cumulative horizon year (2045) without project traffic volumes were developed using the RivCOM. The base year for the traffic model is 2018 and the forecast year is 2045. The difference between the modeled 2018 and 2045 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 27-year period. This incremental growth in peak period approach and departure volumes were factored to develop the incremental change in peak hour volumes. The RivCOM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2018 and 2045 was factored to reflect the forecast growth between the year of the ground counts (2022) and 2045. For this purpose, linear growth between 2018 and year 2045 was assumed. Since the increment between 2022 and 2045 is 23 years of the 27-year time span, a factor of 0.85 (i.e., 23/27) was used. This forecast growth in approach and departure volumes was added to the 2022 ground counts, resulting in post-processed forecast year 2045 link volumes. Cumulative horizon year (2045) without project turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under opening year (2024) background with cumulative project conditions. This can be attributed to network improvements, planned transit, or changes in land use. Therefore, these turning movements were adjusted by applying a growth factor of five percent to opening year background with cumulative projects traffic volumes to account for an increase in traffic volumes at these locations from opening year to year 2045. Detailed volume development worksheets are included in Appendix C.

4.5 With Project Traffic Diversion and Volumes

With the completion of the project, it is anticipated that existing background traffic may cut through the project driveways on Wineville Avenue and Limonite Avenue. As such, a redistribution of existing background traffic was applied to account for the new connections. In addition, traffic volumes for opening year (2024) background, opening year (2024) background with cumulative, and cumulative horizon year (2045) with project traffic volumes were developed by adding



Legend

Project Boundary

Cumulative Projects

FIGURE 18

Wineville Avenue and Limonite Avenue Mixed-Use
Cumulative Project Locations

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Table C - Cumulative Projects 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
1 I-15 Self-Storage								
Trip Generation Rates [6]		0.05	0.04	0.09	0.07	0.08	0.15	1.45
Trip Generation	70 TSF	4	2	6	5	6	11	102
Project 1 Total Trip Generation		**4**	**2**	**6**	**5**	**6**	**11**	**102**
2 Limonite Medical Office Park								
Retail								
Trip Generation Rates [1]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	8.88 TSF	13	8	21	29	30	59	484
Pass-By Trips [3]		0	0	0	(12)	(12)	(24)	(24)
Net External Trip Generation		13	8	21	17	18	35	460
Fast-Food w/Drive-Thru Restaurant								
Trip Generation Rates [4]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation	5.76 TSF	131	126	257	99	91	190	2,693
Pass-By Trips [5]		(65)	(65)	(129)	(53)	(53)	(105)	(234)
Net External Trip Generation		67	62	128	47	39	85	2,459
Medical Office								
Trip Generation Rates [6]		2.45	0.65	3.10	1.18	2.75	3.93	36
Trip Generation	233 TSF	571	151	722	275	641	916	8,388
Project 2 Total Trip Generation		**651**	**221**	**871**	**339**	**698**	**1036**	**11307**
3 Paradise Knolls PA 3								
Retail								
Trip Generation Rates [1]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	3.30 TSF	5	3	8	11	11	22	180
Pass-By Trips [3]		0	0	0	(5)	(5)	(9)	(9)
Net External Trip Generation		5	3	8	7	7	13	171
Fast-Food w/Drive-Thru Restaurant								
Trip Generation Rates [4]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation	3.30 TSF	75	72	147	57	52	109	1,543
Pass-By Trips [5]		(37)	(37)	(74)	(30)	(30)	(60)	(134)
Net External Trip Generation		38	35	73	27	22	49	1,409
Convenience Store/Gas Station								
Trip Generation Rates [6]		8.03	8.03	16.06	9.21	9.21	18.42	265.12
Trip Generation	3 TSF	26	27	53	30	31	61	875
Project 3 Total Trip Generation		**69**	**65**	**134**	**64**	**60**	**123**	**2455**
4 Paradise Knolls PA 5								
Single-Family Residential								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	217 DU	39	113	152	129	75	204	2,046
Project 4 Total Trip Generation		**39**	**113**	**152**	**129**	**75**	**204**	**2046**

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5 Vernola Apartments								
Multi-Family Residential								
Trip Generation Rates [6]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	603 DU	58	183	241	194	114	308	4,064
Project 5 Total Trip Generation		**58**	**183**	**241**	**194**	**114**	**308**	**4064**
6 Vernola Ranch								
Phase 1	1187.00 DU							
Trip Generation		151	412	563	433	276	709	8,682
Phase 2	389 DU							
Trip Generation		64	161	225	173	114	287	3,189
Phase 3	700 ST							
Trip Generation		224	190	414	42	48	90	1,463
Project 6 Total Trip Generation		**439**	**763**	**1,202**	**648**	**438**	**1,086**	**13,334**
7 Leal Specific Plan								
Total Trip Generation[8]		765	1,066	1,831	1,726	1,605	3,331	36,652
Project 7 Total Trip Generation		**765**	**1,066**	**1,831**	**1,726**	**1,605**	**3,331**	**36,652**
8 Polopolus								
Total Trip Generation[9]		355	179	534	292	355	647	6,864
Project 7 Total Trip Generation		**355**	**179**	**534**	**292**	**355**	**647**	**6,864**
Total Net External Trip Generation		**2,380**	**2,592**	**4,971**	**3,396**	**3,350**	**6,746**	**76,824**

Notes: DU = Dwelling Unit, TSF = Thousand Square Feet

[1] Trip generation based on rates for Land Use 822 - "Strip Retail Plaza" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Internal Trips calculated based on ITE *Trip Generation Handbook* (3rd Edition).

[3] Pass-By rates based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[4] Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[5] Pass-By rates based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window"" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[6] Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Transit" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[7] Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[8] Trip generation based on rates from "Leal Specific Plan" from Fehr and Pehrs (May 12, 2015).

[9] Trip generation based on rates from "Polopolus Traffic Impact Analysis" from Fehr and Pehrs (May 12, 2015).

the project trip assignment to the corresponding without project peak hour traffic volumes. Detailed volume development worksheets are included in Appendix C.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area. It should be noted that the existing levels of service are based on existing timing sheets obtained from the City.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 15 to the west. Local access to the project will be provided by the following roadways:

- **Wineville Avenue** is oriented in the north-south direction and is a 2-lane roadway with a two-way left-turn lane south of Limonite Avenue and a 4-lane roadway with a two-way left-turn lane north of Limonite Avenue. The City's Mobility Element designates Wineville Avenue as a "Primary Corridor" roadway. The speed limit on Wineville Avenue is 40 miles per hour. On-street parking is prohibited.
- **Limonite Avenue** is oriented in the east-west direction and is a 6-lane roadway west of Wineville Avenue and a 4-lane roadway east of Wineville Avenue. The City's Mobility Element designates Limonite Avenue as a "Primary Corridor" roadway. The speed limit on Limonite Avenue is 45 miles per hour west of Wineville Avenue and 50 miles per hour east of Wineville Avenue. On-street parking is prohibited.
- **Etiwanda Avenue** is oriented in the north-south direction and is a 4-lane roadway north of Limonite Avenue and is a 2-lane roadway south of Limonite Avenue. The City's Mobility Element designates Limonite Avenue as a "Primary Corridor" roadway. The speed limit on Etiwanda Avenue is 45 miles per hour. On-street parking is prohibited.
- **63rd Street** is oriented in the east-west direction and is a 2-lane roadway. The City's Mobility Element designates 63rd Street as a "Local Corridor" roadway. The speed limit on 63rd Street is 25 miles per hour. On-street parking is permissible.

The City's Mobility Corridor Classification of roadways is shown in Table D. The City's Mobility Corridors are illustrated in Figure 19.

5.2 Existing Transit Service

Public transportation services within the project area includes bus transit service provided by the Riverside Transit Agency (RTA). This service is further described below.

Bus Service. Public transportation within the project area is provided by RTA, which is the regional transit operator in Riverside County.

- **Route 29** provides transit service on Limonite Avenue, Hamner Avenue, Cantu-Galleano Ranch Road, and Goodman Road. Route 29 has major stops at Amazon Eastvale, and Riverside-Downtown Metrolink. Route 29 operates at 60-90-minute headways on weekdays.
- **Route 3** provides transit service on 68th Street, Pats Ranch Road, Limonite Avenue, Hamner Avenue, Cantu-Galleano Ranch Road, and Goodman Road. Route 3 has major stops at Corona Transit Center, Norco College, and Amazon Eastvale. Route 3 operates at 60-90-minute headways on weekdays.

Figure 20 illustrates the existing transit services. As shown in Figure 20, the closest transit route to the project is located on Limonite Avenue via Route 29.

5.3 Existing Pedestrian & Bicycle Facilities

The City of Jurupa Valley uses three types of bike path classifications and are discussed below:

- **Class I (Multi-Use Paths):** Class I are generally listed under bikeway facilities because they are a Caltrans-specified route type, but, their use is not restricted to bicyclists and they are available to all non-motorized users. They are physically separated from and are often installed well away from vehicular roadways.
- **Class II (Bicycle Lanes):** Class II are one-way, on-street facilities placed between the outside vehicle travel lane and the roadway edge, or the parking lane where vehicle parking occurs. They are generally

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Table D: Jurupa Valley Moblitiy Corridor Classifications

M Intersection	Right of Way Width	Roadway Classification and Number of Lanes	Applicable Streets
1 . Express Corridor	220'	Expressway (6-8)	Van Buren
2 . Primary Corridor	153'	Urban Arterial (4-6)	Mission, Limonite, Rubidoux, Cantu-Galleano, Etiwanda
	128'	Arterial (2-4)	Country Village, Pedley north of Jurupa Road
	118'	Major (2-4)	Wineville, Pedley, Clay, Philadelphia, Bellegrave, Riverside Drive, Sierra, Market, and Limonite
1 . Secondary or Crosstown Corridor	100'	Secondary (2)	Camino Real, Granite Hill, Crestmore, portions of Mission, Pacific
2 . Neighborhood Collector Corridor	74'	Collector (2)	Pedley south of Jurupa Road, portions of jurupa Road, Pat's Ranch Road, Bain, Granite Hill, Valley Way, Holmes, 58th
3 . Indistrial Collector Corridor	68'	Industrial Collector (2)	Hall, El Rivino, Harrel
4 . Local Corridor	68'	Local	Most residential streets

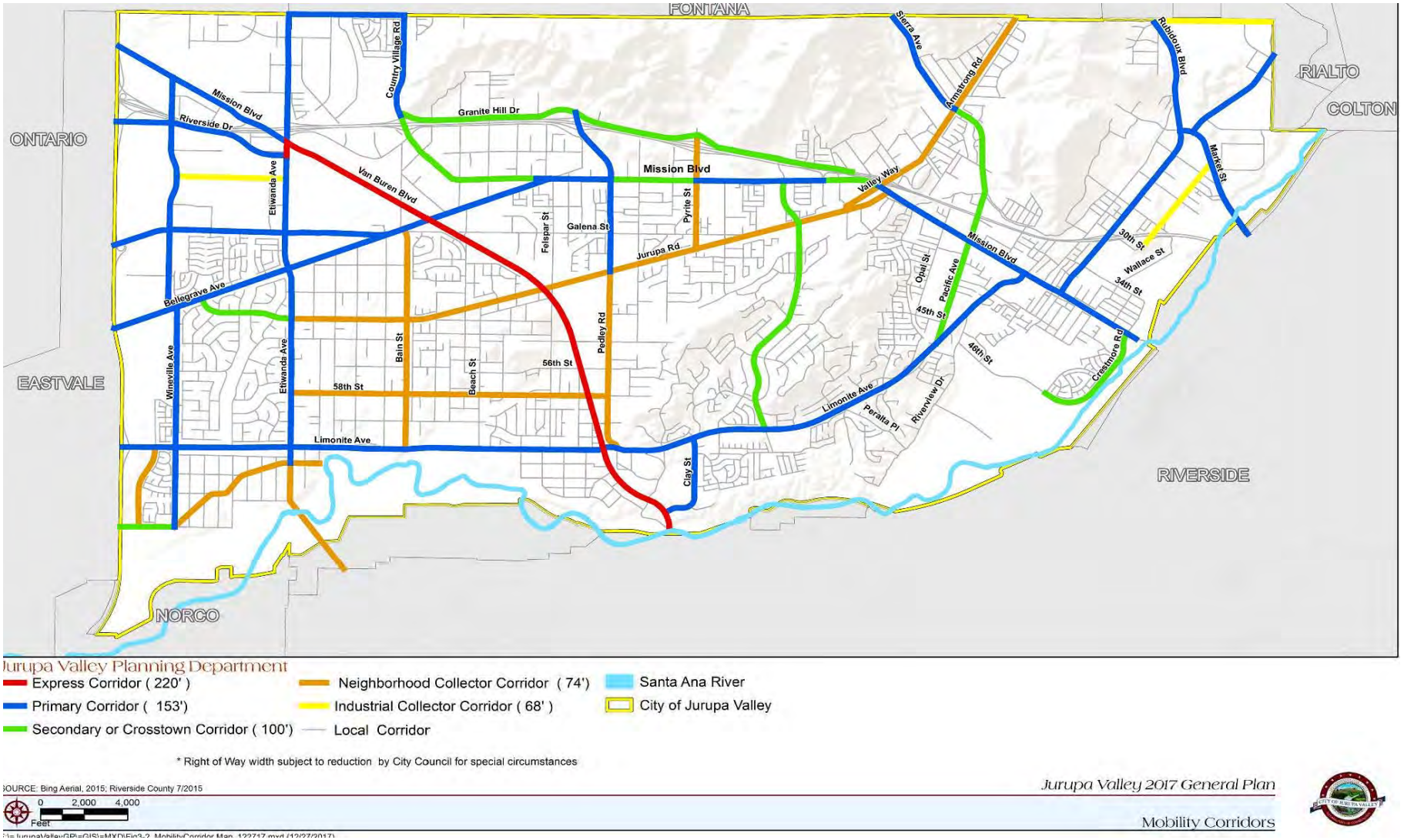


FIGURE 19

Wineville Avenue and Limonite Avenue Mixed-Use
City of Jurupa Valley's Mobility Corridors

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FIGURE **20**

Wineville Avenue and Limonite Avenue Mixed-Use
Transit

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recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility, but high enough to preclude a "Shared" facility.

- **Class III (Bicycle Routes):** Class III are on-street bicycle routes designated by directional signage, but may include shared lane markings "Sharrows" and/or "Bikes May Use Full Lane" signs. Class III are usually installed on roadways with low vehicle traffic volumes and speed limits of no more than 35 mph.
- **Class IV (Separated Bikeways):** Class IV are the newest facility to receive official approval and Caltrans design guidance. These are exclusively bicycle facilities separated from vehicle lanes by vertical physical barriers. They are recommended where an on-street facility is needed, but where vehicle speeds and volumes are relatively high.

Figure 21 illustrates the existing and proposed bikeways within the City. As shown in Figure 21, there are existing bike lanes on Wineville Avenue north of Limonite Avenue and no bike lanes on Limonite Avenue. Pedestrian circulation within the City is primarily provided via sidewalks. The existing pedestrian sidewalks adjacent to the project are illustrated in Figure 22. As illustrated in Figure 22, there are sidewalks on the west side of Wineville Avenue adjacent to the project site.

5.4 Existing Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 23 shows the existing lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 24. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix D. As shown in Table E, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

3. **Pat's Ranch Road and Limonite Avenue**: (p.m. peak hour).

6.0 OPENING YEAR (2024) BACKGROUND CONDITIONS

This section discusses background transportation conditions in the study area. It is anticipated that the project will open in 2024. It should be noted that the opening year (2024) background levels of service are based on optimized timing.

6.1 Opening Year (2024) Background Roadway Conditions

Opening year (2024) background roadway conditions are assumed to be the same as those under existing conditions.

6.2 Opening Year (2024) Background Transit Service

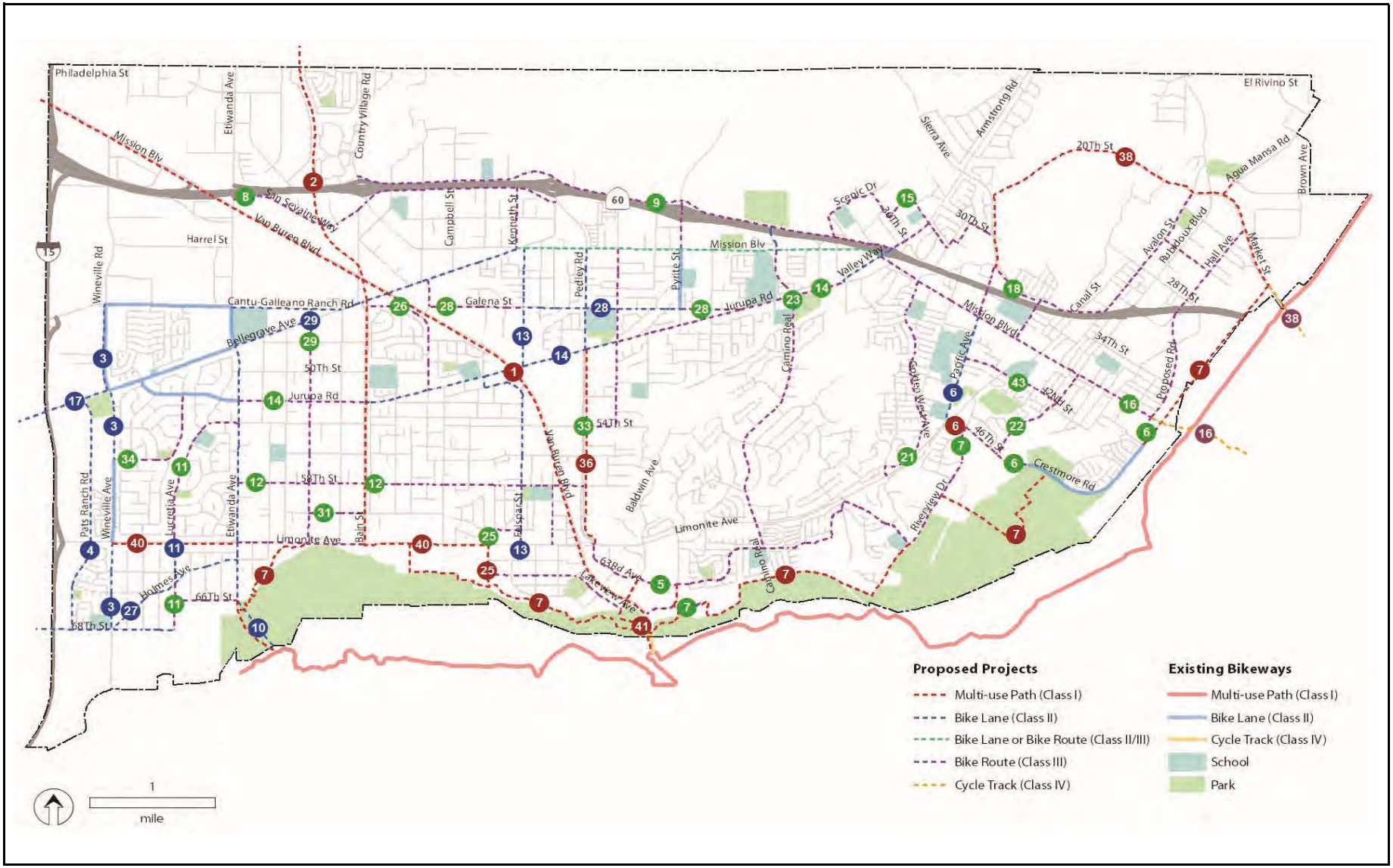
Transit service under opening year (2024) background conditions is anticipated to remain the same as under existing conditions.

6.3 Opening Year (2024) Background Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year (2024) background conditions are anticipated to remain the same as under existing conditions, however, the City is proposing a Class II Bike Lane on Wineville Avenue south of Limonite Avenue, Class I Multi-use Path on Limonite Avenue from Wineville Avenue to Etiwanda Avenue, and a Class II Bike Lane on Etiwanda Avenue from 66th Street to Bellegrave Avenue. Previously referenced Figure 21 shows the City's proposed bike lanes.

6.4 Opening Year (2024) Background Conditions Without Project Levels of Service

An intersection level of service analysis was conducted for opening year (2024) background conditions without project to determine circulation system performance. Opening year (2024) background conditions without project traffic volumes at study intersections are shown in Figure 25. Opening year (2024) background conditions without project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets

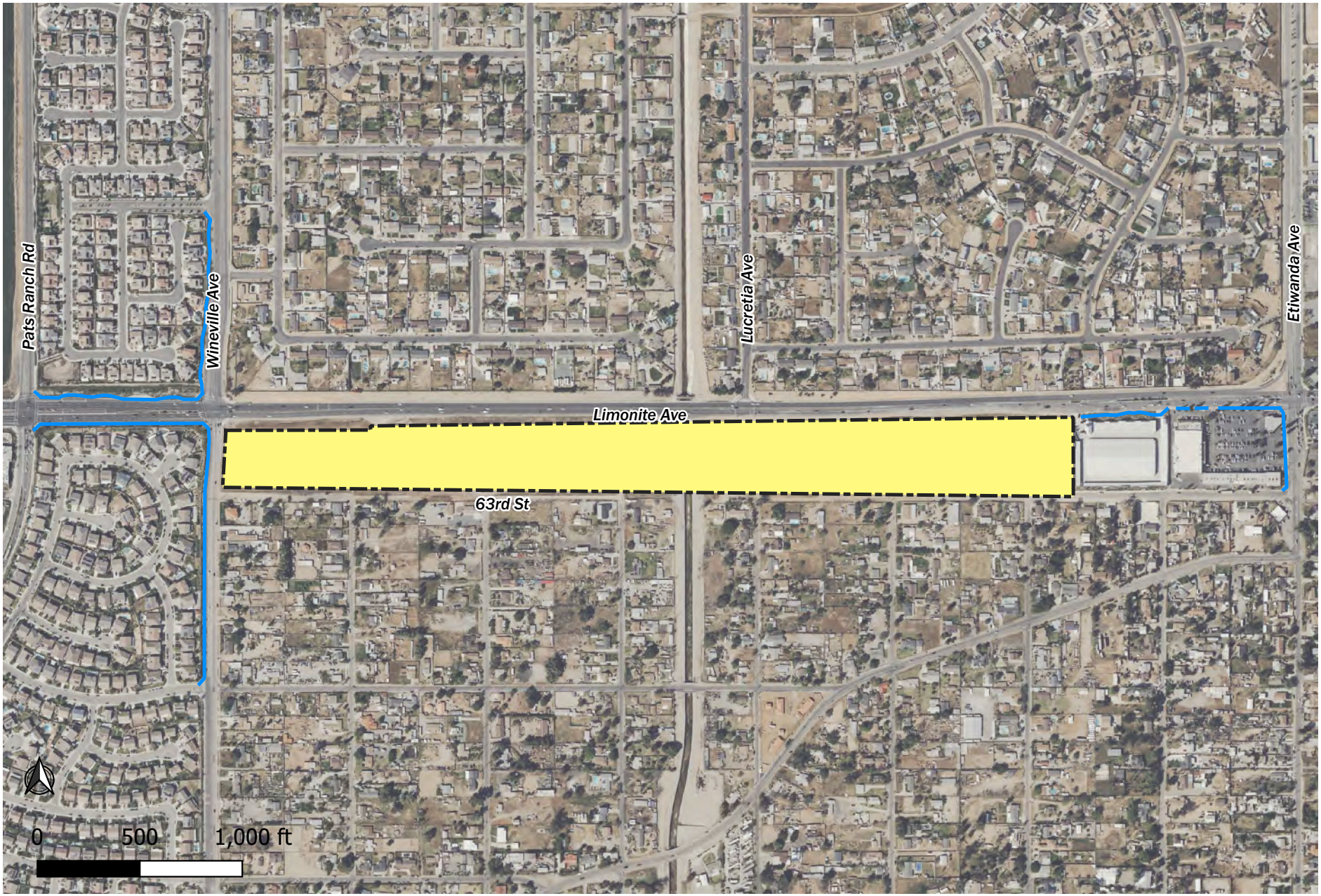


Source: City of Jurupa Valley Circulation Master Plan For Bicyclists and Pedestrians (June 2018).

FIGURE 21

Wineville Avenue and Limonite Avenue Mixed-Use
Jurupa Valley's Existing and Proposed Bike Lanes

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Legend

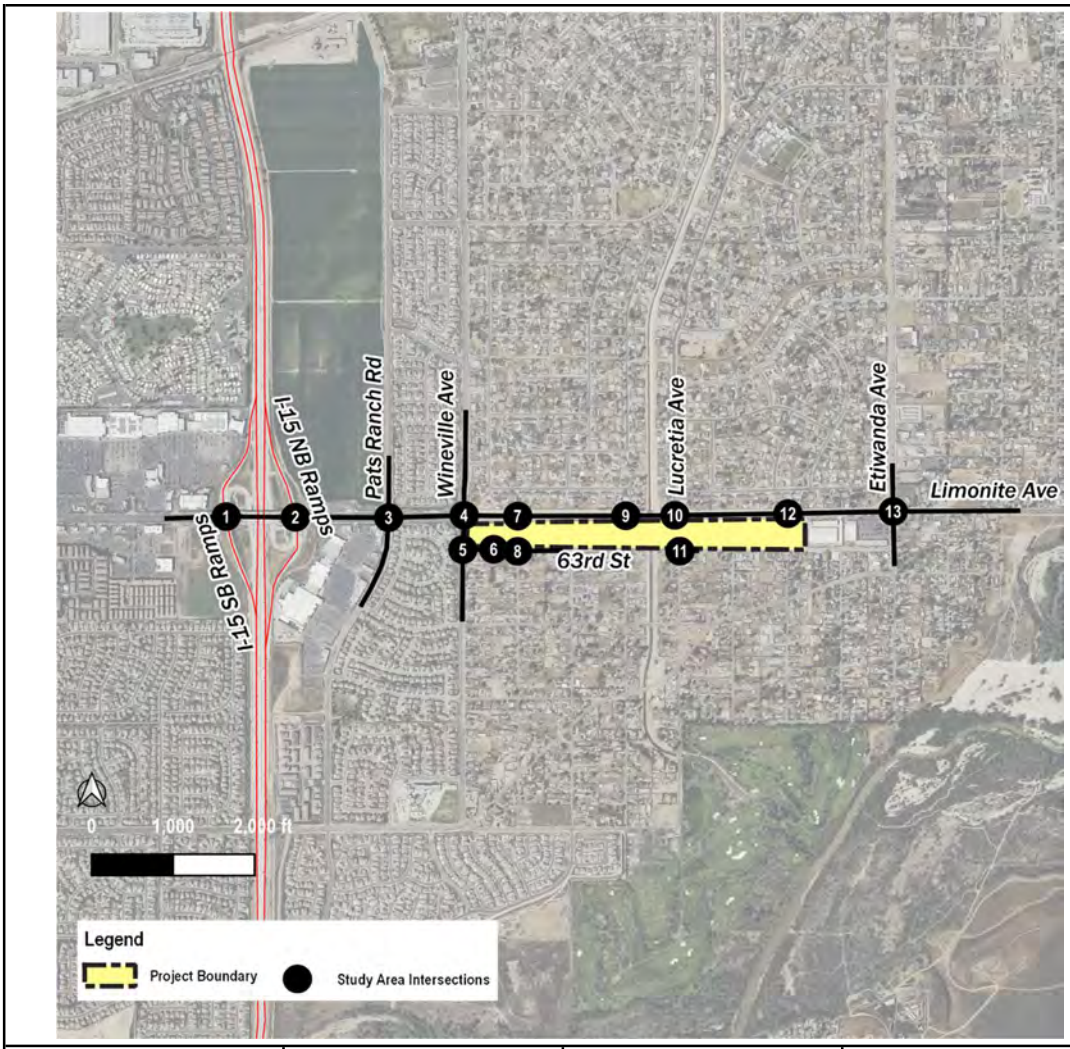
Project Boundary — Sidewalks

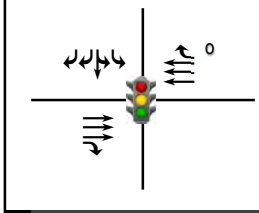
FIGURE 22

Wineville Avenue and Limonite Avenue Mixed-Use Pedestrian Sidewalks

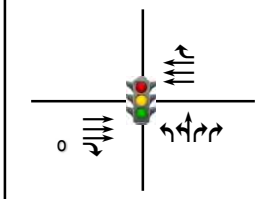
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G:\DP - Wineville and Limonite Mixed Use\Reports\Limonite and Winevill Mixed Use.qgz (04-17-2023)

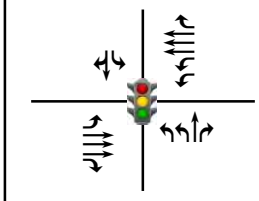




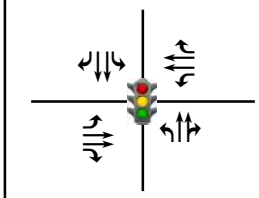
1 I-15 SB Ramps/Limonite Ave



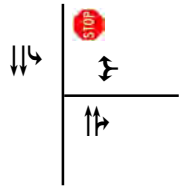
2 I-15 NB Ramps/Limonite Ave



3 Pats Ranch Rd/Limonite Ave



4 Wineville Ave/Limonite Ave



5 Wineville Ave/63rd St

Future Intersection

6 Dwy. 1/63rd St

Future Intersection

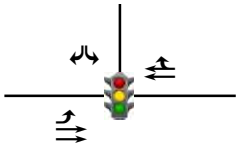
7 Dwy. 2/Limonite Ave

Future Intersection

8 Dwy. 3-Frank Ave/63rd St

Future Intersection

9 Dwy. 4/Limonite Ave



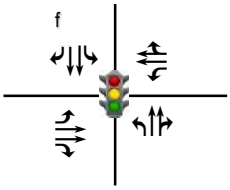
10 Dwy. 5-Lucretia Ave/Limonite Ave

Future Intersection

11 Dwy. 6/63rd St

Future Intersection

12 Dwy. 7/Limonite Ave



13 Etiwanda Ave/Limonite Ave

FIGURE 23

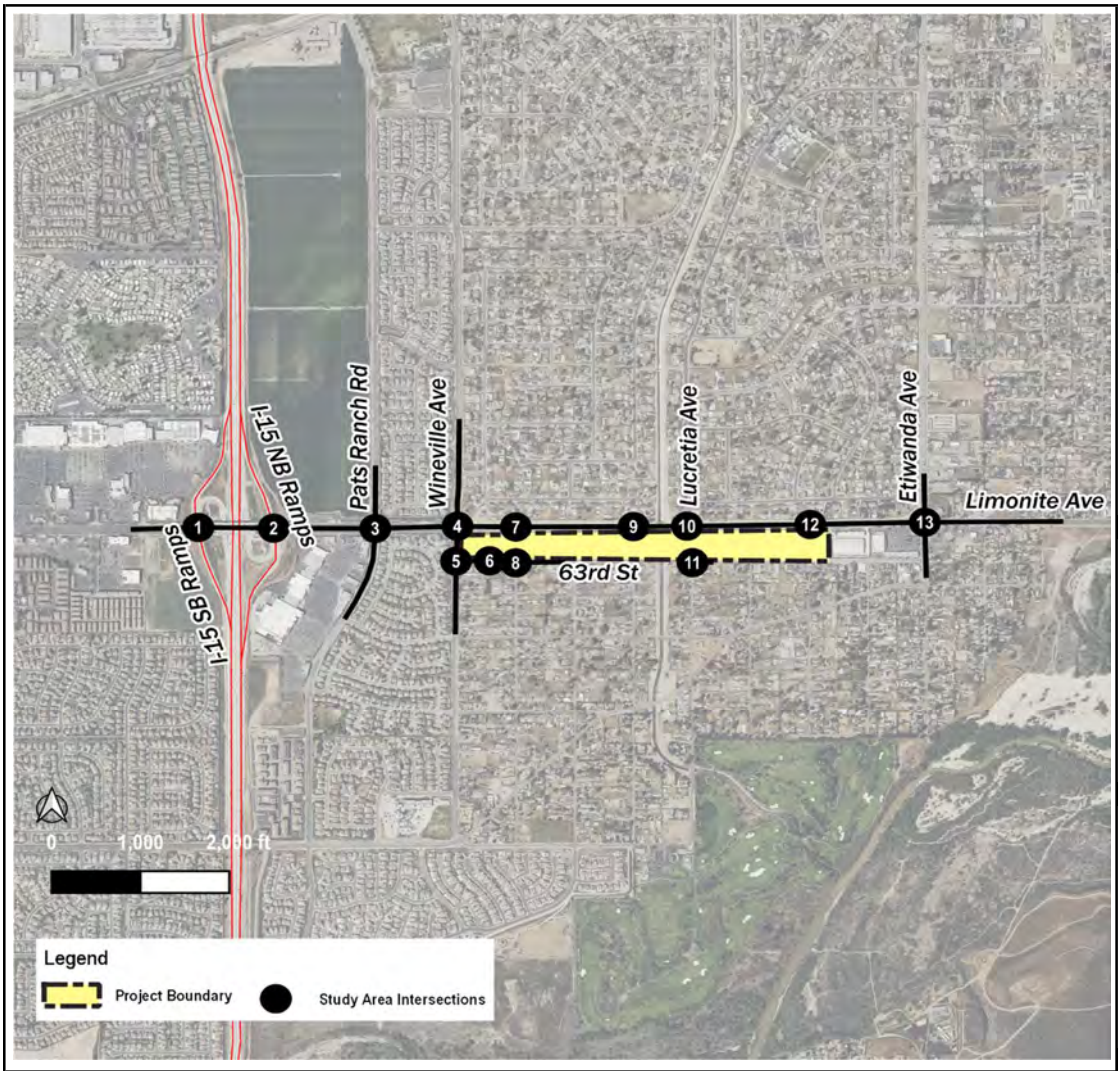
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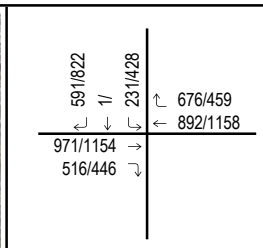
Signal o overlap

STOP Stop Sign f free-right turn lane

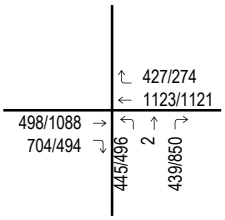
Wineville Avenue and Limonite Avenue Mixed-Use
Existing Without Project Intersection Geometrics and Stop Control

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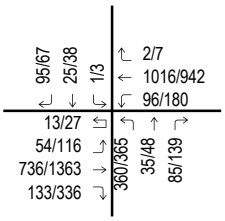




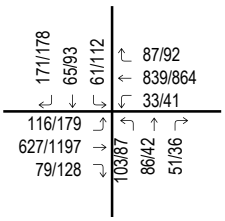
1 I-15 SB Ramps/Limonite Ave



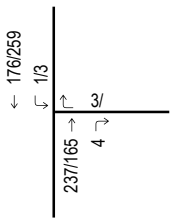
2 I-15 NB Ramps/Limonite Ave



3 Pats Ranch Rd/Limonite Ave



4 Wineville Ave/Limonite Ave



5 Wineville Ave/63rd St

Future Intersection

6 Dwy. 1/63rd St

Future Intersection

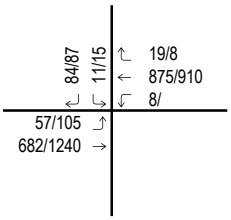
7 Dwy. 2/Limonite Ave

Future Intersection

8 Dwy. 3-Frank Ave/63rd St

Future Intersection

9 Dwy. 4/Limonite Ave



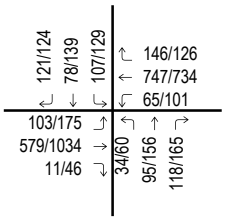
10 Dwy. 5-Lucretia Ave/Limonite Ave

Future Intersection

11 Dwy. 6/63rd St

Future Intersection

12 Dwy. 7/Limonite Ave



13 Etiwanda Ave/Limonite Ave

XX/YY AM/PM Peak Hour Volumes

FIGURE 24
Wineville Avenue and Limonite Avenue Mixed-Use
Existing Peak Hour Traffic Volumes

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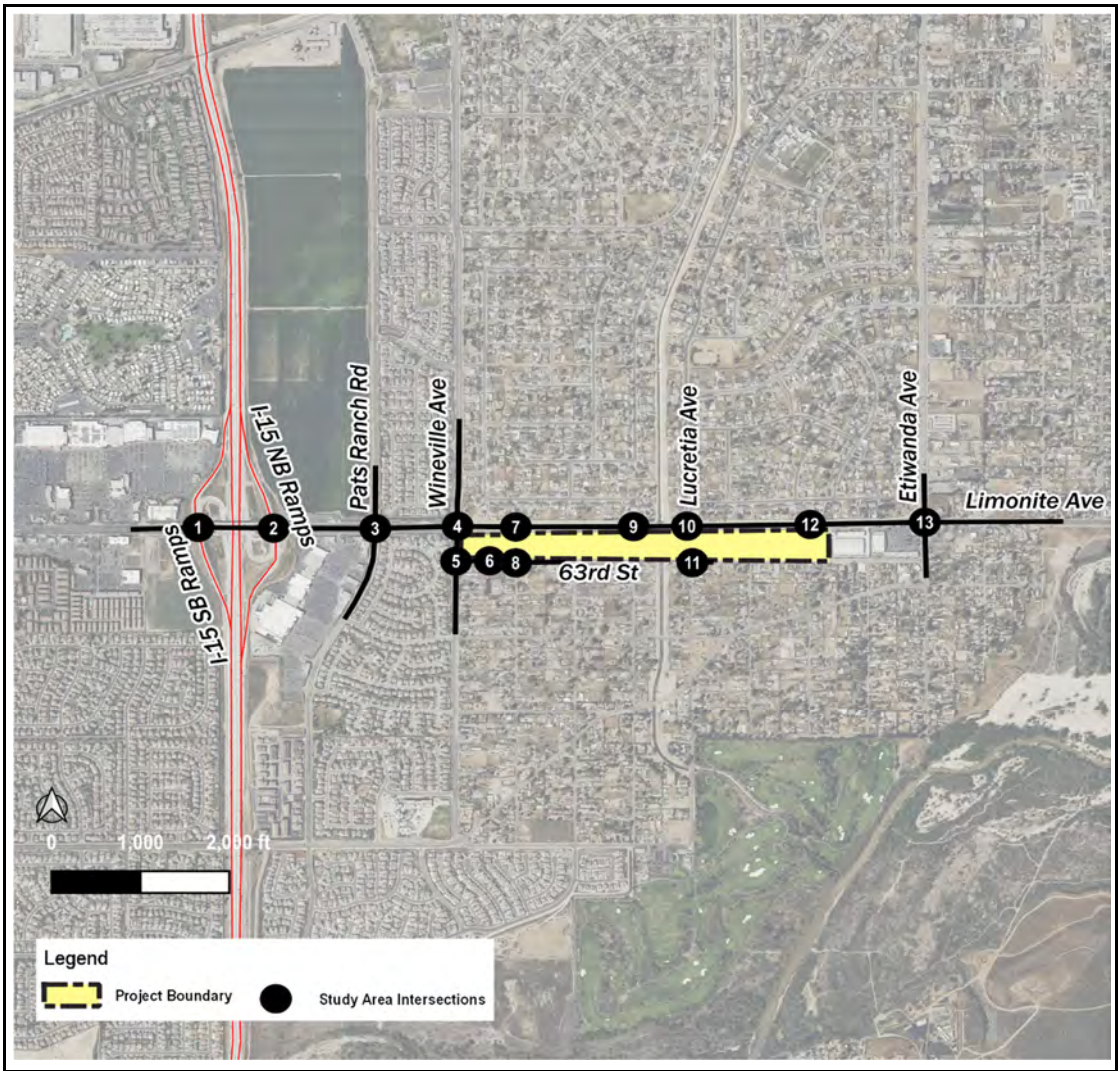
Table E: Existing Without Project Levels of Service

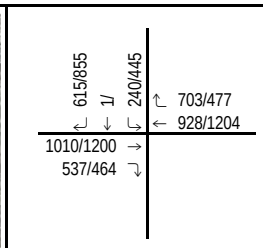
Intersection	LOS Standard	Control	Without Project AM Peak Hour Delay	AM LOS	PM Peak Hour Delay	PM LOS	
1 . I-15 SB Ramps/Limonite Ave	D	Signal	18.1	B	42.0	D	
2 . I-15 NB Ramps/Limonite Ave	D	Signal	18	B	39.6	D	
3 . Pats Ranch Rd/Limonite Ave	D	Signal	50.2	D	57.3	E	*
4 . Wineville Ave/Limonite Ave	D	Signal	35.6	D	32.6	C	
5 . Wineville Ave/63rd St	D	Signal	9.1	A	7.6	A	
6 . Dwy. 1/63rd St	D	TWSC	***Future Intersection***				
7 . Dwy. 2/Limonite Ave	D	TWSC	***Future Intersection***				
8 . Dwy. 3-Frank Ave/63rd St	D	TWSC	***Future Intersection***				
9 . Dwy. 4/Limonite Ave	D	TWSC	***Future Intersection***				
10 . Dwy. 5-Lucretia Ave/Limonite Ave	D	Signal	4.5	A	5.1	A	
11 . Dwy. 6/63rd St	D	TWSC	***Future Intersection***				
12 . Dwy. 7/Limonite Ave	D	TWSC	***Future Intersection***				
13 . Etiwanda Ave/Limonite Ave	D	Signal	31.4	C	40.8	D	

Notes:

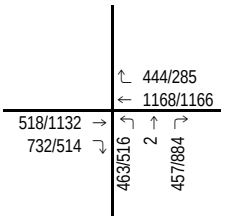
LOS = Level of Service

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

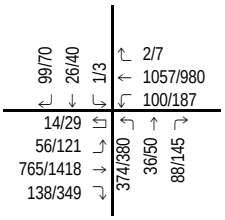




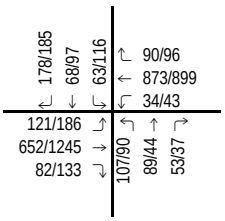
1 I-15 SB Ramps/Limonite Ave



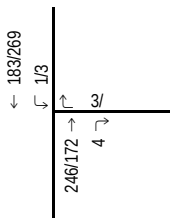
2 I-15 NB Ramps/Limonite Ave



3 Pats Ranch Rd/Limonite Ave



4 Wineville Ave/Limonite Ave



5 Wineville Ave/63rd St

Future Intersection

6 Dwy. 1/63rd St

Future Intersection

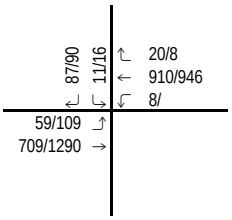
7 Dwy. 2/Limonite Ave

Future Intersection

8 Dwy. 3-Frank Ave/63rd St

Future Intersection

9 Dwy. 4/Limonite Ave



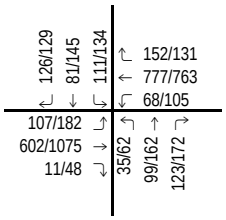
10 Dwy. 5-Lucretia Ave/Limonite Ave

Future Intersection

11 Dwy. 6/63rd St

Future Intersection

12 Dwy. 7/Limonite Ave



13 Etiwanda Ave/Limonite Ave

XX/YY AM/PM Peak Hour Volumes

FIGURE 25

Wineville Avenue and Limonite Avenue Mixed-Use

Opening Year (2024) Background Conditions Without Project Peak Hour Traffic Volumes

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Table F: Opening Year (2024) Background Without and With Project Levels of Service

Intersection	LOS Standard	Control	Without Project AM Peak Hour Delay	Without Project AM Peak Hour LOS	Without Project PM Peak Hour Delay	Without Project PM Peak Hour LOS	With Project AM Peak Hour Delay	With Project AM Peak Hour LOS	With Project PM Peak Hour Delay	With Project PM Peak Hour LOS	Increase In Delay AM Peak Hour (Seconds)	Increase In Delay PM Peak Hour (Seconds)	Significant Impact?
1 . I-15 SB Ramps/Limonite Ave	D	Signal	22.7	C	32.0	C	30.2	C	31.9	C	7.5	-0.1	No
2 . I-15 NB Ramps/Limonite Ave	D	Signal	12.6	B	15.2	B	12.4	B	15.1	B	-0.2	-0.1	No
3 . Pats Ranch Rd/Limonite Ave	D	Signal	17.3	B	21.1	C	37.9	D	37.3	D	20.6	16.2	No
4 . Wineville Ave/Limonite Ave	D	Signal	33.9	C	30.1	C	35.2	D	31.6	C	1.3	1.5	No
5 . Wineville Ave/63rd St	D	TWSC	9.1	A	7.6	A	9.9	A	9.4	A	0.8	1.8	No
6 . Dwy. 1/63rd St	D	TWSC	***Future Intersection***				8.6	A	8.5	A	N/A	N/A	No
7 . Dwy. 2/Limonite Ave	D	TWSC	***Future Intersection***				10.2	B	14.9	B	N/A	N/A	No
8 . Dwy. 3-Frank Ave/63rd St	D	TWSC	***Future Intersection***				9.4	A	9.4	A	N/A	N/A	No
9 . Dwy. 4/Limonite Ave	D	TWSC	***Future Intersection***				9.6	A	10.2	B	N/A	N/A	No
10 . Dwy. 5-Lucretia Ave/Limonite Ave	D	Signal	10.1	B	8.1	A	13.9	B	26.4	C	3.8	18.3	No
11 . Dwy. 6/63rd St	D	TWSC	***Future Intersection***				9.2	A	9.3	A	N/A	N/A	No
12 . Dwy. 7/Limonite Ave	D	TWSC	***Future Intersection***				9.6	A	10.1	B	N/A	N/A	No
13 . Etiwanda Ave/Limonite Ave	D	Signal	30.2	C	41.1	D	33.1	C	43.3	D	2.9	2.2	No

Notes:

LOS = Level of Service

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

N/A = Not Applicable

are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service.

6.5 Opening Year (2024) Background Conditions With Project Levels of Service

An intersection level of service analysis was conducted for opening year (2024) background conditions with project to determine circulation system performance. As stated previously, an adjustment was made to the background traffic volumes to account for traffic being diverted once the project driveways are completed. Figure 26 illustrates the background traffic volume adjustment. Opening year (2024) background conditions with project traffic volumes at study intersections are shown in Figure 27. Figure 28 illustrates the Opening year (2024) background conditions with project lane geometrics and stop control. The opening year (2024) background conditions with project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service.

6.6 Opening Year Background With Cumulative Projects Without Project Conditions Levels of Service

An intersection level of service analysis was conducted for opening year (2024) background with cumulative projects without project conditions to determine circulation system performance. As stated previously, an adjustment was made to the background traffic volumes to account for traffic being diverted once the project driveways are completed. Previously referenced Figure 26 illustrates the background traffic volume adjustment. Opening year (2024) background with cumulative projects without project traffic volumes at study intersections are shown in Figure 29. The opening year (2024) background with cumulative projects without project conditions for the study area intersections are summarized in Table G. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service.

6.7 Opening Year Background With Cumulative Projects With Project Conditions Levels of Service

An intersection level of service analysis was conducted for opening year (2024) background with cumulative projects with project conditions to determine circulation system performance. As stated previously, an adjustment was made to the background traffic volumes to account for traffic being diverted once the project driveways are completed. Previously referenced Figure 26 illustrates the background traffic volume adjustment. Opening year (2024) background with cumulative projects with project traffic volumes at study intersections are shown in Figure 30. The opening year (2024) background with cumulative projects without project conditions for the study area intersections are summarized in Table G. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service.

7.0 CUMULATIVE HORIZON YEAR (2045) CONDITIONS

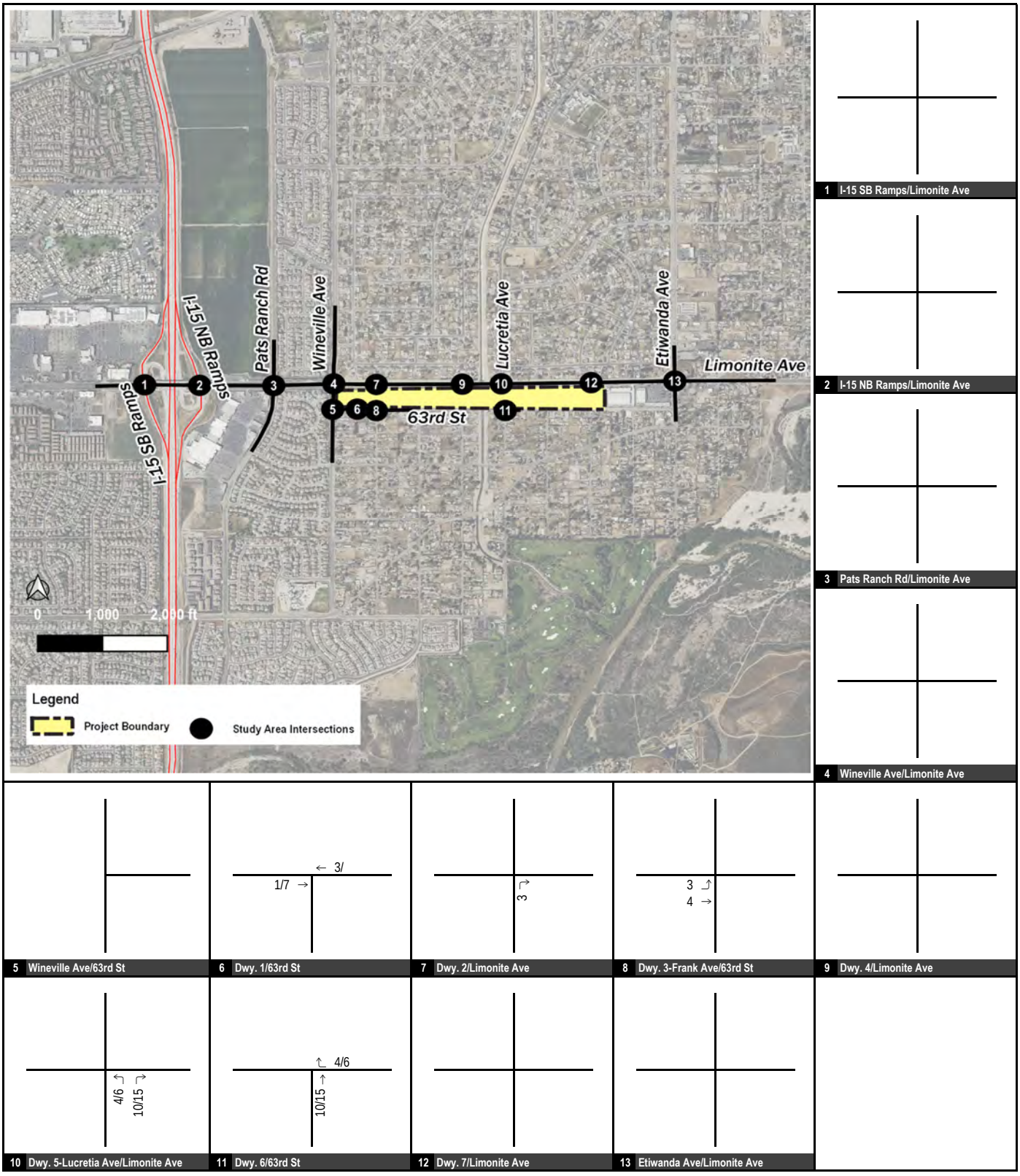
This section discusses cumulative horizon year (2045) background transportation conditions in the study area. It should be noted that the cumulative horizon year (2045) levels of service are based on optimized timing.

7.1 Cumulative Horizon Year (2045) Roadway Conditions

Cumulative horizon year (2045) background roadway conditions are assumed to be the same as those under opening year (2024) conditions.

7.2 Cumulative Horizon Year (2045) Transit Service

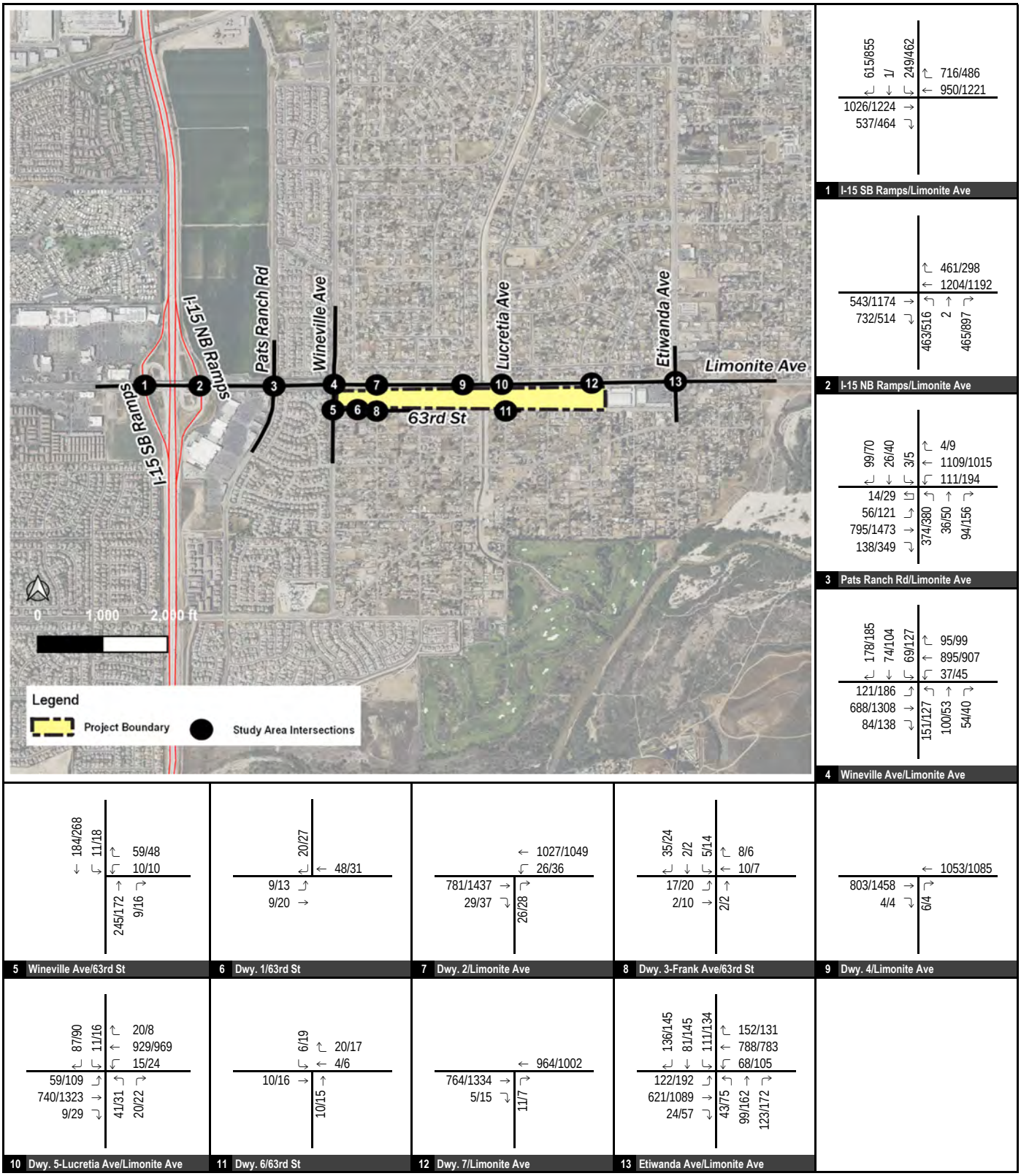
Transit service under cumulative horizon year (2045) conditions is anticipated to remain the same as under opening year (2024) background conditions.



XX/YY AM/PM Peak Hour Volumes

FIGURE 26
Wineville Avenue and Limonite Avenue Mixed-Use
Background Traffic Volume Adjustment

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1 I-15 SB Ramps/Limonite Ave

2 I-15 NB Ramps/Limonite Ave

3 Pats Ranch Rd/Limonite Ave

4 Wineville Ave/Limonite Ave

5 Wineville Ave/63rd St

6 Dwy. 1/63rd St

7 Dwy. 2/Limonite Ave

8 Dwy. 3-Frank Ave/63rd St

9 Dwy. 4/Limonite Ave

10 Dwy. 5-Lucretia Ave/Limonite Ave

11 Dwy. 6/63rd St

12 Dwy. 7/Limonite Ave

13 Etiwanda Ave/Limonite Ave

XX/YY AM/PM Peak Hour Volumes

FIGURE 27

Wineville Avenue and Limonite Avenue Mixed-Use

Opening Year (2024) Background Conditions With Project Peak Hour Traffic Volumes

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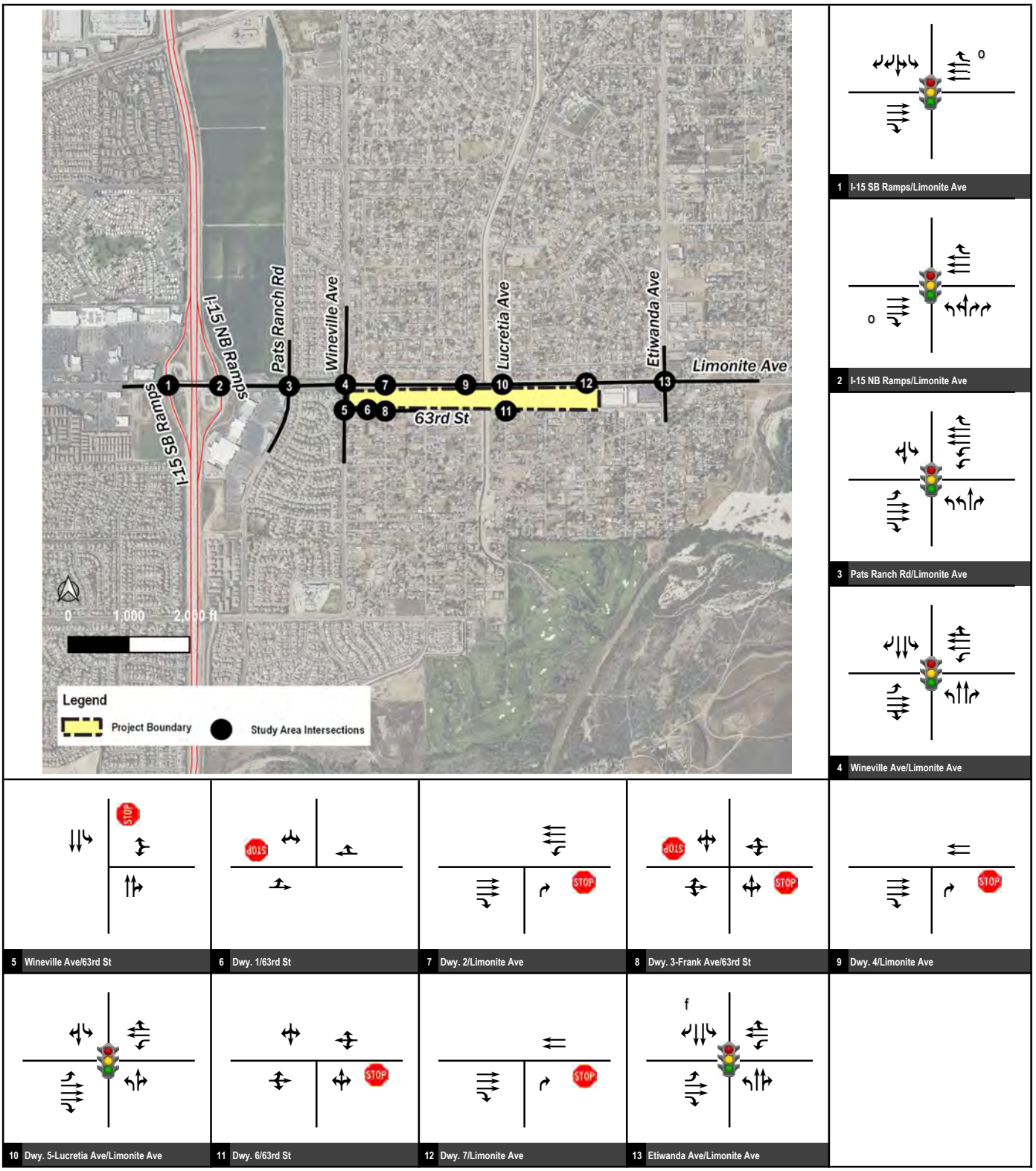


FIGURE 28

Legend

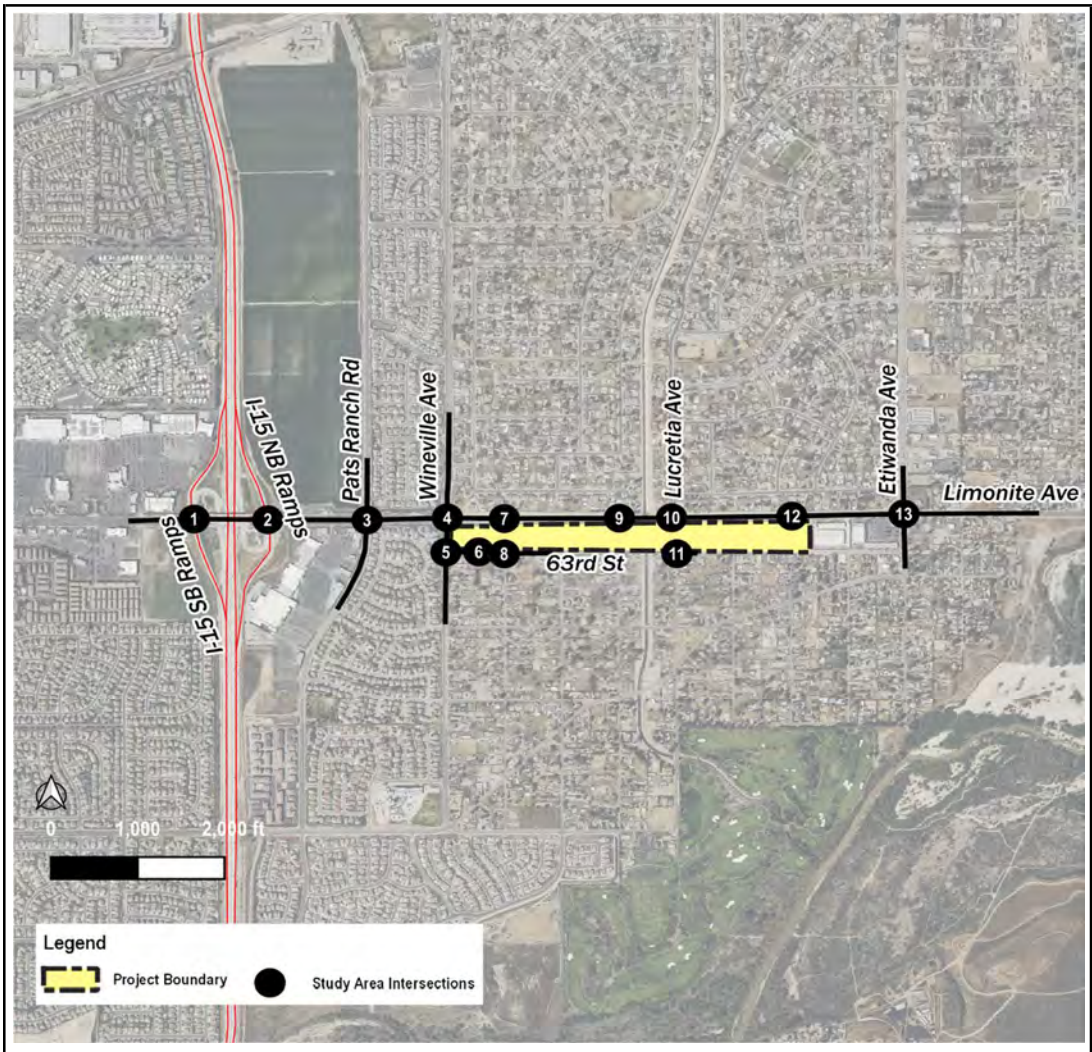
Signal o overlap

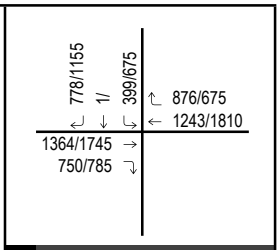
STOP Stop Sign f free-right turn lane

Wineville Avenue and Limonite Avenue Mixed-Use

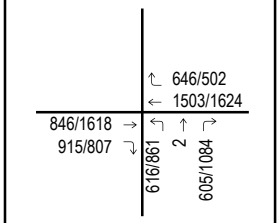
Opening Year (2024) Background Conditions With Project Intersection Geometrics and Stop Control

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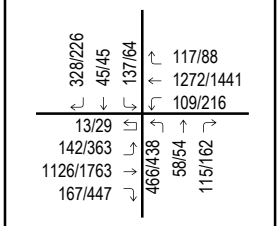




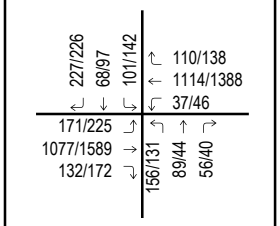
1 I-15 SB Ramps/Limonite Ave



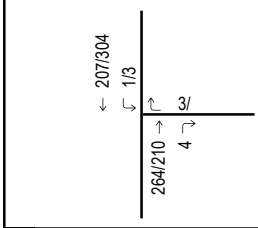
2 I-15 NB Ramps/Limonite Ave



3 Pats Ranch Rd/Limonite Ave



4 Wineville Ave/Limonite Ave



5 Wineville Ave/63rd St

Future Intersection

6 Dwy. 1/63rd St

Future Intersection

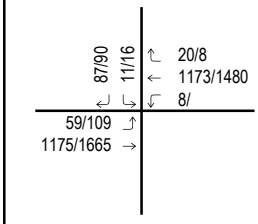
7 Dwy. 2/Limonite Ave

Future Intersection

8 Dwy. 3-Frank Ave/63rd St

Future Intersection

9 Dwy. 4/Limonite Ave



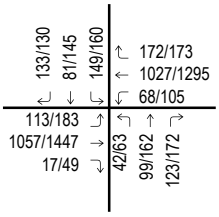
10 Dwy. 5-Lucretia Ave/Limonite Ave

Future Intersection

11 Dwy. 6/63rd St

Future Intersection

12 Dwy. 7/Limonite Ave

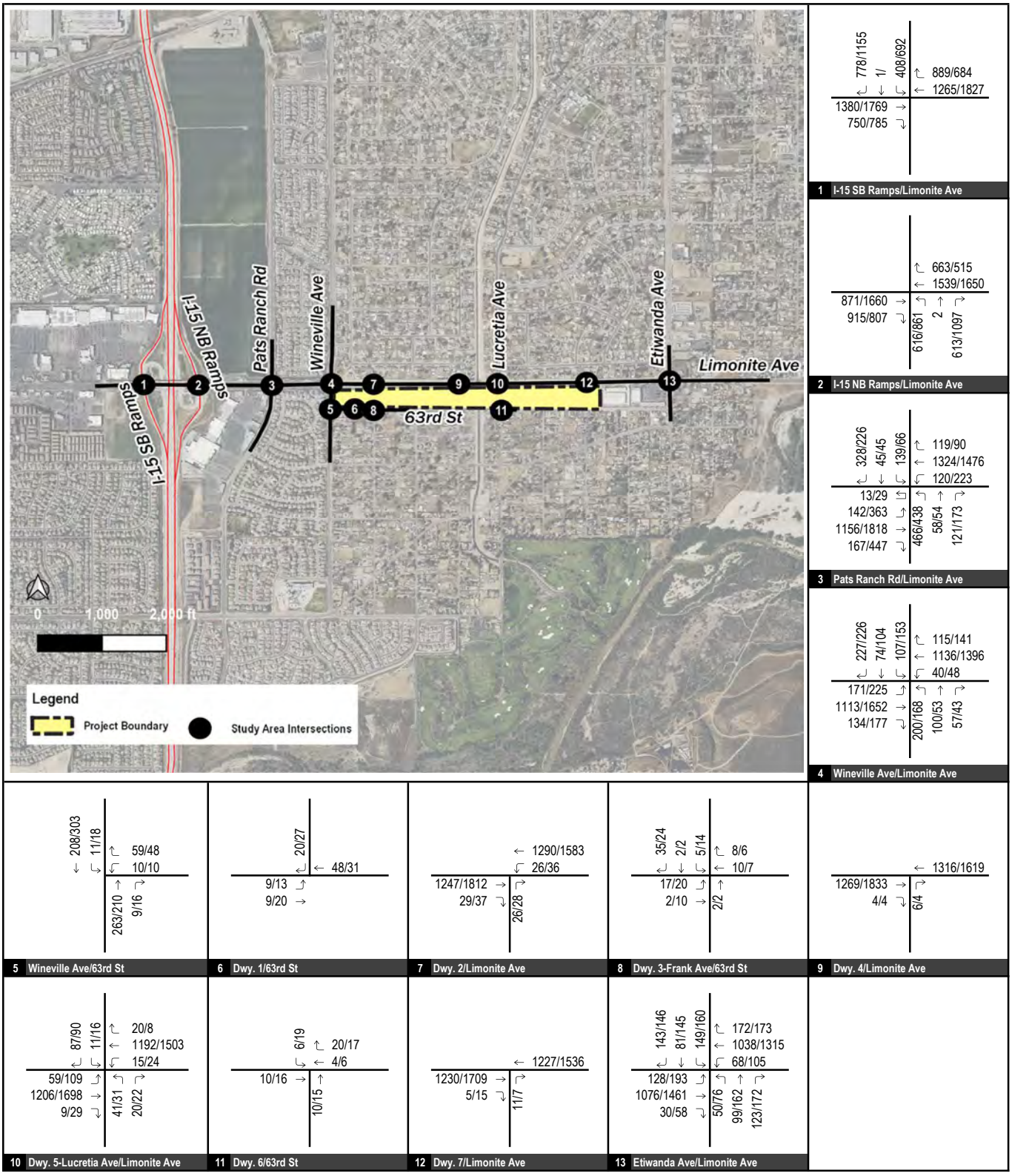


13 Etiwanda Ave/Limonite Ave

XX/YY AM/PM Peak Hour Volumes

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FIGURE 29
Wineville Avenue and Limonite Avenue Mixed-Use
Opening Year (2024) Background Plus Cumulative Project Conditions
Without Project Peak Hour Traffic Volumes



XX/YY AM/PM Peak Hour Volumes

FIGURE 30
Wineville Avenue and Limonite Avenue Mixed-Use
Opening Year (2024) Background With Cumulative Projects
With Project Peak Hour Traffic Volumes

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Table G: Opening Year (2024) Background With Cumulative Projects Without and With Project Levels of Service

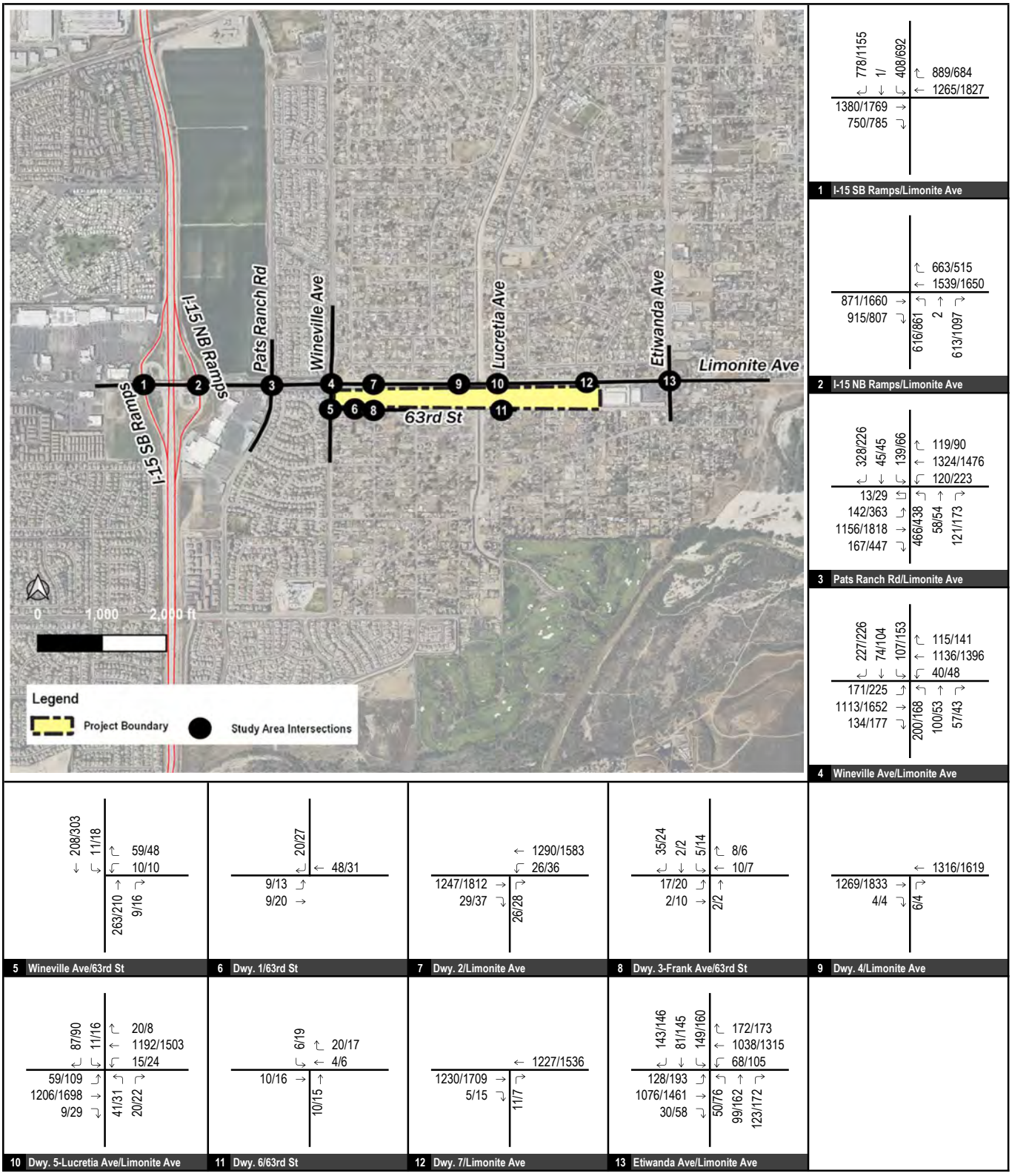
Intersection	LOS Standard	Control	Without Project				With Project				Increase In Delay		Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	(Seconds)	(Seconds)	
1 . I-15 SB Ramps/Limonite Ave	D	Signal	26.7	C	39.5	D	27.4	C	39.5	D	0.7	0.0	No
2 . I-15 NB Ramps/Limonite Ave	D	Signal	12.1	B	15.4	B	12	B	15.5	B	-0.1	0.1	No
3 . Pats Ranch Rd/Limonite Ave	D	Signal	44	D	50.7	D	49.8	D	54.6	D	5.8	3.9	No
4 . Wineville Ave/Limonite Ave	D	Signal	32.7	C	39.4	D	35.2	D	40.7	D	2.5	1.3	No
5 . Wineville Ave/63rd St	D	TWSC	9.2	A	7.7	A	10	A	9.6	A	0.8	1.9	No
6 . Dwy. 1/63rd St	D	TWSC	***Future Intersection***				8.6	A	8.5	A	N/A	N/A	No
7 . Dwy. 2/Limonite Ave	D	TWSC	***Future Intersection***				12.3	B	19.9	C	N/A	N/A	No
8 . Dwy. 3-Frank Ave/63rd St	D	TWSC	***Future Intersection***				9.4	A	9.4	A	N/A	N/A	No
9 . Dwy. 4/Limonite Ave	D	TWSC	***Future Intersection***				10	A	10.7	B	N/A	N/A	No
10 . Dwy. 5-Lucretia Ave/Limonite Ave	D	Signal	6.2	A	17.6	B	11.8	B	28.4	C	5.6	10.8	No
11 . Dwy. 6/63rd St	D	TWSC	***Future Intersection***				9.2	A	9.3	A	N/A	N/A	No
12 . Dwy. 7/Limonite Ave	D	TWSC	***Future Intersection***				10.1	B	10.6	B	N/A	N/A	No
13 . Etiwanda Ave/Limonite Ave	D	Signal	32	C	49.4	D	43.1	D	50.6	D	11.1	1.2	No

Notes:

LOS = Level of Service

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

N/A = Not Applicable



XX/YY AM/PM Peak Hour Volumes

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FIGURE 30
Wineville Avenue and Limonite Avenue Mixed-Use
Opening Year (2024) Background With Cumulative Projects
With Project Peak Hour Traffic Volumes

7.3 Cumulative Horizon Year (2045) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under cumulative horizon year (2045) conditions are anticipated to remain the same as under opening year (2024) background conditions.

7.4 Cumulative Horizon Year (2045) Without Project Conditions Levels of Service

An intersection level of service analysis was conducted for cumulative horizon year (2045) without project conditions to determine circulation system performance. Cumulative horizon year (2045) without project conditions traffic volumes at study intersections are shown in Figure 31. Cumulative horizon year (2045) without project conditions levels of service for the study area intersections are summarized in Table H. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- **I-15 Southbound Ramps and Limonite Avenue**: (p.m. peak hour).
- **Pat's Ranch Road and Limonite Avenue**: (p.m. peak hour).
- **Etiwanda Avenue and Limonite Avenue** (a.m. and p.m. peak hours).

7.5 Cumulative Horizon Year (2045) With Project Conditions Levels of Service

An intersection level of service analysis was conducted for cumulative horizon year (2045) with project conditions to determine circulation system performance. As stated previously, an adjustment was made to the background traffic volumes to account for traffic being diverted once the project driveways are completed. Previously referenced Figure 26 illustrates the background traffic volume adjustment. Cumulative horizon year (2045) with project conditions traffic volumes at study intersections are shown in Figure 32. The cumulative horizon year (2045) with project conditions levels of service for the study area intersections are summarized in Table H. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

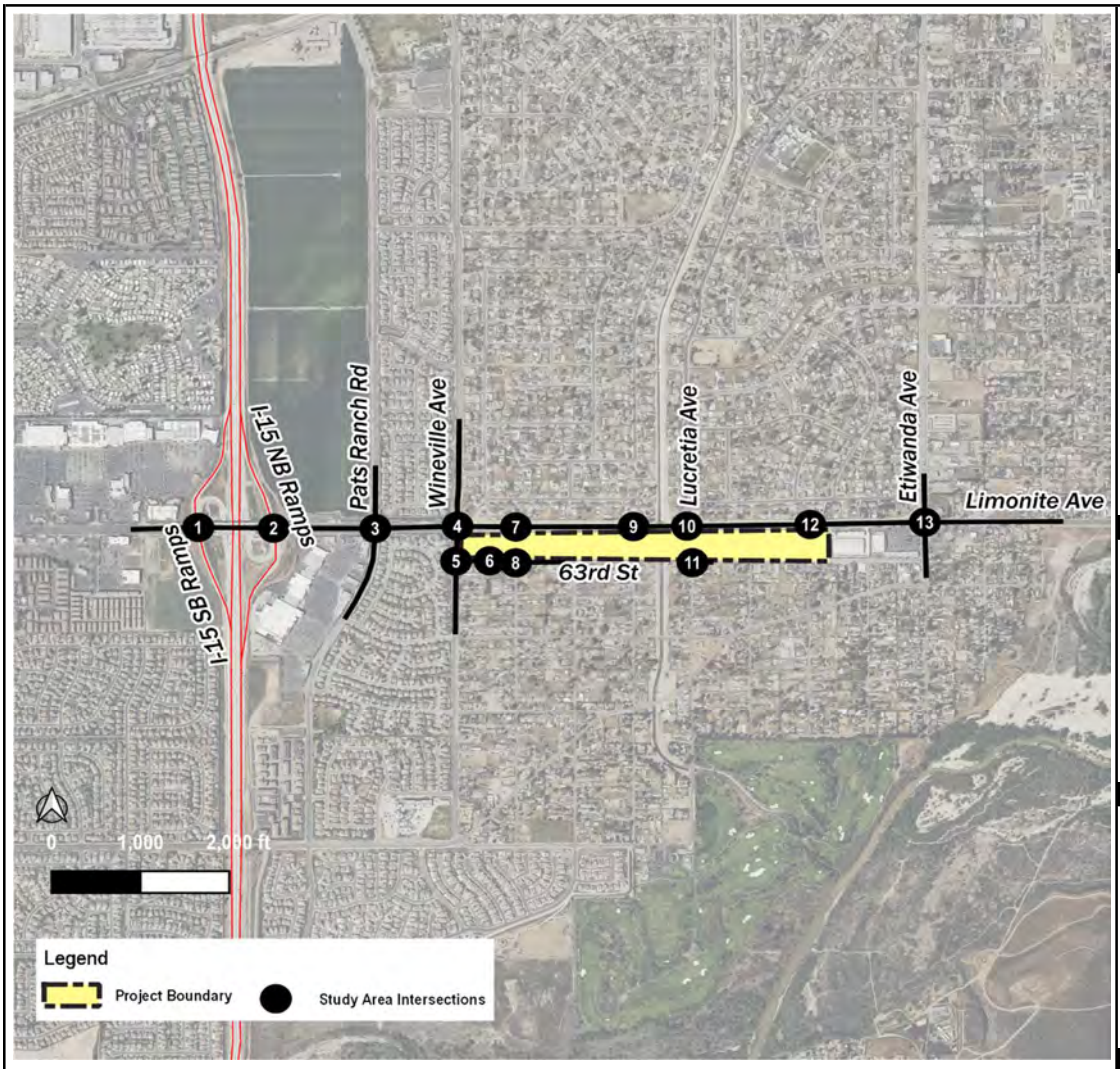
- **I-15 Southbound Ramps and Limonite Avenue**: (a.m. and p.m. peak hours). Based on the City's intersection operating requirements, the project increases delay by more than 3.0 seconds at this intersection, therefore, improvements have been recommended to offset the increase in delay under cumulative horizon year (2045) with project conditions.
- **Pat's Ranch Road and Limonite Avenue**: (a.m. and p.m. peak hours). Based on the City's intersection operating requirements, the project increases delay by more than 3.0 seconds at this intersection, therefore, improvements have been recommended to offset the increase in delay under cumulative horizon year (2045) with project conditions.
- **Etiwanda Avenue and Limonite Avenue** (a.m. and p.m. peak hours). Based on the City's intersection operating requirements, the project increases delay by more than 3.0 seconds at this intersection, therefore, improvements have been recommended to offset the increase in delay under cumulative horizon year (2045) with project conditions.

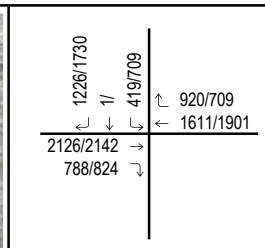
8.0 CIRCULATION IMPROVEMENTS TO OFFSET INCREASE IN DELAY

The City requires that circulation improvements be recommended at signalized study intersections operating at LOS E or F without project traffic where the project increases delay by 3.0 or more seconds shall identify improvements to offset the increase in delay. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate. The circulation improvements are discussed below.

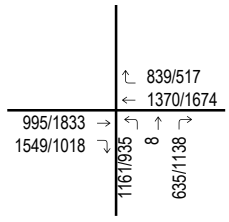
8.1 Cumulative Horizon Year (2045) With Project Intersection Circulation Improvements

Under cumulative horizon year (2045) with project conditions, the following modifications are recommended as follows:

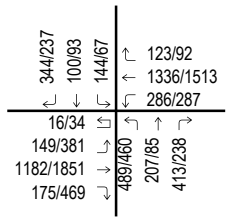




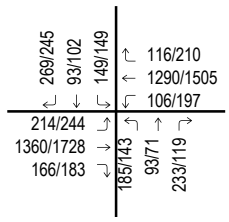
1 I-15 SB Ramps/Limonite Ave



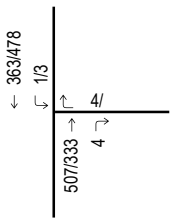
2 I-15 NB Ramps/Limonite Ave



3 Pats Ranch Rd/Limonite Ave



4 Wineville Ave/Limonite Ave



5 Wineville Ave/63rd St

Future Intersection

6 Dwy. 1/63rd St

Future Intersection

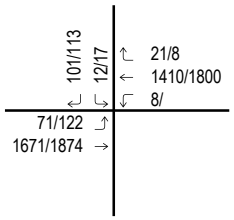
7 Dwy. 2/Limonite Ave

Future Intersection

8 Dwy. 3-Frank Ave/63rd St

Future Intersection

9 Dwy. 4/Limonite Ave



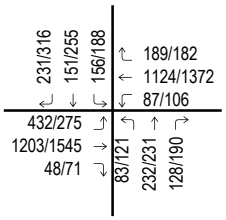
10 Dwy. 5-Lucretia Ave/Limonite Ave

Future Intersection

11 Dwy. 6/63rd St

Future Intersection

12 Dwy. 7/Limonite Ave



13 Etiwanda Ave/Limonite Ave

XX/YY AM/PM Peak Hour Volumes

FIGURE 31

Wineville Avenue and Limonite Avenue Mixed-Use

Cumulative Horizon Year (2045) WIthout Project Conditions Peak Hour Traffic Volumes

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Table H: Cumulative Horizon Year (2045) Without and With Project Levels of Service

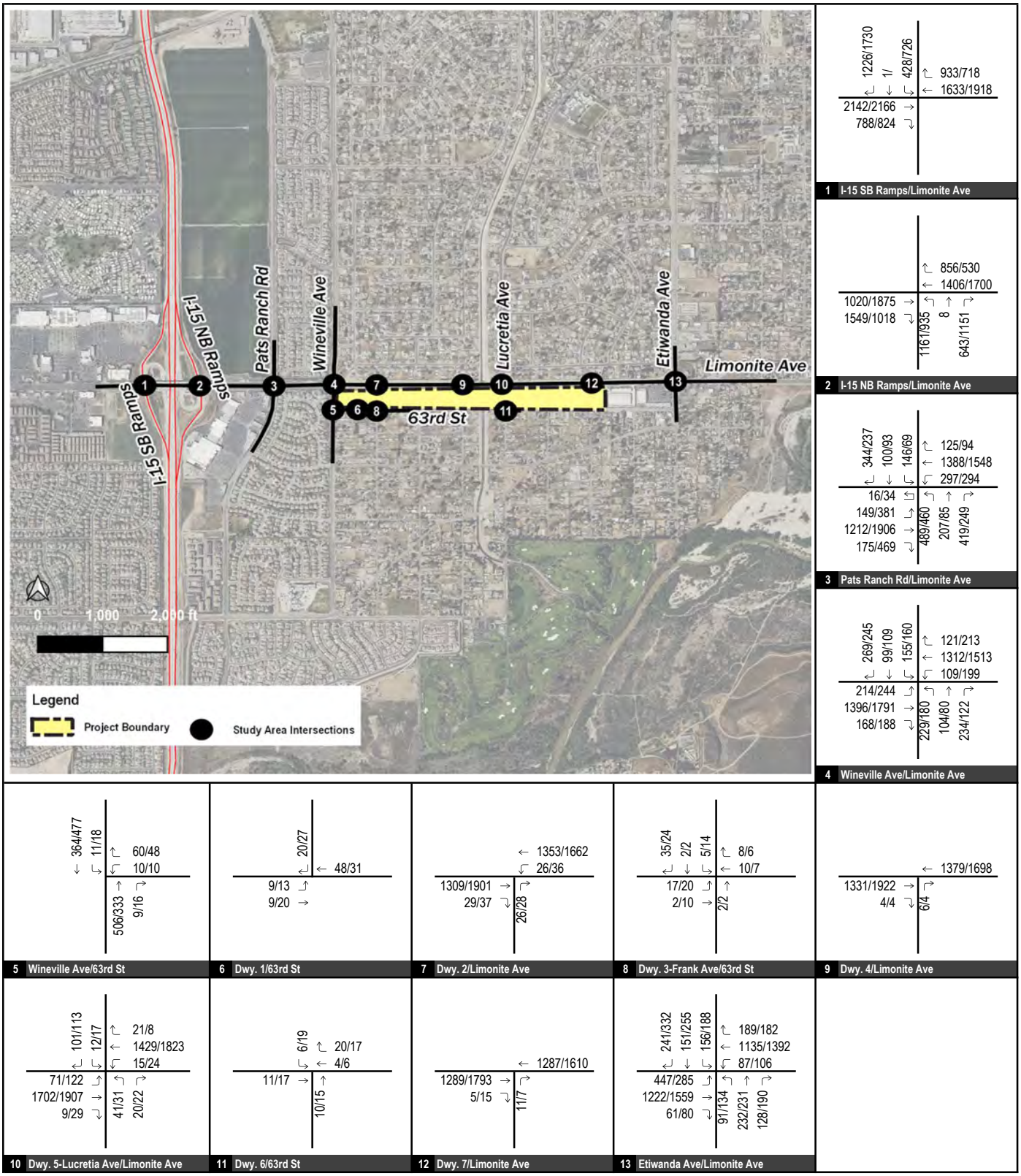
Intersection	LOS Standard	Control	Without Project AM Peak Hour Delay	Without Project AM Peak Hour LOS	Without Project PM Peak Hour Delay	Without Project PM Peak Hour LOS	With Project AM Peak Hour Delay	With Project AM Peak Hour LOS	With Project PM Peak Hour Delay	With Project PM Peak Hour LOS	Increase In Delay AM Peak Hour (Seconds)	Increase In Delay PM Peak Hour (Seconds)	Significant Impact?
1 . I-15 SB Ramps/Limonite Ave	D	Signal	39.4	D	61.9	E *	40.9	D	68.2	E *	1.5	6.3	Yes
2 . I-15 NB Ramps/Limonite Ave	D	Signal	27.5	C	16.4	B	29.1	C	16.7	B	1.6	0.3	No
3 . Pats Ranch Rd/Limonite Ave	D	Signal	53.2	D	78.3	E *	54.4	D	81.5	F *	1.2	3.2	Yes
4 . Wineville Ave/Limonite Ave	D	Signal	52.5	D	50.6	D	45.7	D	54.3	D	-6.8	3.7	No
5 . Wineville Ave/63rd St	D	TWSC	9.9	A	8.0	A	11	B	10.2	B	1.1	2.2	No
6 . Dwy. 1/63rd St	D	TWSC	***Future Intersection***				8.6	A	8.5	A	N/A	N/A	No
7 . Dwy. 2/Limonite Ave	D	TWSC	***Future Intersection***				11.9	B	19.6	C	N/A	N/A	No
8 . Dwy. 3-Frank Ave/63rd St	D	TWSC	***Future Intersection***				9.4	A	9.4	A	N/A	N/A	No
9 . Dwy. 4/Limonite Ave	D	TWSC	***Future Intersection***				10.1	B	10.8	B	N/A	N/A	No
10 . Dwy. 5-Lucretia Ave/Limonite Ave	D	Signal	8.9	A	15.0	B	12.1	B	12.7	B	3.2	-2.3	No
11 . Dwy. 6/63rd St	D	TWSC	***Future Intersection***				9.2	A	9.3	A	N/A	N/A	No
12 . Dwy. 7/Limonite Ave	D	TWSC	***Future Intersection***				10.1	B	10.7	B	N/A	N/A	No
13 . Etiwanda Ave/Limonite Ave	D	Signal	71.2	E *	69.7	E *	77.3	E *	71.0	E *	6.1	1.3	Yes

Notes:

LOS = Level of Service

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

N/A = Not Applicable



XX/YY AM/PM Peak Hour Volumes

FIGURE 32

Wineville Avenue and Limonite Avenue Mixed-Use

Cumulative Horizon Year (2045) WIth Project Conditions Peak Hour Traffic Volumes

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- I-15 Southbound Ramps and Limonite Avenue: Re-stripe the southbound through-left turn lane to a left-through-right turn lane.
- Pats Ranch Road and Limonite Avenue: Add overlap phasing to the eastbound right-turn lane.
- Etiwanda Avenue and Limonite Avenue: Optimize the signal timing and add an interconnect system to controller cabinet.

The resulting levels of service for cumulative horizon year (2045) with project with improvements to offset the increase in delay conditions are included in Table I. Figure 33 illustrates the recommended improvements.

9.0 CIRCULATION IMPROVEMENTS TO RESTORE LOS D

The City's General Plan defines the minimum acceptable intersection LOS as LOS D. Any signalized study intersection operating at an acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better. However, based on discussion with City staff, circulation improvements have been recommended at intersections operating at LOS E or LOS F under without project conditions to improve operations to LOS D or better. The following improvements are recommended:

9.1 Cumulative Horizon Year (2045) With Project Intersection Circulation Improvements

Under cumulative horizon year (2045) with project conditions, the following modifications are recommended as follows:

- I-15 Southbound Ramps and Limonite Avenue: Re-stripe the southbound through-left turn lane to a left-through-right turn lane. A fair share contribution calculation for this intersection is included in Table J. As shown in Table J, the fair share contribution is 1.85 percent.
- Pats Ranch Road and Limonite Avenue: Add overlap phasing to the eastbound right-turn lane and a southbound right-turn lane. It should be noted that there is sufficient right-of-way available to add the southbound right-turn lane. A fair share contribution calculation for this intersection is included in Table J. As shown in Table J, the fair share contribution is 4.91 percent.
- Etiwanda Avenue and Limonite Avenue: Optimize the signal timing and add an interconnect system to controller cabinet. Add a northbound right-turn lane. It should be noted that there is sufficient right-of-way available to add the northbound right-turn lane. A fair share contribution calculation for this intersection is included in Table J. As shown in Table J, the fair share contribution is 4.22 percent.

The resulting levels of service for cumulative horizon year (2045) with project with improvement conditions to restore LOS D are included in Table K. Figure 34 illustrates the recommended improvements.

10.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted plans and policies. The project would not conflict with adopted policies supporting alternative transportation modes. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

Based on City guidelines, a separate Vehicle Miles Traveled report has been prepared and submitted to the City.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Table I: Cumulative Horizon Year (2045) With Project With Improvements Levels of Service to Offset Increase in Delay

Intersection	LOS Standard	Control	With Project				With Project With Improvement				Increase In Delay	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	(Seconds)	(Seconds)
1 . I-15 SB Ramps/Limonite Ave	D	Signal	40.9	D	68.2	E *	29.1	C	41.9	D	-11.8	-26.3
3 . Pats Ranch Rd/Limonite Ave	D	Signal	54.4	D	81.5	F *	54.1	D	69.9	E *	-0.3	-11.6
13 . Etiwanda Ave/Limonite Ave	D	Signal	77.3	E *	71.0	E *	70.2	E *	64.3	E *	-7.1	-6.7

Notes:

LOS = Level of Service

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

N/A = Not Applicable

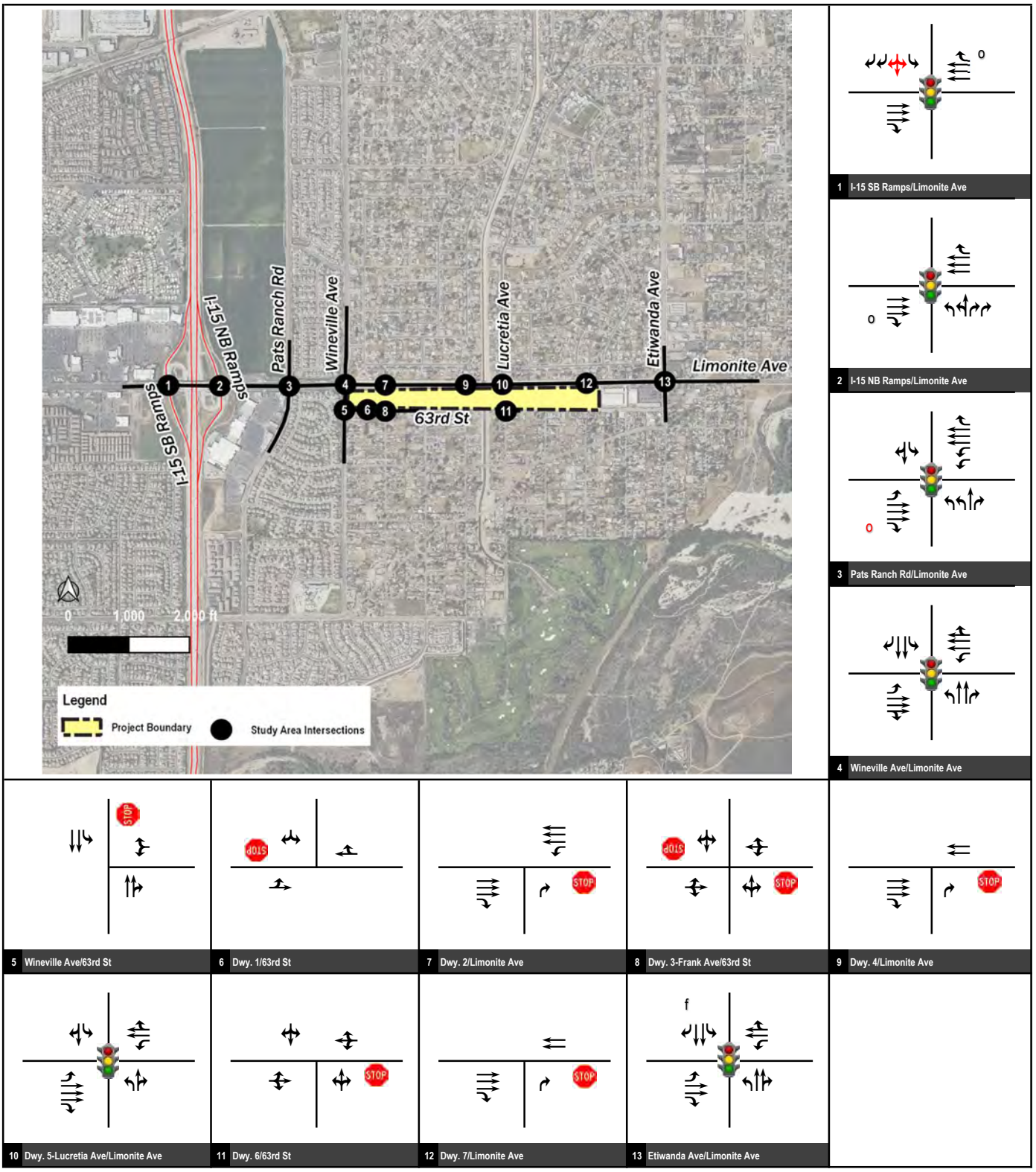


FIGURE 33

Legend

Signal o overlap

STOP Stop Sign f free-right turn lane

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Wineville Avenue and Limonite Avenue Mixed-Use
Cumulative Horizon (2045) With Project With Improvements
to Offset Increase in Delay Geometrics and Stop Control

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Table J: Cumulative Horizon Year (2045) Fair Share Contribution Calculations

Intersection	AM Peak Hour			PM Peak Hour		
	Project Trips	Future Cumul. Dev. Trips	Fair Share % Project Trips/Project Trips + Future Cumul. Trips	Project Trips	Future Cumul. Dev. Trips	Fair Share % Project Trips/Project Trips + Future Cumul. Trips
1 . I-15 SB Ramps/Limonite Ave	60	3,212	1.83%	67	3,547	1.85%
3 . Pats Ranch Rd/Limonite Ave	103	2,311	4.27%	112	2,171	4.91%
13 . Etiwanda Ave/Limonite Ave	76	1,861	3.92%	82	1,863	4.22%

Table K: Cumulative Horizon Year (2045) With Project With Improvements Levels of Service to Restore LOS D

Intersection	LOS Standard	Control	With Project AM Peak Hour Delay	With Project AM Peak Hour LOS	With Project PM Peak Hour Delay	With Project PM Peak Hour LOS	With Project With Improvement AM Peak Hour Delay	With Project With Improvement AM Peak Hour LOS	With Project With Improvement PM Peak Hour Delay	With Project With Improvement PM Peak Hour LOS	Increase In Delay AM Peak Hour (Seconds)	Increase In Delay PM Peak Hour (Seconds)
1 . I-15 SB Ramps/Limonite Ave	D	Signal	40.9	D	68.2	E *	29.1	C	41.9	D	-11.8	-26.3
3 . Pats Ranch Rd/Limonite Ave	D	Signal	54.4	D	81.5	F *	44.2	D	50.6	D	-10.2	-30.9
13 . Etiwanda Ave/Limonite Ave	D	Signal	77.3	E *	71.0	E *	52	D	54.8	D	-25.3	-16.2

Notes:

LOS = Level of Service

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

N/A = Not Applicable

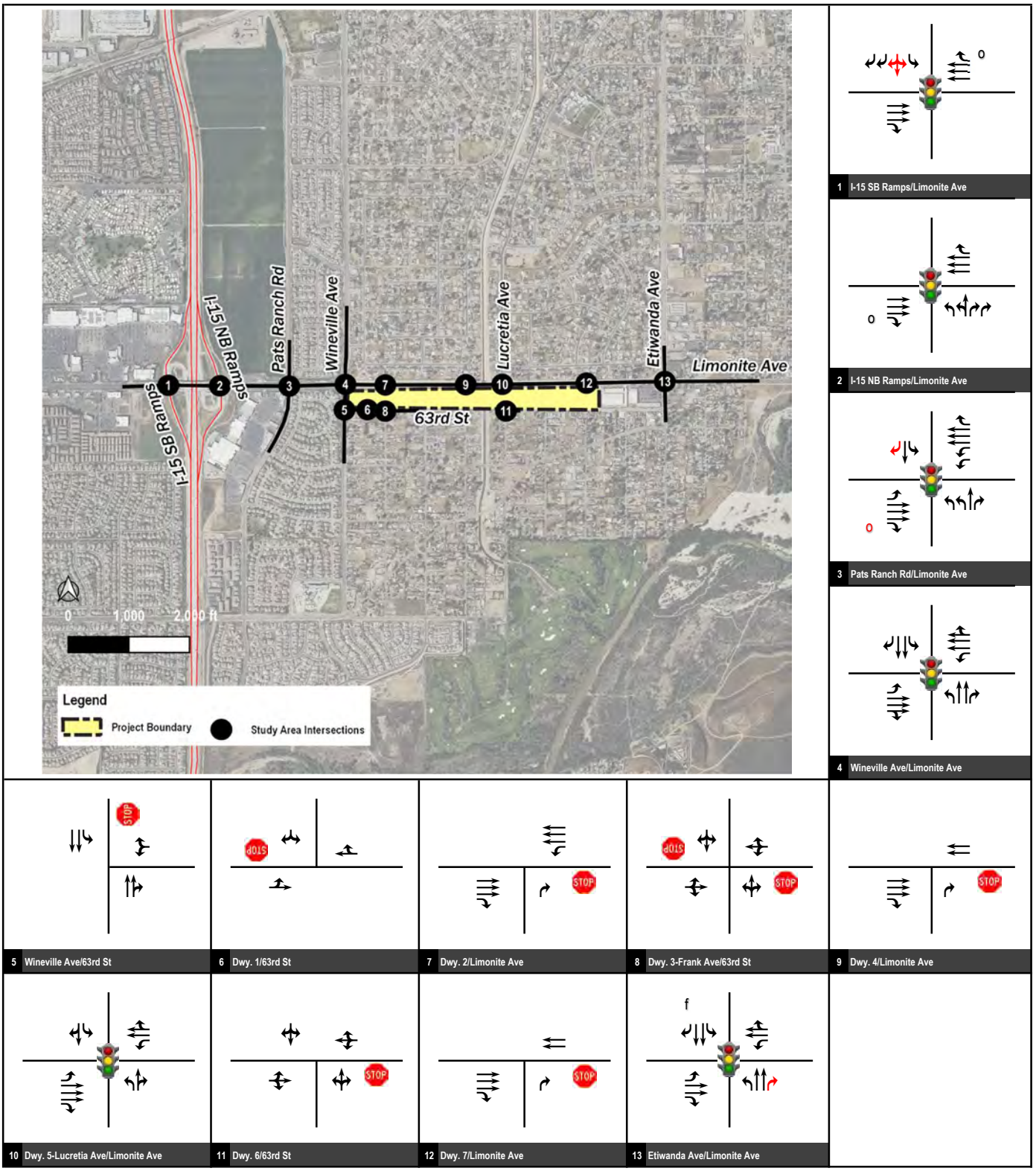


FIGURE 34

Legend

Signal o overlap

STOP Stop Sign f free-right turn lane

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Wineville Avenue and Limonite Avenue Mixed-Use
Cumulative Horizon (2045) With Project With Improvements
to Restore LOS D Geometrics and Stop Control

The design of project access will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

11.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 227 trips during the a.m. peak hour, 244 trips during the p.m. peak hour, and 4,047 daily trips. Based on the LOS analysis, the project increases delay by more than 3.0 seconds at several intersections and improvements have been recommended to offset the increase in delay and retore operations to LOS D.

APPENDIX A:
APPROVED SCOPING AGREEMENT

A. City of Jurupa Valley Development Project Scoping Form

This scoping form shall be submitted to the City of Jurupa Valley to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	MA22248
Related Cases:	
SP No.	
EIR No.	
GPA No.	Application submitted
CZ No.	Application submitted
Project Name:	Jurupa Valley Wineville Ave/Limonite Ave Mixed-Use Development
Project Address:	Southeast Corner of Wineville Ave/Limonite Ave
Project Opening Year:	2024
Project Description:	Mixed Use project that includes 119 Attached Single-Family DUs, 144 Detached Single-Family DUs, 24.2 TSF of retail Uses. The project will include 7 project access locations, with 4 on Limonite Avenue and 3 on 63rd St. The western driveway on Limonite provides right-in/right-out/left-in.

	Consultant:	**Developer:**
Name:	Translutions	Diversified Pacific Communities
Address:	17632 Irvine Blvd, Suite 200	10621 Civic Center Dr
	Tustin, CA 92780	Rancho Cucamonga, CA 91730
Telephone:	(949) 656-3131	
Fax/Email:		

Trip Generation Information:

Trip Generation Data Source: ITE Trip General Manual (11th Edition)

Current General Plan Land Use: CR & MDR

Proposed General Plan Land Use: CR & MDR

Current Zoning: PUD-01

Proposed Zoning: PUD-01

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				86	142	227
PM Trips				147	97	244

Internal Trip Capture: ☒ Yes ☐ No (_____% Trip Discount)

Pass-By Allowance: ☒ Yes ☐ No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses?

Is the project screened from LOS assessment? ☐ Yes ■ No

LOS screening justification (see Pages 2-3 of the guidelines): _____

Is the project screened from VMT assessment? ☐ Yes ■ No

VMT screening justification (see Pages 13-16 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):
- Attach list of Approved and Pending Projects that need to be considered (provided by the Planning Department and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Other specific items to be addressed:
    - o Site access
    - o On-site circulation
    - o Parking
    - o Consistency with Plans supporting Bikes/Peds/Transit
    - o Other _____
- Date of Traffic Counts 2022
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used RIVCOM
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Signatures

TIA Preparer: Sandipan Bhattacharjee City (Approved by): _____

Date: 3/10/2023 Date: _____

memorandum

DATE: March 10, 2023

TO: Rob Olson, City of Jurupa Valley

FROM: Sandipan Bhattacharjee, PE, TE, AICP, ENV SP

SUBJECT: Scoping Memo for Wineville Avenue and Limonite Avenue Mixed-Use

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the scope for the preparation of a Traffic Impact Analysis for the mixed-use project located on the southeast corner of Wineville Avenue and Limonite Avenue in the City of Jurupa Valley. Attached is a completed Scoping Agreement form from the City's Traffic Impact Analysis Preparation Guidelines dated November 2020.

Outlined below is the proposed scope for the preparation of the Traffic Impact Analysis.

PROJECT DESCRIPTION: The proposed project includes a mix of uses including 119 attached single-family dwelling units, 144 detached single-family dwelling units, and 24.2 thousand square feet of retail space. The project will include 7 project access locations, with four on Limonite Avenue and three on 63rd Street. It should be noted that northbound left-out access will be restricted at the retail driveway (Project Access 2/Limonite Avenue) and a preliminary analysis was conducted and a traffic signal will not be required at this location.

STUDY INTERSECTIONS:

1. I-15 SB Ramps/Limonite Ave.
2. I-15 NB Ramps/Limonite Ave.
3. Pats Ranch Rd/Limonite Ave.
4. Wineville Ave/Limonite Ave.
5. Wineville Ave/63rd St.
6. Project Access 1/63rd St (unsignalized, full-access driveway).
7. Project Access 2/Limonite Ave (unsignalized, right-in/right-out, left-in access driveway).
8. Project Access 3-Frank Ave/63rd St (unsignalized, full-access driveway).
9. Project Access 4/Limonite Ave (right-in-right-out access driveway).
10. Project Access 5-Lucretia Ave/Limonite Ave (Existing signal – South leg to be added with project).
11. Project Access 6/63rd St (unsignalized – full access driveway).
12. Project Access 7/Limonite Ave (unsignalized – right-in/right-out access driveway).
13. Etiwanda Ave/Limonite Ave.

SITE PLAN: Figure 1

TRIP GENERATION: Table A

TRIP DISTRIBUTION: Figure 2 (Retail), Figure 3 (Attached Single-Family West), Figure 4 (Detached Single-Family West), Figure 5 (Detached Single-Family East – Between Limonite & 63rd Street), Figure 6 (Detached Single-Family East – Fronting 63rd Street).

TRIP ASSIGNMENT: Figure 7 (Retail), Figure 8 (Attached Single-Family West), Figure 9 (Detached Single-Family West), Figure 10 (Detached Single-Family East – Between Limonite & 63rd Street), Figure 11 (Detached Single-Family East), and Figure 12 (Total Project Trip Assignment).

ANALYSIS SCENARIOS:

The project is anticipated to be completed by 2024. The opening analysis will be based on a growth rate of 2% per annum and adding trips from cumulative projects in the area (to be obtained from the planning department). The following scenarios will be evaluated:

A. Existing Conditions
B. Opening Year Background Conditions Without Project – (existing plus 2% per annum growth)
C. Opening Year Background plus Project Conditions
D. Opening Year Background Plus Project Plus Cumulative Project Conditions – Defined as background conditions plus traffic from the proposed project (Scenario C above) plus traffic from approved and pending projects.

VMT ANALYSIS:

As stated previously, the project includes the construction of 24.2 thousand square feet of retail, 119 attached single-family dwelling units, and 144 detached single-family dwelling units. The City VMT guidelines include three screening steps to screen projects from project-level assessment. Step 3 includes project type screening for local serving retail uses less than 50,000 square feet. Since the project includes retail uses less than 50,000 square feet, the retail portion of the project is screened out from a full VMT analysis. Therefore, the VMT analysis will be conducted for the residential part of the project. The project level VMT analysis will be based on the RIVCOM. Translutions will modify the model to include the project socio-economic data. The model will also be modified so that the project forms a discrete traffic analysis zone (TAZ). The analysis will include the project generated VMT estimates for the project under baseline conditions, baseline plus project, cumulative (2045) and cumulative (2045) plus project conditions. The model output will include total VMT, which includes all vehicle trips and trip purpose, and VMT per capita for residential projects.

Both plus project scenarios will summarize the project generated VMT per capita and compare it back to the appropriate benchmark noted in the City's thresholds of significance.

SIGNAL TIMING ON LIMONITE:

Based on comment from the City, new signal timing is being implemented through the I-15 Interchange to the west and extending easterly through the Etiwanda Avenue intersection to the east. Translutions would like to request a copy of the signal timing sheets from the City to include in the LOS analysis.

BACKGROUND TRAFFIC DIVERSION:

Based on comment from the City, when Lucretia Avenue is connected between 63rd Street and Limonite Avenue, a redistribution of existing background traffic will divert to the Lucretia Avenue/Limonite Avenue intersection. Background traffic diversion will be applied to the intersections of Wineville Avenue/63rd Street, Project Access 2/Limonite Avenue, Project Access 3/63rd Street, and Lucretia Avenue/Limonite Avenue.

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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
Retail								
Trip Generation Rates [1]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	22.40 TSF	32	21	53	74	74	148	1,220
Internal Trips [2]		(3)	(3)	(6)	(18)	(27)	(45)	(51)
Net After Internal Trips		29	18	47	56	47	103	1,169
Pass-By Trips [3]		0	0	0	(21)	(21)	(41)	(41)
Net External Trip Generation		29	18	47	36	27	62	1,128
Fast-Food Restaurant								
Trip Generation Rates [4]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation	1.80 TSF	41	39	80	31	28	59	841
Internal Trips [2]		(11)	(4)	(15)	(13)	(16)	(29)	(44)
Net After Internal Trips		30	35	65	18	12	30	797
Pass-By Trips [5]		(17)	(17)	(33)	(9)	(9)	(17)	(50)
Net External Trip Generation		14	19	32	10	4	13	747
Attached Single-Family (West)								
Trip Generation Rates [6]		0.15	0.33	0.48	0.32	0.25	0.57	7.2
Trip Generation	119 DU	18	39	57	39	29	68	857
Internal Trips [2]		(1)	(8)	(9)	(23)	(11)	(34)	(43)
Net External Trip Generation		17	31	48	16	18	34	814
Detached Single-Family (West)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	30 DU	5	16	21	18	10	28	283
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		5	16	21	18	10	28	283
Detached Single-Family (East-Between Limonite & 63rd.)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	82 DU	15	42	57	49	28	77	773
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		15	42	57	49	28	77	773
Detached Single-Family (East-Fronting 63rd)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
External Trip Generation	12 DU	2	6	8	7	4	11	113
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		2	6	8	7	4	11	113
Detached Single-Family (East-Fronting 63rd)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
External Trip Generation	20 DU	4	10	14	12	7	19	189
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		4	10	14	12	7	19	189
Total Net External Trip Generation		86	142	227	147	97	244	4,047

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Notes: DU = Dwelling Unit, TSF = Thousand Square Feet

[1] Trip generation based on rates for Land Use 822 - "Strip Retail Plaza" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Internal Trips calculated based on NCHRP 684 Trip Capture Estimation Tool.

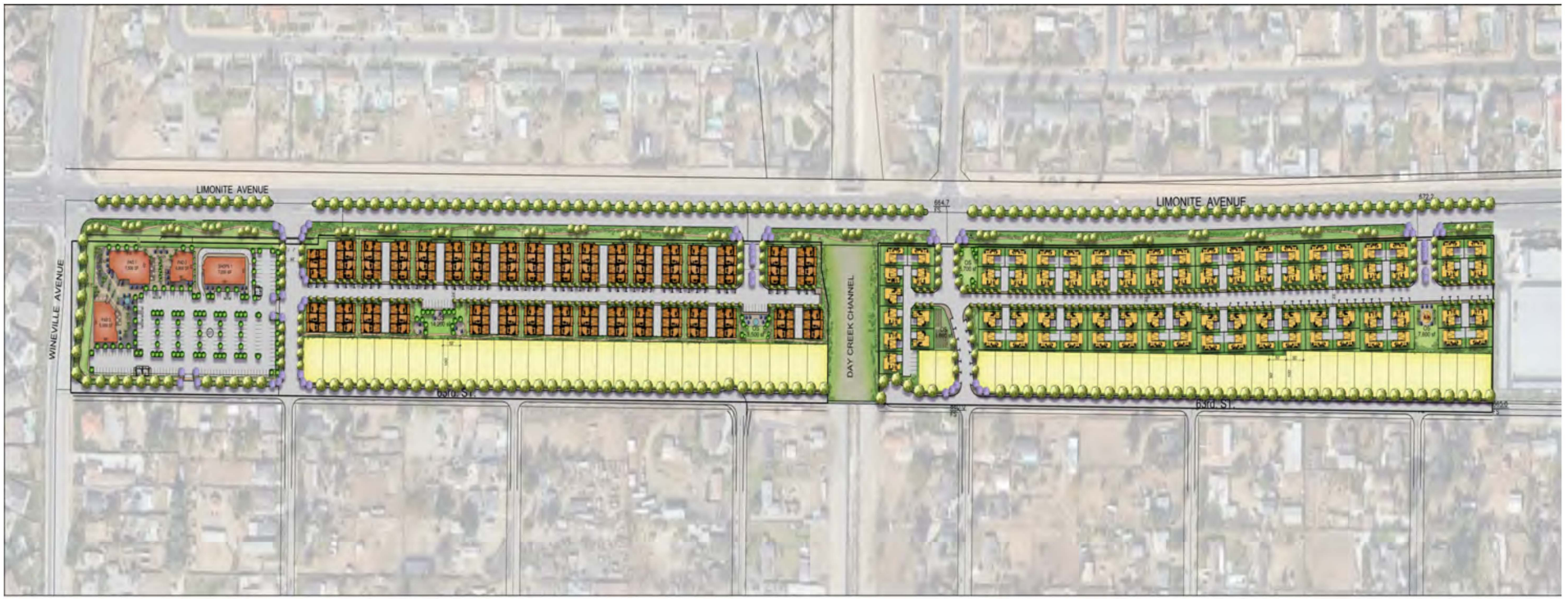
[3] Pass-By rates based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[4] Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[5] Pass-By rates based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window"" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[6] Trip generation based on rates for Land Use 215 - "Single-Family Attached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[7] Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).



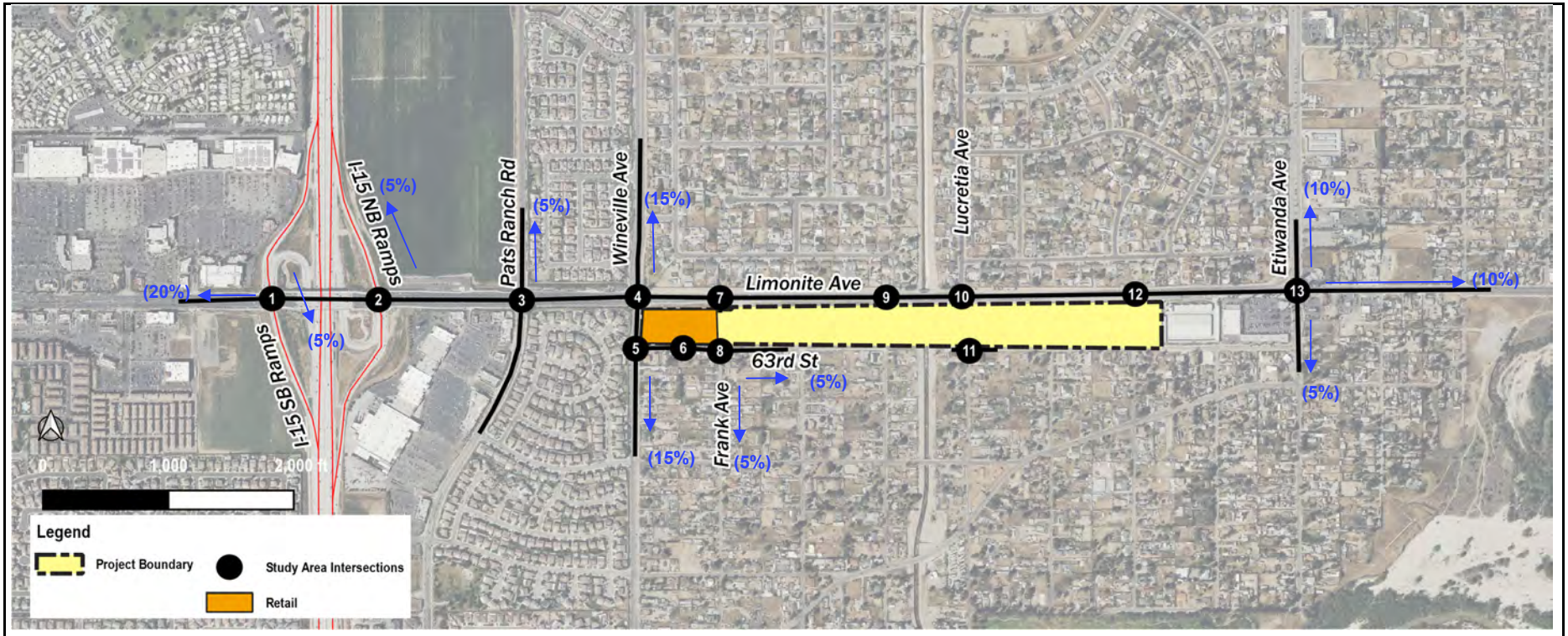
Source: ktgy architecture and planning (December 17, 2021)

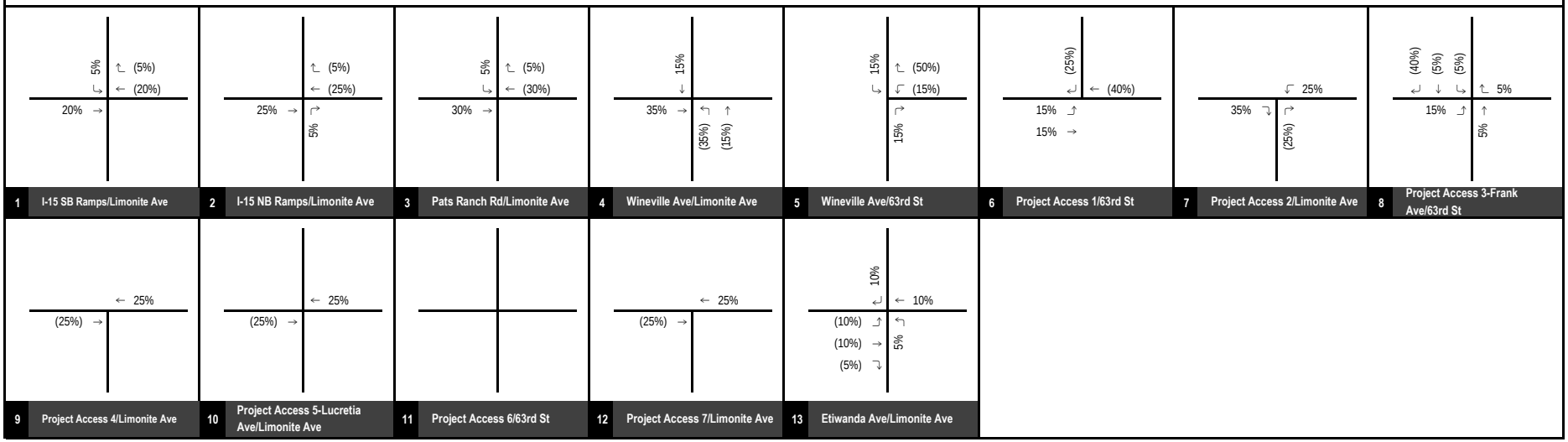
FIGURE 1

Wineville Avenue and Limonite Avenue Mixed-use
Site Plan

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[D:\GIS\DP - Wineville and Limonite Mixed-Use\Site Plan.svg





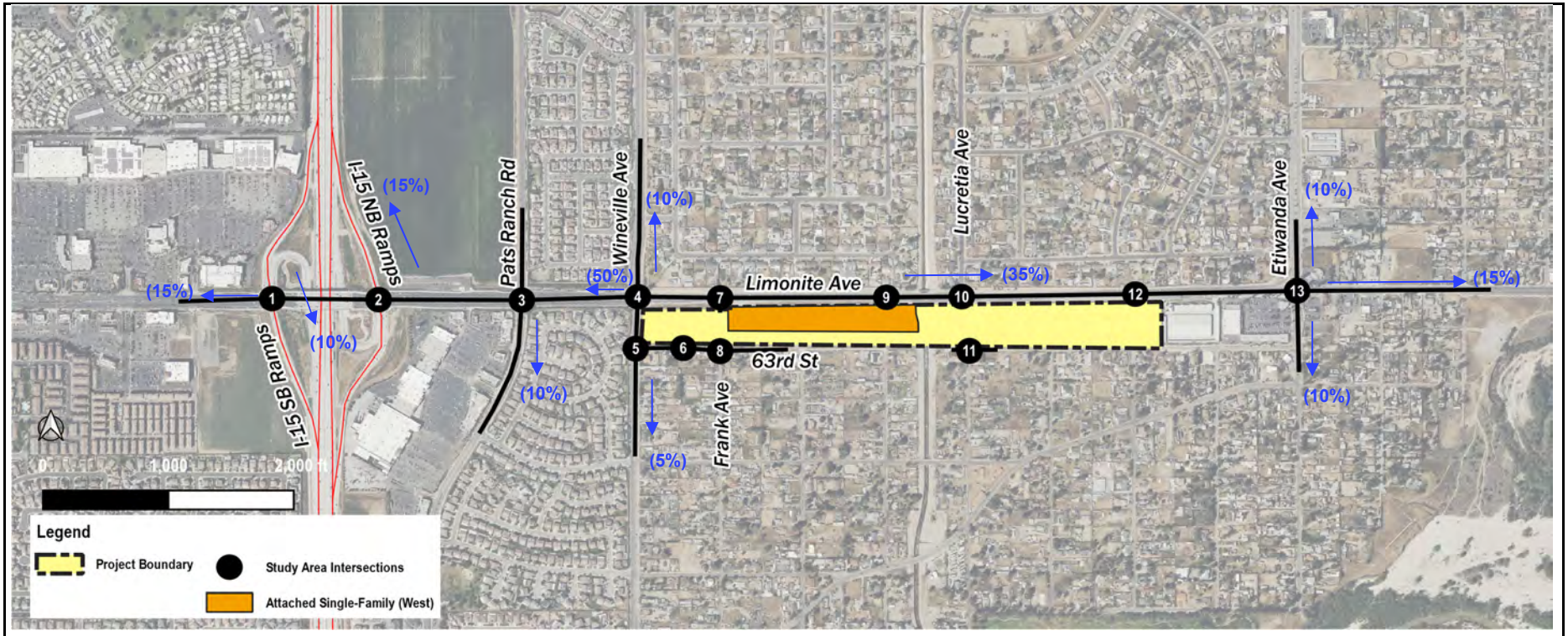
(5%) Outbound Trip Dist. % (On Map)

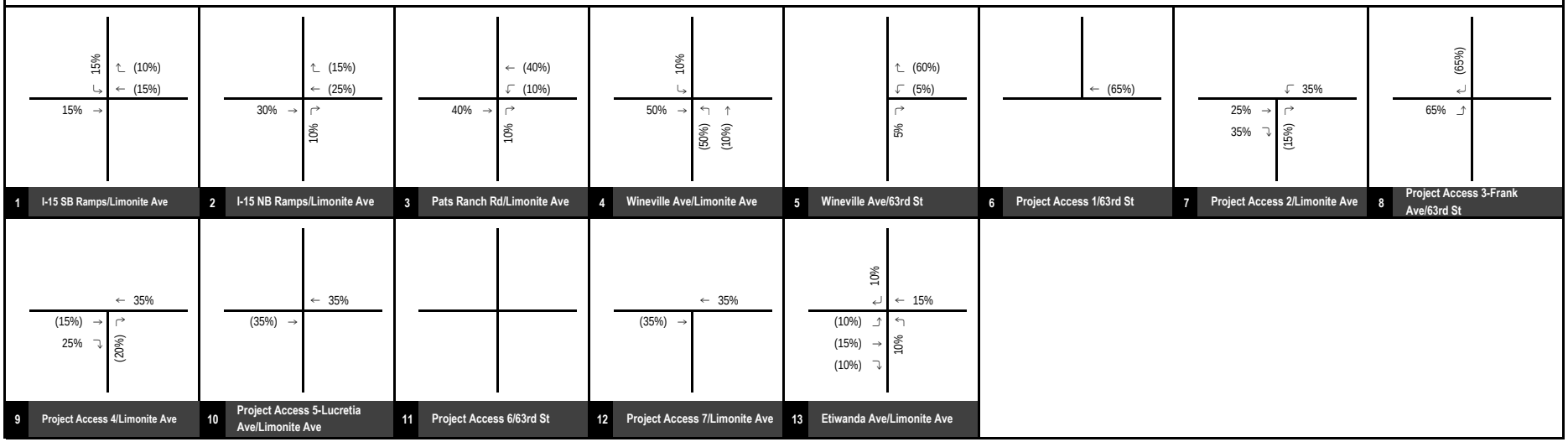
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FIGURE 2

Limonite Avenue and Wineville Avenue Mixed-Use Project Trip Distribution (Retail + Restaurant)





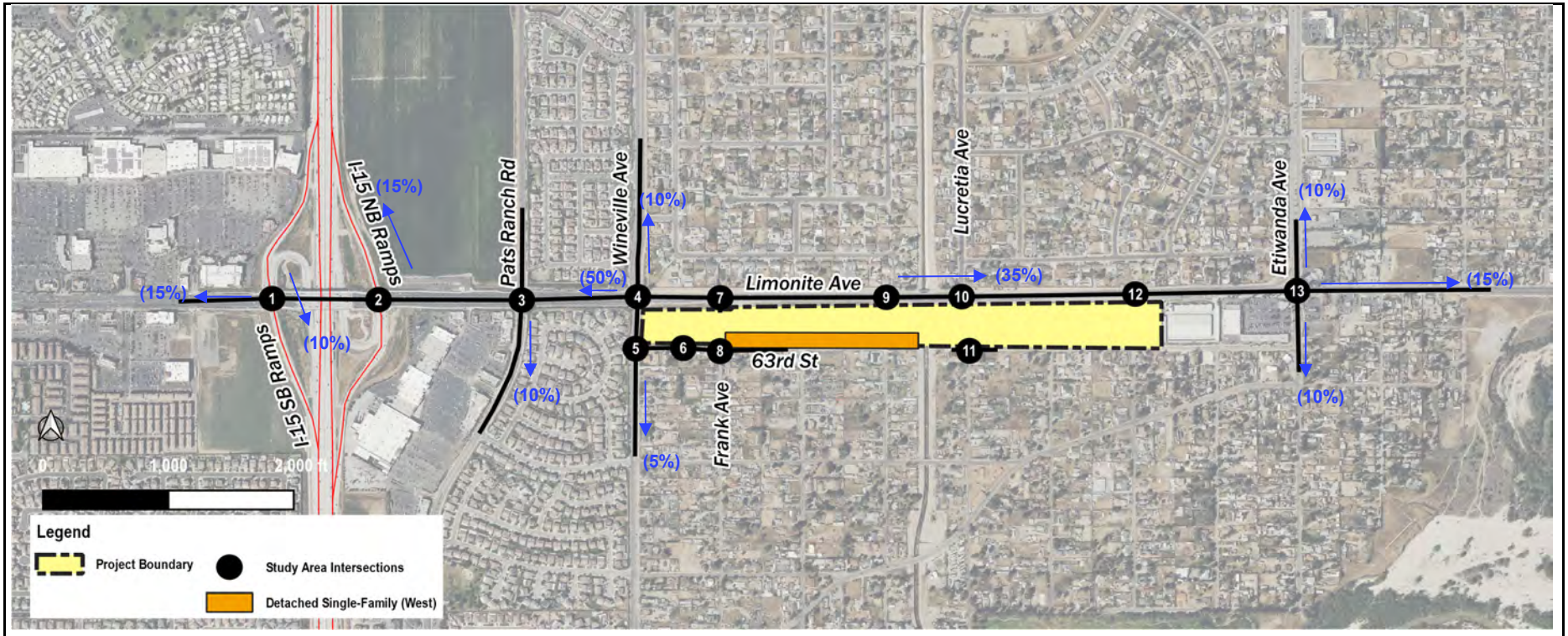
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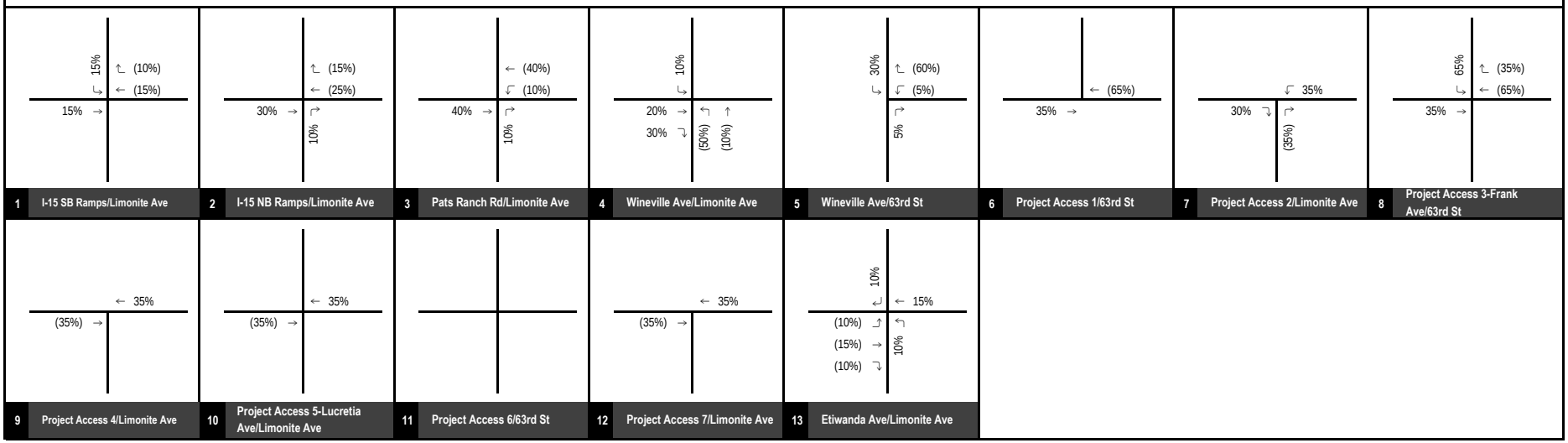
XXX%(YYY%) Inbound%(Outbound%) Percent

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FIGURE 3

Limonite Avenue and Wineville Avenue Mixed-Use Project Trip Distribution (Attached Single-Family West)





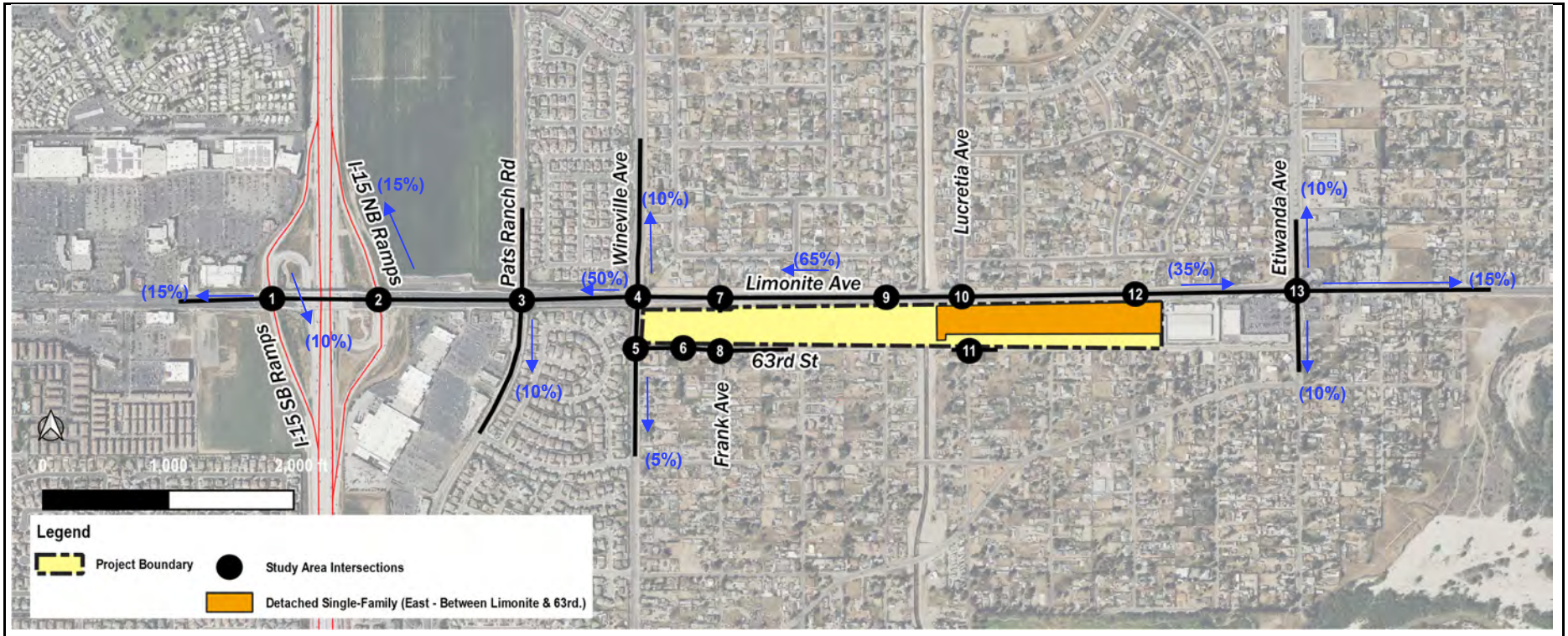
(5%) Outbound Trip Dist. % (On Map)

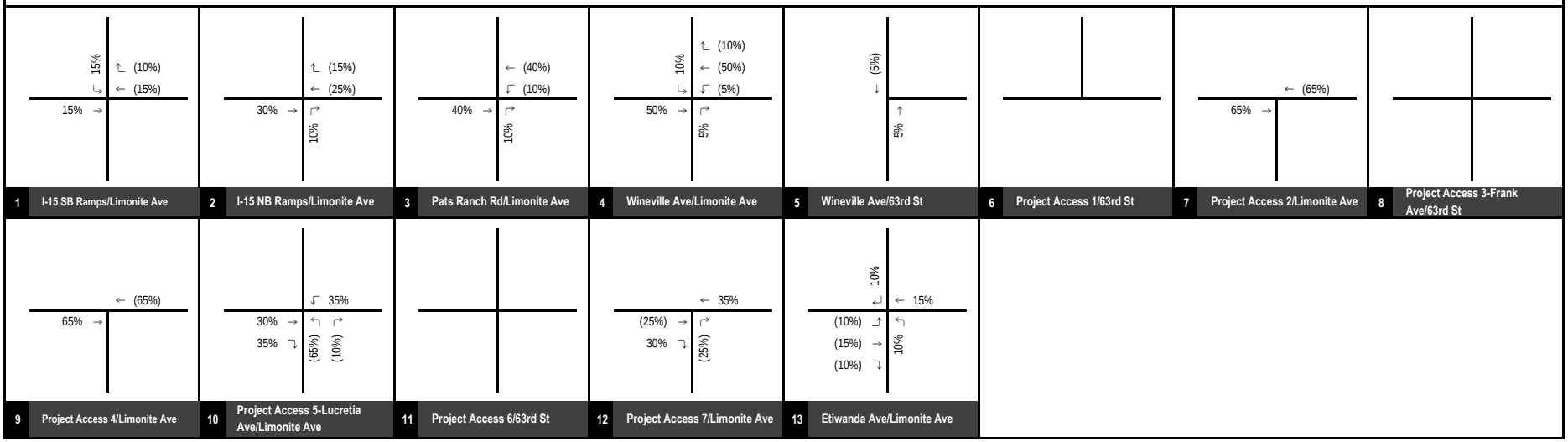
XXX%(YYY%) Inbound%(Outbound%) Percent

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FIGURE 4

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Detached Single-Family West)





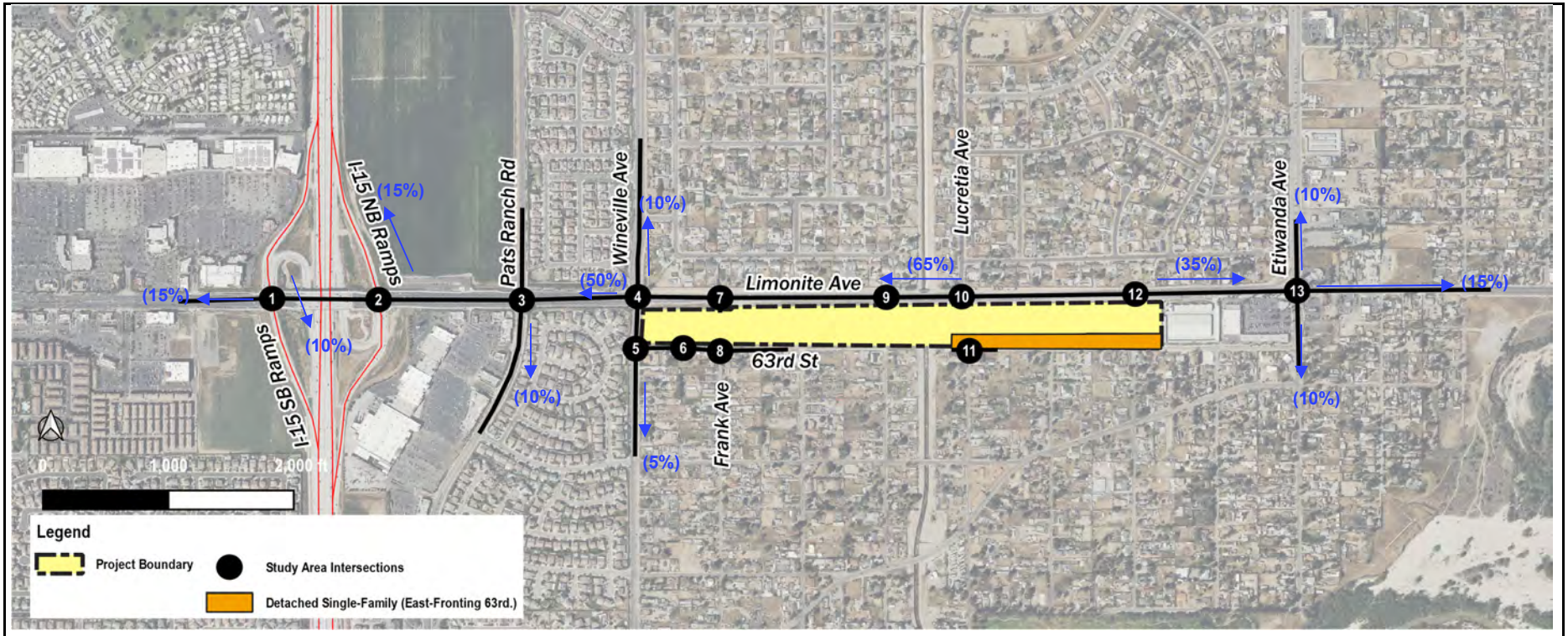
(5%) Outbound Trip Dist. % (On Map)

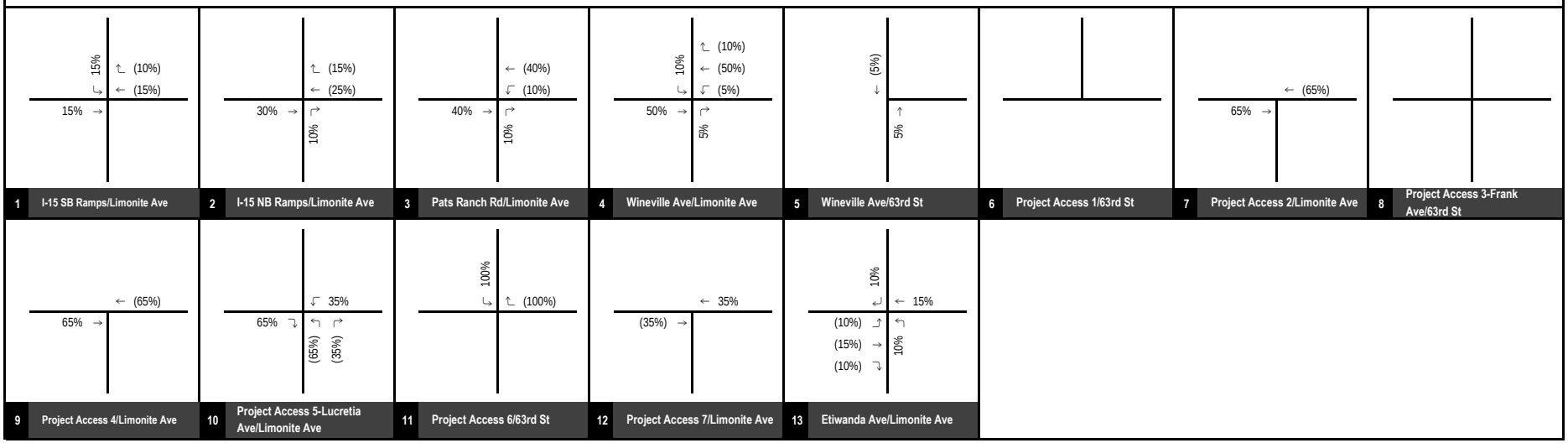
XXX%(YYY%) Inbound%(Outbound%) Percent

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FIGURE 5

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Detached Single-Family East-Between Limonite & 63rd.)





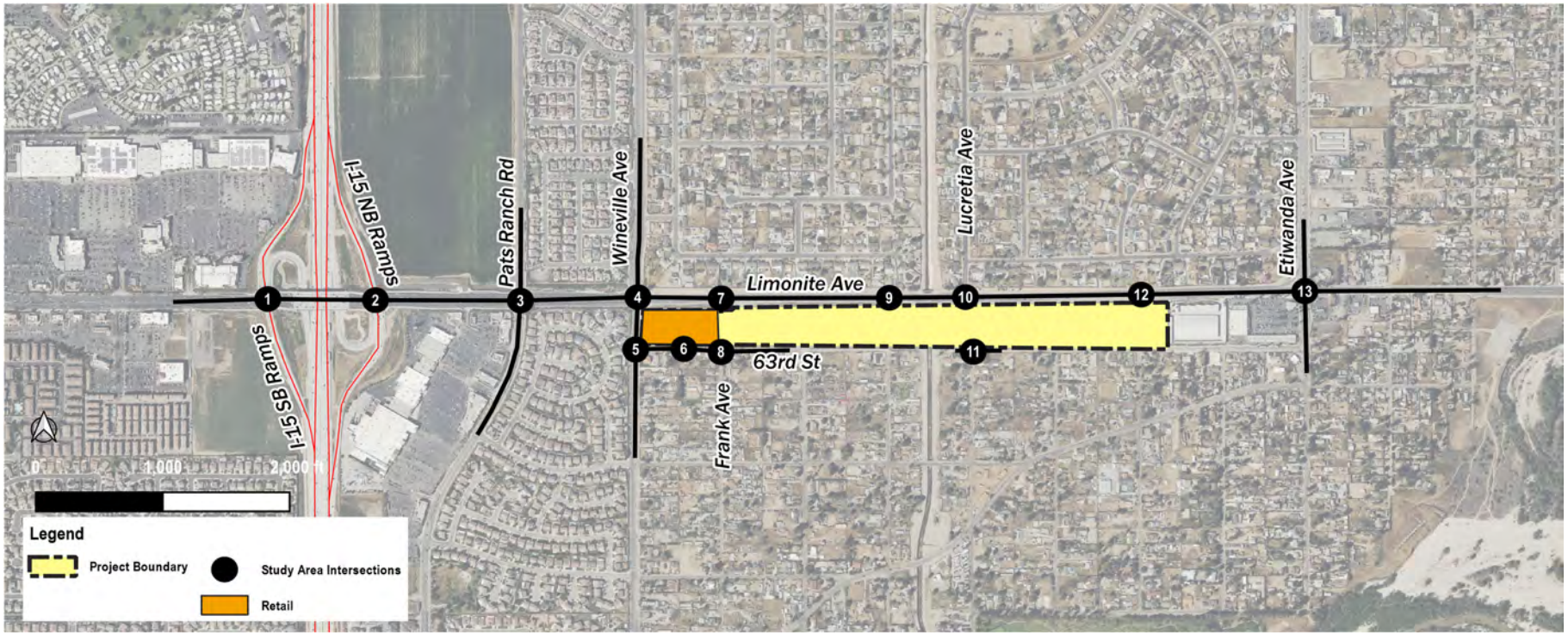
(5%) Outbound Trip Dist. % (On Map)

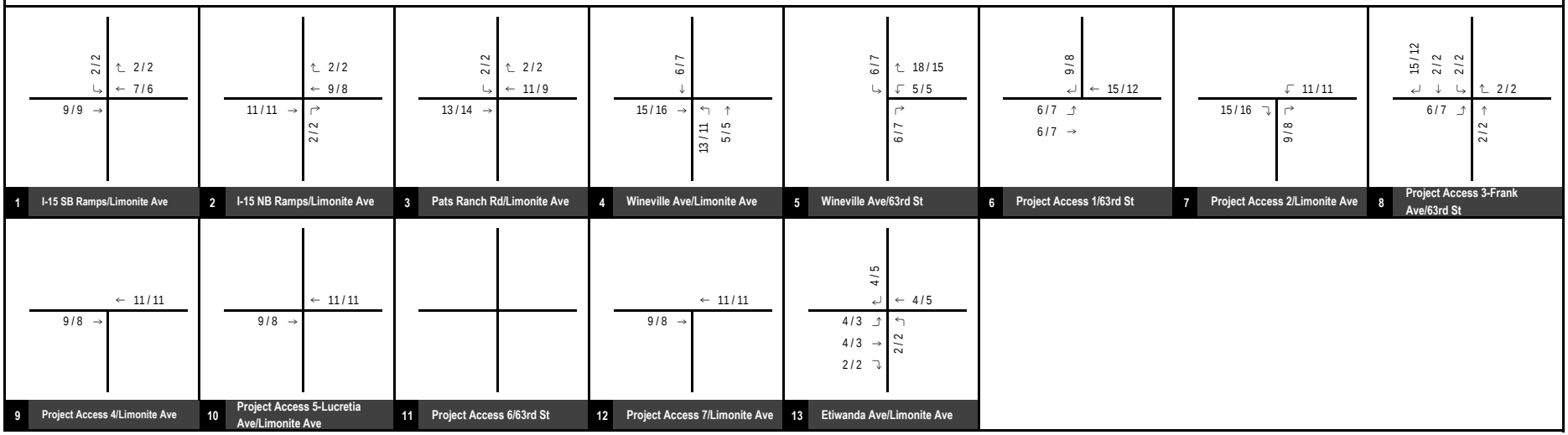
XXX%(YYY%) Inbound%(Outbound%) Percent

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FIGURE 6

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Distribution (Detached Single-Family East-Fronting 63rd.)



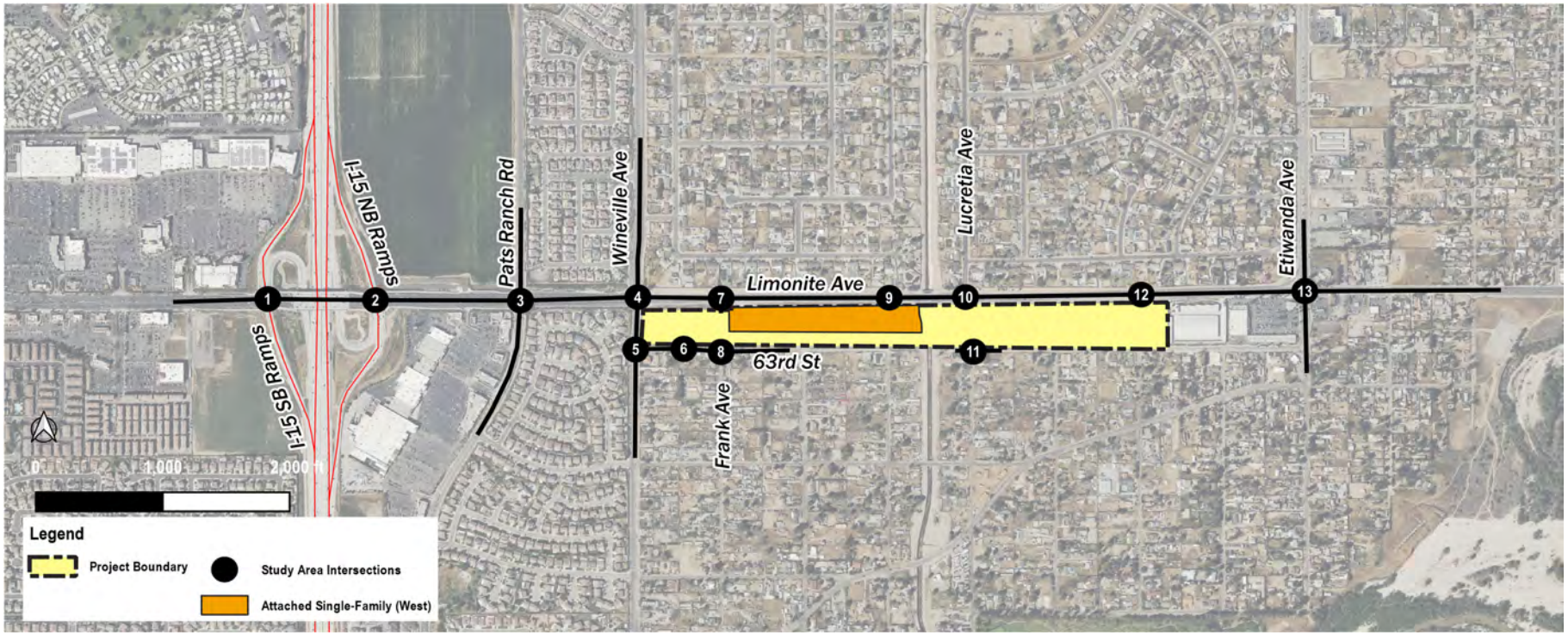


XXX / YYY AM / PM Peak Hour Volume

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FIGURE 7

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Retail + Restaurant)



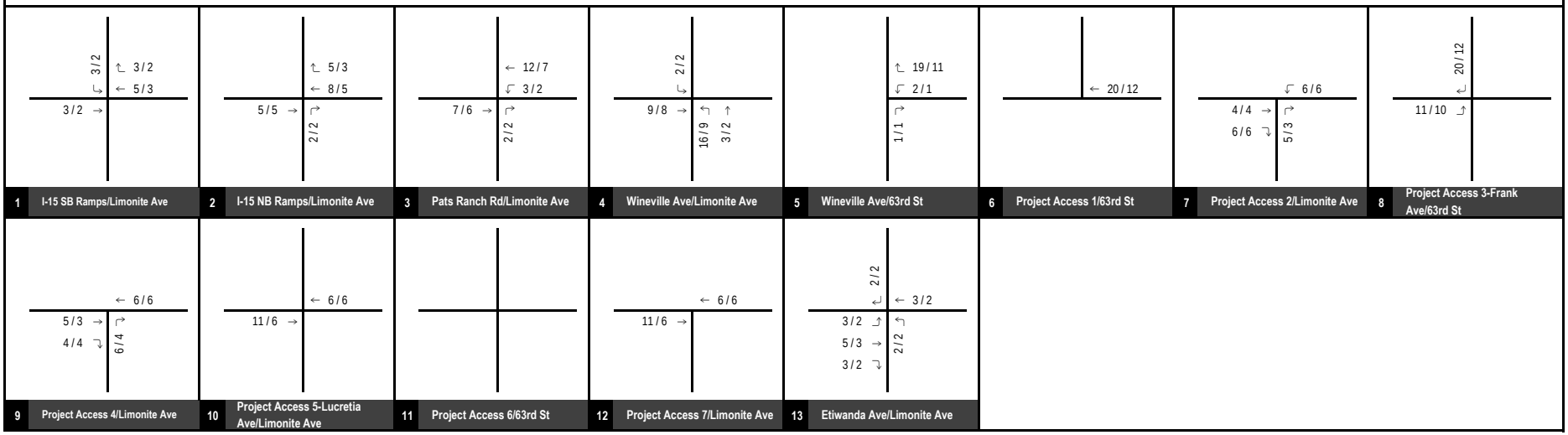
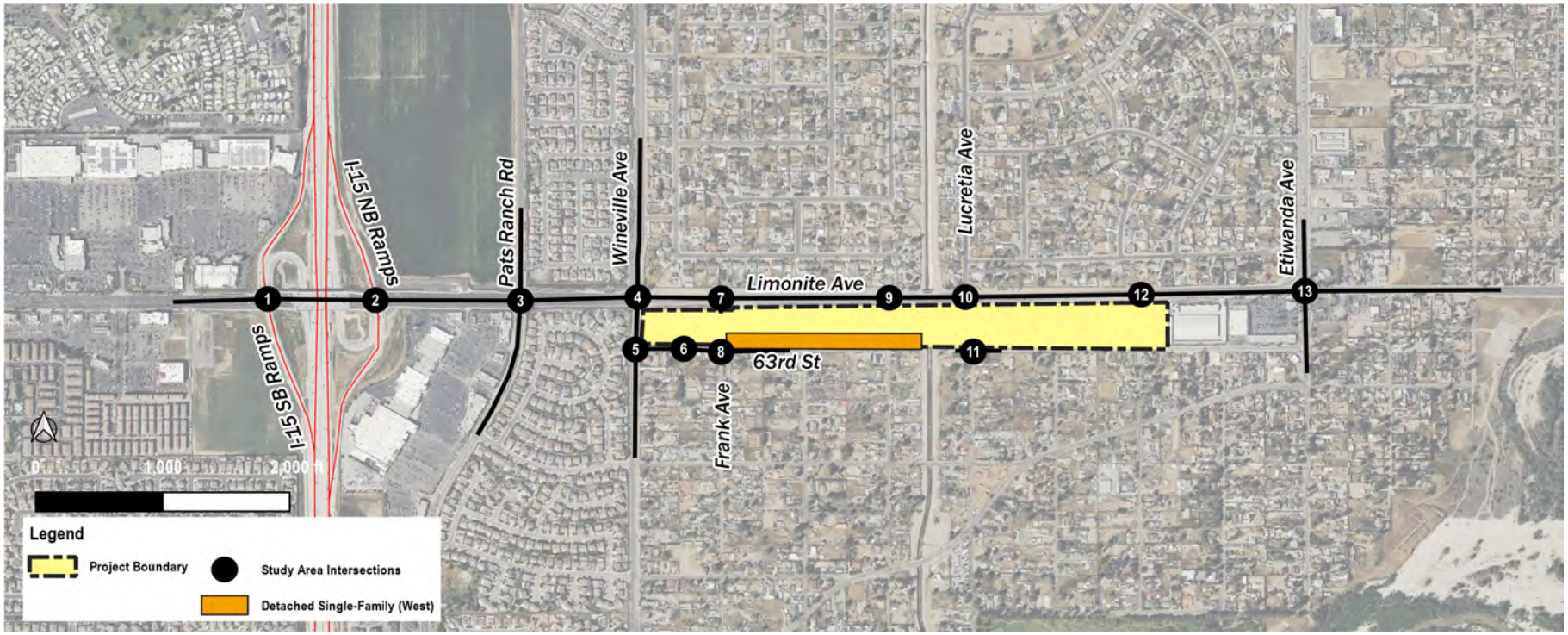


FIGURE 8

XXX / YYY AM / PM Peak Hour Volume

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Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Attached Single-Family West)



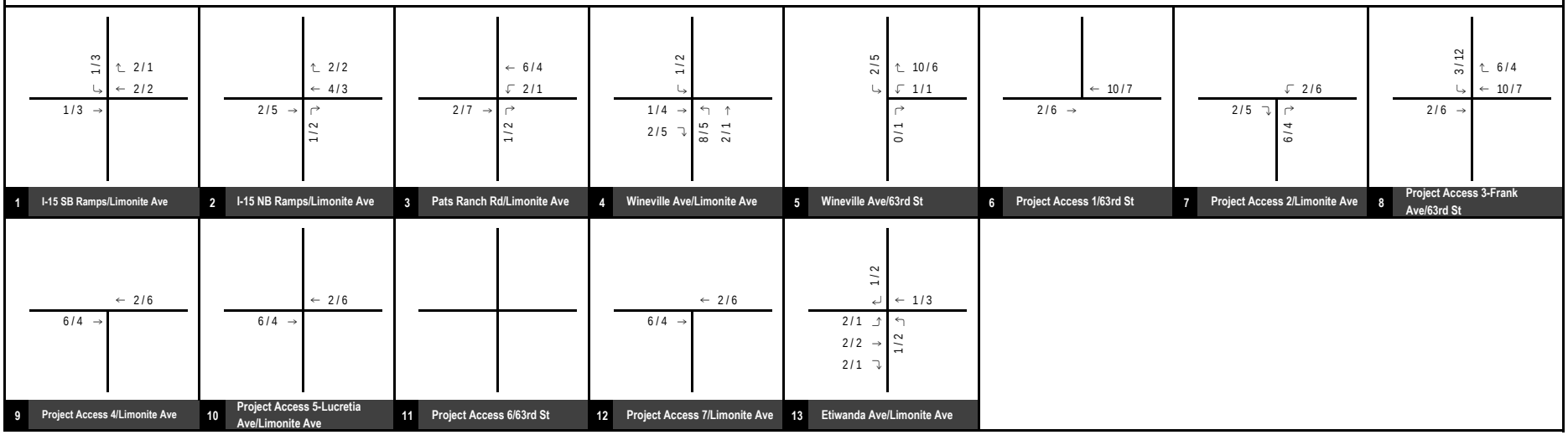
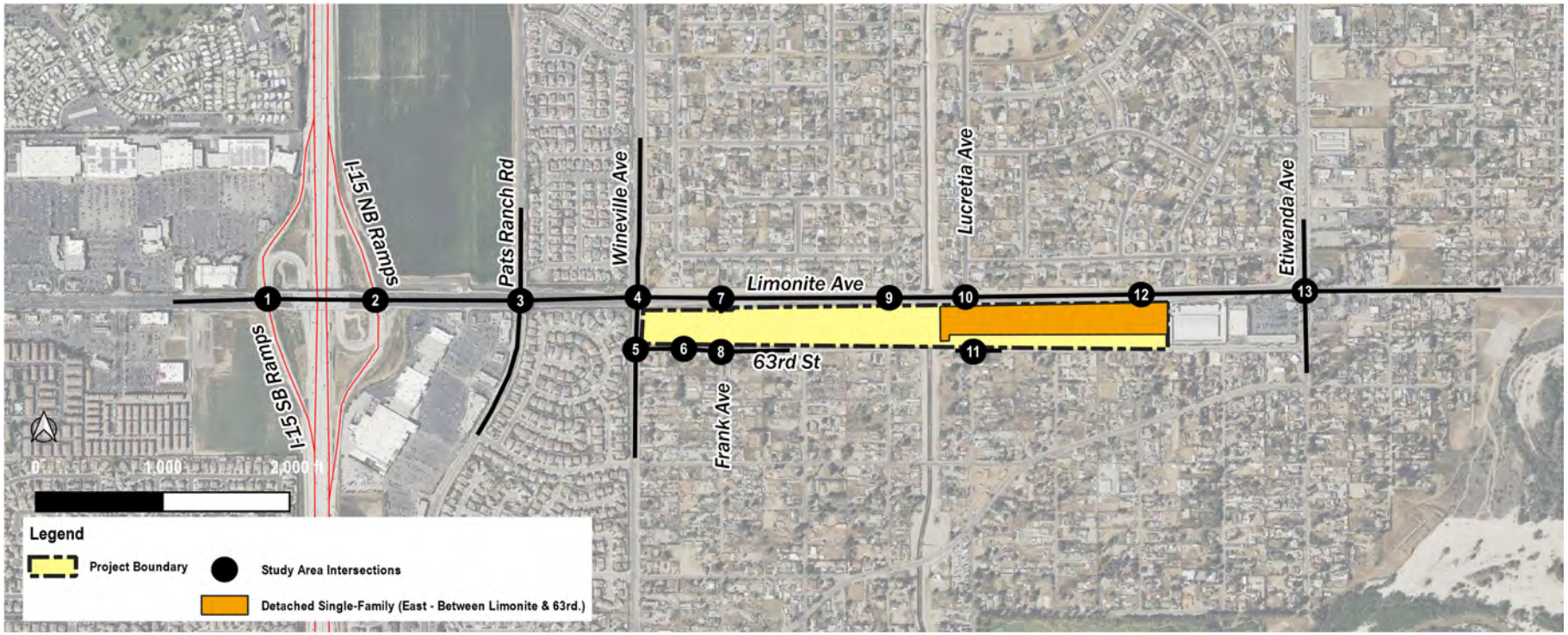


FIGURE 9

XXX / YYY AM / PM Peak Hour Volume

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Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Detached Single-Family West)



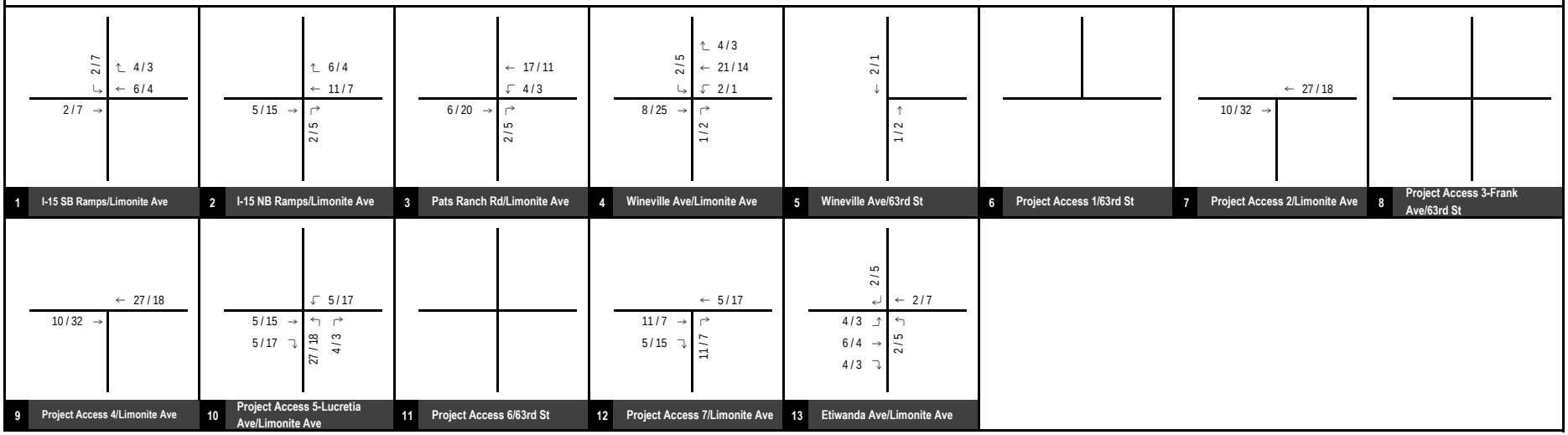
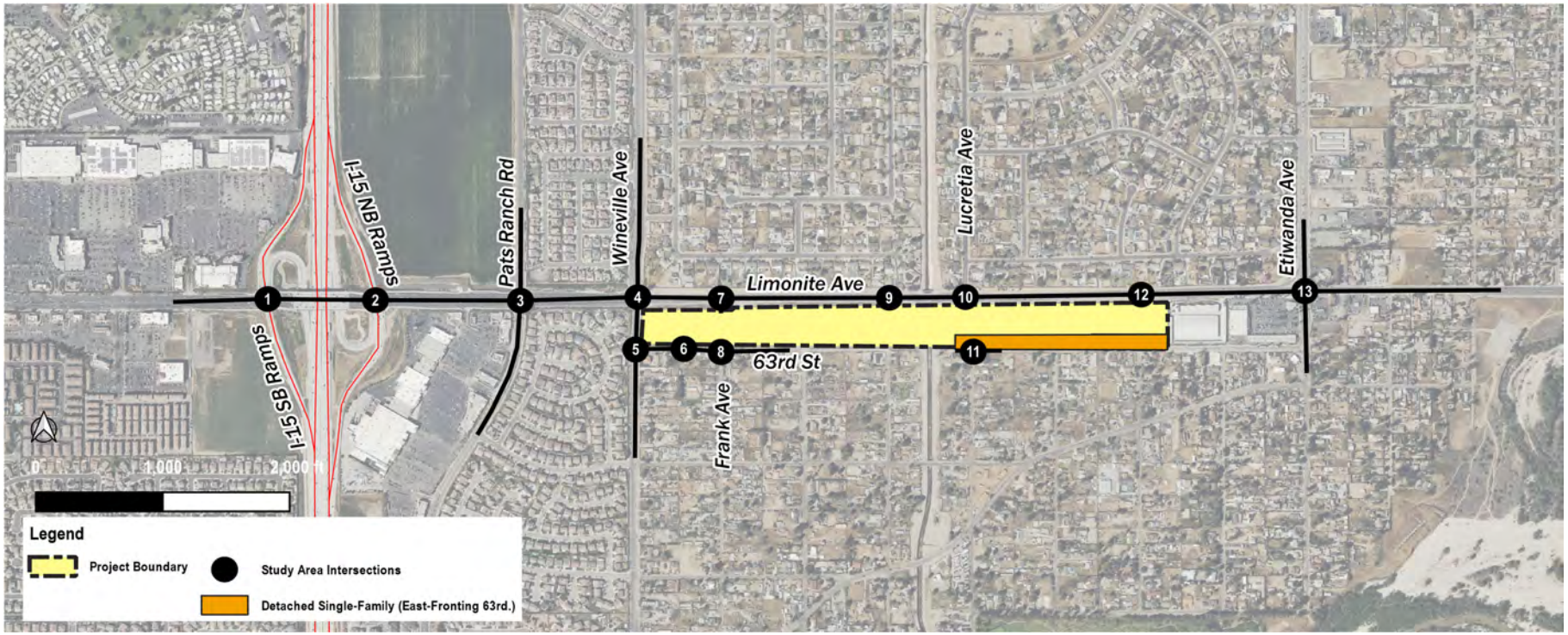


FIGURE 10

XXX / YYY AM / PM Peak Hour Volume

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Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Detached Single-Family East - Between Limonite & 63rd.)



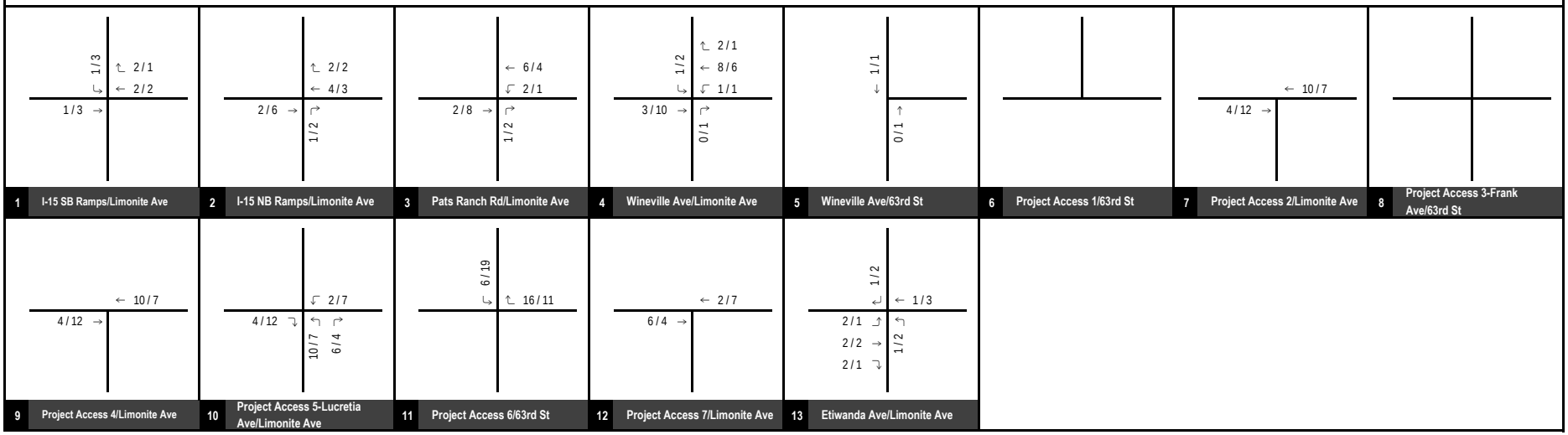
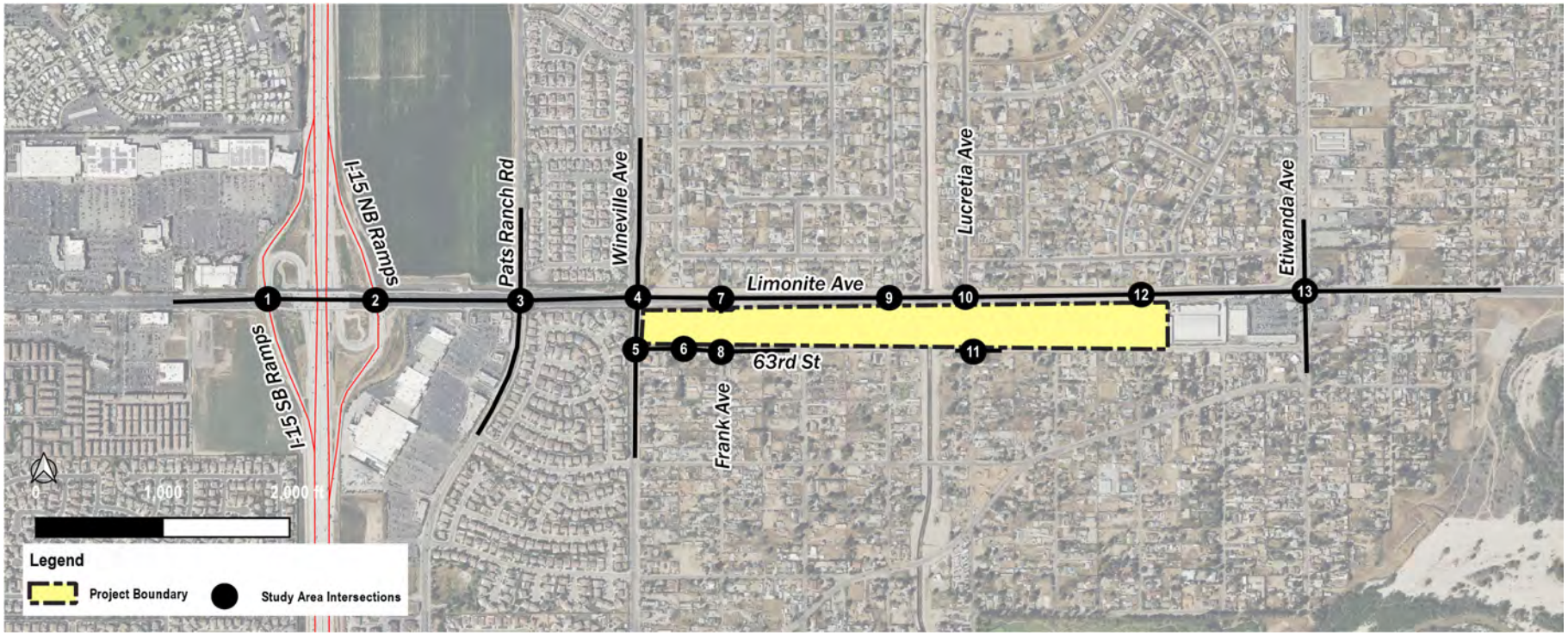


FIGURE 11

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use
Project Trip Assignment (Detached Single-Family East - Fronting 63rd.)

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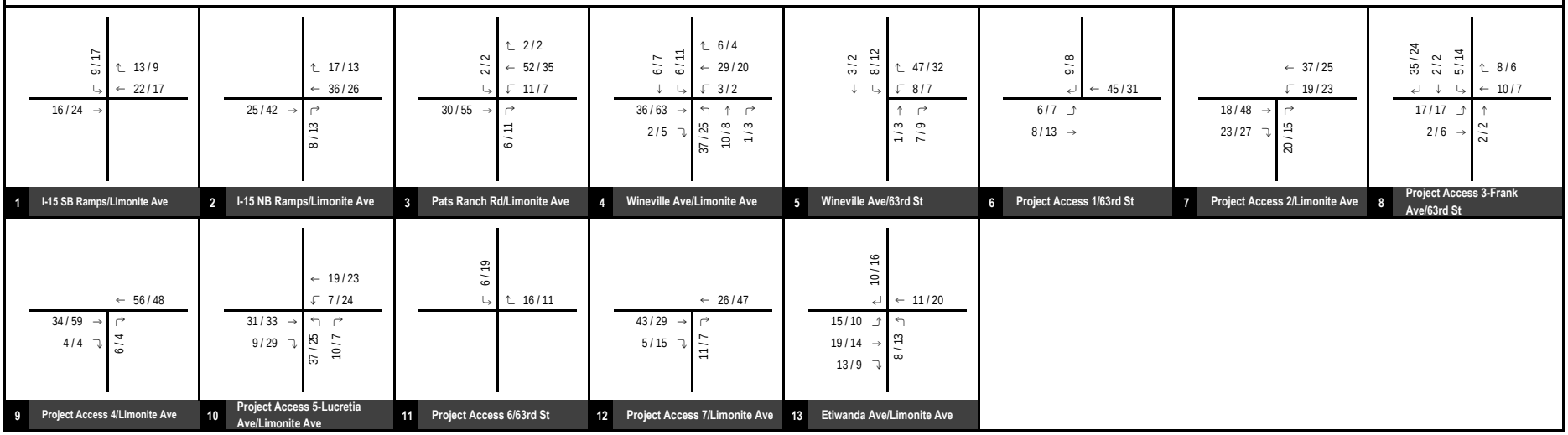


FIGURE 12

XXX / YYY AM / PM Peak Hour Volume

Limonite Avenue and Wineville Avenue Mixed-Use
Total Project Trip Assignment

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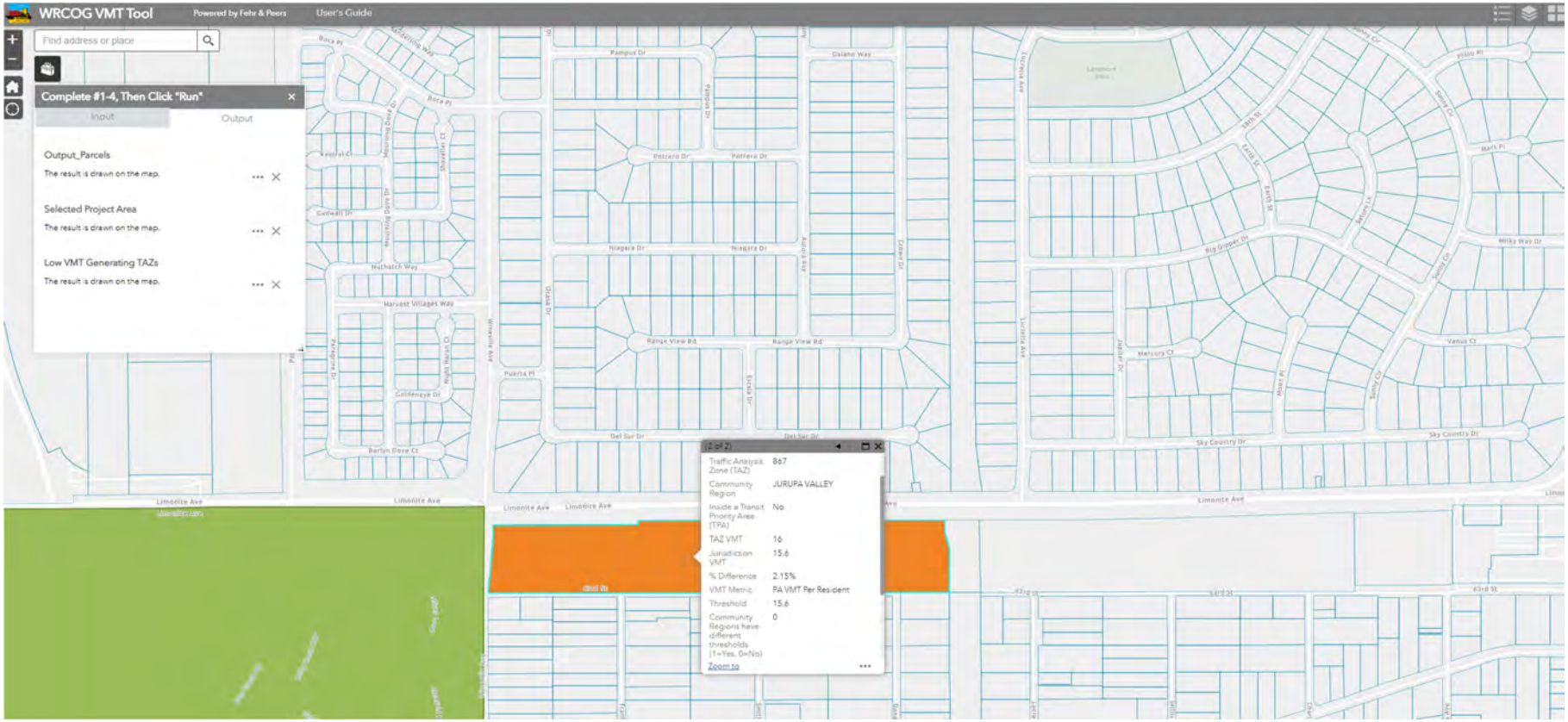


FIGURE 13

Wineville Avenue and Limonite Avenue Mixed-Use
WRCOG Low VMT Area Screening Tool

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Internal Capture Worksheets/Pass-by Calculations

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Wineville Ave. and Limonite Ave. Mixed-Use	**Organization:**	Translutions
Project Location:	SEC Wineville Ave/Limonite Ave	**Performed By:**	
Scenario Description:		**Date:**	12/7/2022
Analysis Year:	2022	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				53	32	21
Restaurant				80	41	39
Cinema/Entertainment				0		
Residential				57	18	39
Hotel				0		
All Other Land Uses[2]				0		
Total				190	91	99

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		3	0	0	0
Restaurant	0	3		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	8	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	190	91	99
Internal Capture Percentage	16%	16%	15%
External Vehicle-Trips[3]	160	76	84
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	14%
Restaurant	27%	10%
Cinema/Entertainment	N/A	N/A
Residential	6%	21%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Wineville Ave. and Limonite Ave. Mixed-Use
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	32	32	1.00	21	21
Restaurant	1.00	41	41	1.00	39	39
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	18	18	1.00	39	39
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	6		3	0	3	0
Restaurant	12	5		0	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	8	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	9	0	0	0
Retail	0		21	0	0	0
Restaurant	0	3		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	8	0		0
Hotel	0	1	2	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	29	32	29	0	0
Restaurant	11	30	41	30	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	17	18	17	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	18	21	18	0	0
Restaurant	4	35	39	35	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	31	39	31	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Wineville Ave. and Limonite Ave. Mixed-Use	**Organization:**	
Project Location:	SEC Wineville Ave/Limonite Ave	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				148	74	74
Restaurant				59	31	28
Cinema/Entertainment				0		
Residential				68	39	29
Hotel				0		
All Other Land Uses[2]				0		
Total				275	144	131

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		200	200			
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		9	0	18	0
Restaurant	0	11		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	7	4	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	275	144	131
Internal Capture Percentage	39%	38%	41%
External Vehicle-Trips[3]	167	90	77
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	24%	36%
Restaurant	42%	57%
Cinema/Entertainment	N/A	N/A
Residential	59%	38%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Wineville Ave. and Limonite Ave. Mixed-Use
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	74	74	1.00	74	74
Restaurant	1.00	31	31	1.00	28	28
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	39	39	1.00	29	29
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		21	3	19	4
Restaurant	1	11		2	5	2
Cinema/Entertainment	0	0	0		0	0
Residential	1	12	6	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	1	0	2	0
Retail	0		9	0	18	0
Restaurant	0	37		0	6	0
Cinema/Entertainment	0	3	1		2	0
Residential	0	7	4	0		0
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	18	56	74	56	0	0
Restaurant	13	18	31	18	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	16	39	16	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	27	47	74	47	0	0
Restaurant	16	12	28	12	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	18	29	18	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

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the transportation solutions company...

Table A - Project Trip Generation (With Pass-by Rates)

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
Retail								
Trip Generation Rates [1]		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	22.40 TSF	32	21	53	74	74	148	1,220
Internal Trips [2]		(3)	(3)	(6)	(18)	(27)	(45)	(51)
Net After Internal Trips		29	18	47	56	47	103	1,169
Pass-By Trips [3]	(40% PM)	0	0	0	(21)	(21)	(41)	(41)
Net External Trip Generation		29	18	47	36	27	62	1,128
Fast-Food Restaurant								
Trip Generation Rates [4]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation	1.80 TSF	41	39	80	31	28	59	841
Internal Trips [2]		(11)	(4)	(15)	(13)	(16)	(29)	(44)
Net After Internal Trips		30	35	65	18	12	30	797
Pass-By Trips [5]	(50% AM, 55% PM)	(17)	(17)	(33)	(9)	(9)	(17)	(50)
Net External Trip Generation		14	19	32	10	4	13	747
Attached Single-Family (West)								
Trip Generation Rates [6]		0.15	0.33	0.48	0.32	0.25	0.57	7.2
Trip Generation	119 DU	18	39	57	39	29	68	857
Internal Trips [2]		(1)	(8)	(9)	(23)	(11)	(34)	(43)
Net External Trip Generation		17	31	48	16	18	34	814
Detached Single-Family (West)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	30 DU	5	16	21	18	10	28	283
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		5	16	21	18	10	28	283
Detached Single-Family (East-Between Limonite & 63rd.)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	82 DU	15	42	57	49	28	77	773
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		15	42	57	49	28	77	773
Detached Single-Family (East-Fronting 63rd)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
External Trip Generation	12 DU	2	6	8	7	4	11	113
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		2	6	8	7	4	11	113
Detached Single-Family (East-Fronting 63rd)								
Trip Generation Rates [7]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
External Trip Generation	20 DU	4	10	14	12	7	19	189
Internal Trips [2]		0	0	0	0	0	0	0
Net External Trip Generation		4	10	14	12	7	19	189
Total Net External Trip Generation		86	142	227	147	97	244	4,047

Notes: DU = Dwelling Unit, TSF = Thousand Square Feet

[1] Trip generation based on rates for Land Use 822 - "Strip Retail Plaza" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[2] Internal Trips calculated based on NCHRP 684 Trip Capture Estimation Tool.

[3] Pass-By rates based on rates for Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[4] Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[5] Pass-By rates based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window"" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[6] Trip generation based on rates for Land Use 215 - "Single-Family Attached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

[7] Trip generation based on rates for Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

APPENDIX B:
COUNTS WORKSHEETS

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

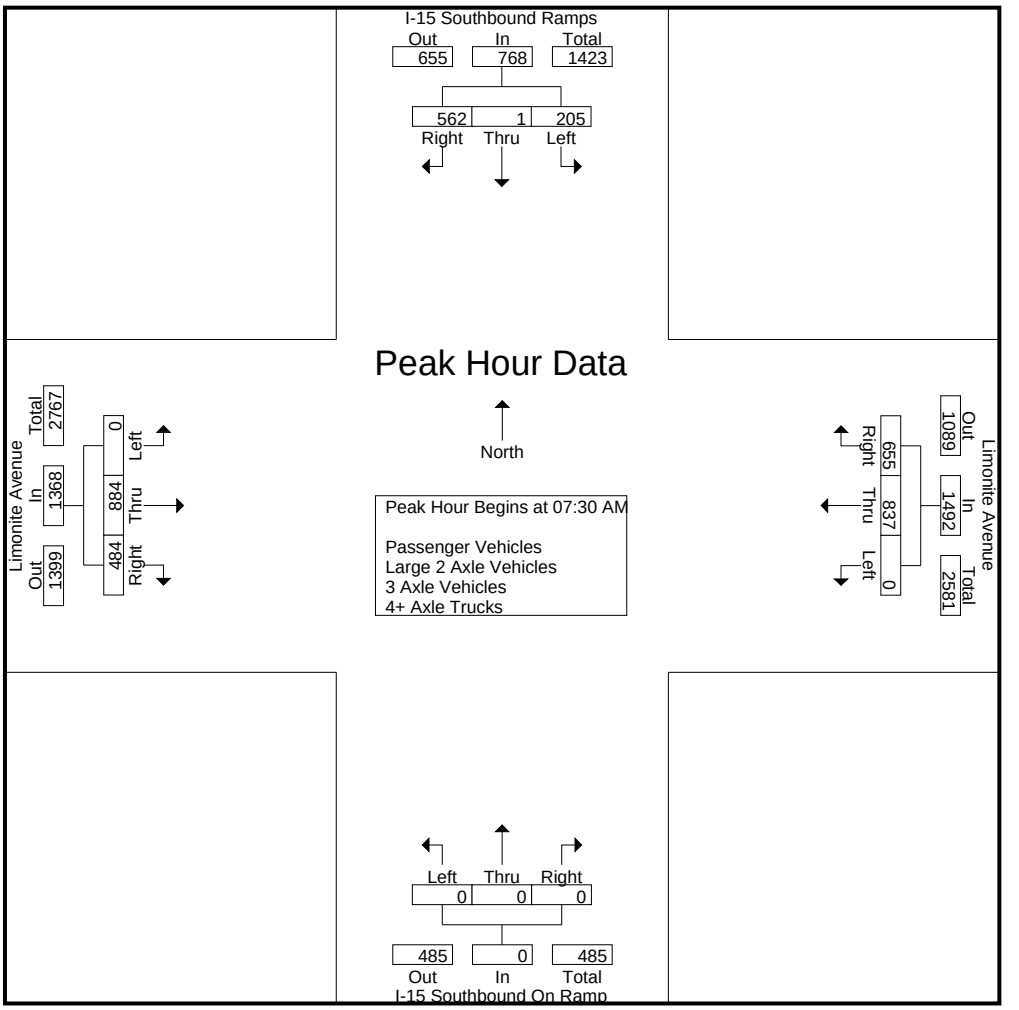
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	49	1	100	150	0	179	167	346	0	0	0	0	0	208	105	313	809
07:15 AM	55	1	115	171	0	177	163	340	0	0	0	0	0	291	116	407	918
07:30 AM	42	1	120	163	0	202	185	387	0	0	0	0	0	223	124	347	897
07:45 AM	50	0	151	201	0	230	175	405	0	0	0	0	0	223	129	352	958
Total	196	3	486	685	0	788	690	1478	0	0	0	0	0	945	474	1419	3582
08:00 AM	56	0	150	206	0	194	132	326	0	0	0	0	0	195	110	305	837
08:15 AM	57	0	141	198	0	211	163	374	0	0	0	0	0	243	121	364	936
08:30 AM	51	0	103	154	0	217	136	353	0	0	0	0	0	246	123	369	876
08:45 AM	40	0	125	165	0	203	124	327	0	0	0	0	0	197	113	310	802
Total	204	0	519	723	0	825	555	1380	0	0	0	0	0	881	467	1348	3451
Grand Total	400	3	1005	1408	0	1613	1245	2858	0	0	0	0	0	1826	941	2767	7033
Apprch %	28.4	0.2	71.4		0	56.4	43.6		0	0	0		0	66	34		
Total %	5.7	0	14.3	20	0	22.9	17.7	40.6	0	0	0	0	0	26	13.4	39.3	
Passenger Vehicles	376	2	949	1327	0	1530	1188	2718	0	0	0	0	0	1777	882	2659	6704
% Passenger Vehicles	94	66.7	94.4	94.2	0	94.9	95.4	95.1	0	0	0	0	0	97.3	93.7	96.1	95.3
Large 2 Axle Vehicles	16	0	26	42	0	29	41	70	0	0	0	0	0	18	13	31	143
% Large 2 Axle Vehicles	4	0	2.6	3	0	1.8	3.3	2.4	0	0	0	0	0	1	1.4	1.1	2
3 Axle Vehicles	2	0	8	10	0	12	4	16	0	0	0	0	0	12	17	29	55
% 3 Axle Vehicles	0.5	0	0.8	0.7	0	0.7	0.3	0.6	0	0	0	0	0	0.7	1.8	1	0.8
4+ Axle Trucks	6	1	22	29	0	42	12	54	0	0	0	0	0	19	29	48	131
% 4+ Axle Trucks	1.5	33.3	2.2	2.1	0	2.6	1	1.9	0	0	0	0	0	1	3.1	1.7	1.9

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	42	**1**	120	163	0	202	**185**	387	0	0	0	0	0	223	124	347	897
07:45 AM	50	0	**151**	201	0	**230**	175	**405**	0	0	0	0	0	223	**129**	352	**958**
08:00 AM	56	0	150	**206**	0	194	132	326	0	0	0	0	0	195	110	305	837
08:15 AM	**57**	0	141	198	0	211	163	374	0	0	0	0	0	**243**	121	**364**	936
Total Volume	205	1	562	768	0	837	655	1492	0	0	0	0	0	884	484	1368	3628
% App. Total	26.7	0.1	73.2		0	56.1	43.9		0	0	0		0	64.6	35.4		
PHF	.899	.250	.930	.932	.000	.910	.885	.921	.000	.000	.000	.000	.000	.909	.938	.940	.947

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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				07:00 AM				07:00 AM			
+0 mins.	42	**1**	120	163	0	202	**185**	387	0	0	0	0	0	208	105	313
+15 mins.	50	0	**151**	201	0	**230**	175	**405**	0	0	0	0	0	**291**	116	**407**
+30 mins.	56	0	150	**206**	0	194	132	326	0	0	0	0	0	223	124	347
+45 mins.	**57**	0	141	198	0	211	163	374	0	0	0	0	0	223	**129**	352
Total Volume	205	1	562	768	0	837	655	1492	0	0	0	0	0	945	474	1419
% App. Total	26.7	0.1	73.2		0	56.1	43.9		0	0	0		0	66.6	33.4	
PHF	.899	.250	.930	.932	.000	.910	.885	.921	.000	.000	.000	.000	.000	.812	.919	.872

Counts Unlimited, Inc.
PO Box 1178
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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

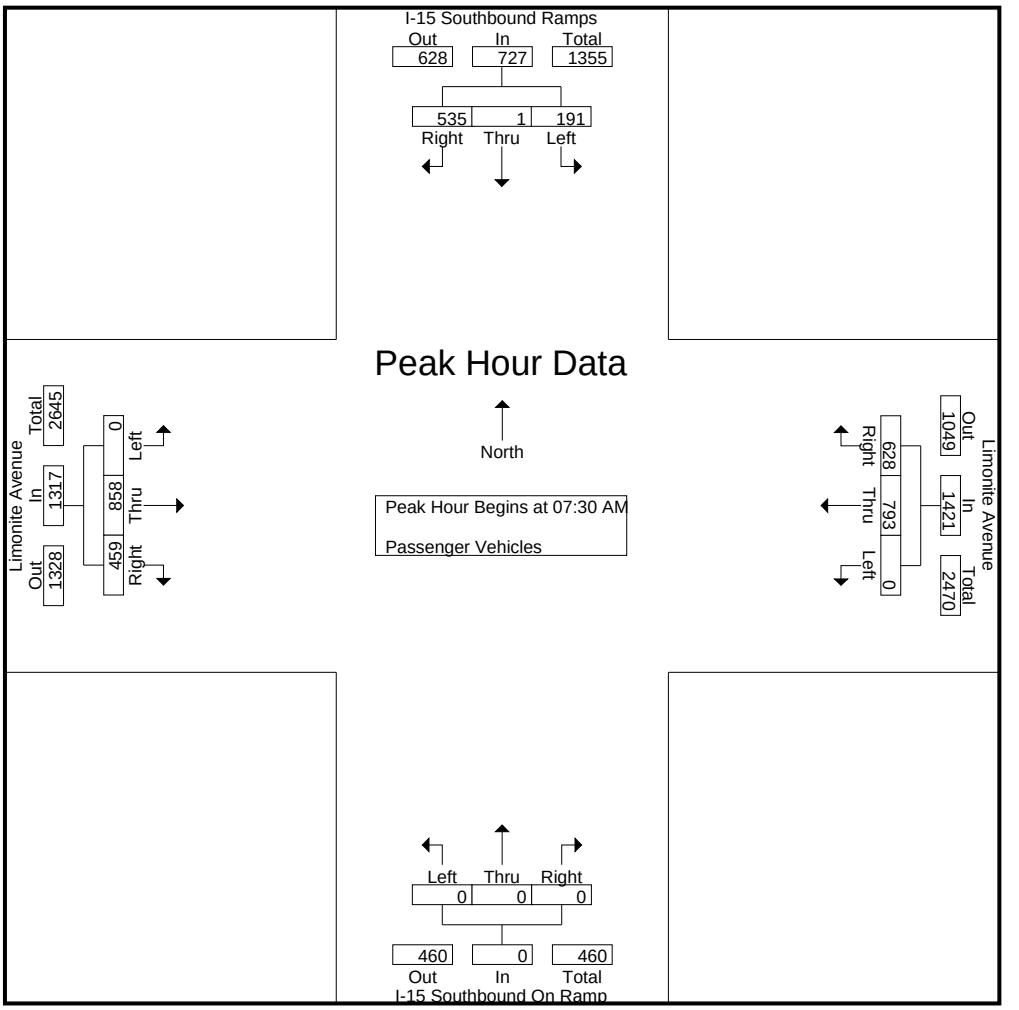
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	47	1	88	136	0	167	156	323	0	0	0	0	0	202	94	296	755
07:15 AM	49	0	106	155	0	168	152	320	0	0	0	0	0	287	110	397	872
07:30 AM	40	1	114	155	0	193	177	370	0	0	0	0	0	218	116	334	859
07:45 AM	45	0	144	189	0	217	169	386	0	0	0	0	0	216	122	338	913
Total	181	2	452	635	0	745	654	1399	0	0	0	0	0	923	442	1365	3399
08:00 AM	51	0	142	193	0	180	128	308	0	0	0	0	0	186	110	296	797
08:15 AM	55	0	135	190	0	203	154	357	0	0	0	0	0	238	111	349	896
08:30 AM	49	0	98	147	0	208	131	339	0	0	0	0	0	241	112	353	839
08:45 AM	40	0	122	162	0	194	121	315	0	0	0	0	0	189	107	296	773
Total	195	0	497	692	0	785	534	1319	0	0	0	0	0	854	440	1294	3305
Grand Total	376	2	949	1327	0	1530	1188	2718	0	0	0	0	0	1777	882	2659	6704
Apprch %	28.3	0.2	71.5		0	56.3	43.7		0	0	0		0	66.8	33.2		
Total %	5.6	0	14.2	19.8	0	22.8	17.7	40.5	0	0	0	0	0	26.5	13.2	39.7	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	40	**1**	114	155	0	193	**177**	370	0	0	0	0	0	218	116	334	859
07:45 AM	45	0	**144**	189	0	**217**	169	**386**	0	0	0	0	0	216	**122**	338	**913**
08:00 AM	51	0	142	**193**	0	180	128	308	0	0	0	0	0	186	110	296	797
08:15 AM	**55**	0	135	190	0	203	154	357	0	0	0	0	0	**238**	111	**349**	896
Total Volume	191	1	535	727	0	793	628	1421	0	0	0	0	0	858	459	1317	3465
% App. Total	26.3	0.1	73.6		0	55.8	44.2		0	0	0		0	65.1	34.9		
PHF	.868	.250	.929	.942	.000	.914	.887	.920	.000	.000	.000	.000	.000	.901	.941	.943	.949

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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.	40	**1**	114	155	0	193	**177**	370	0	0	0	0	0	218	116	334
+15 mins.	45	0	**144**	189	0	**217**	169	**386**	0	0	0	0	0	216	**122**	338
+30 mins.	51	0	142	**193**	0	180	128	308	0	0	0	0	0	186	110	296
+45 mins.	**55**	0	135	190	0	203	154	357	0	0	0	0	0	**238**	111	**349**
Total Volume	191	1	535	727	0	793	628	1421	0	0	0	0	0	858	459	1317
% App. Total	26.3	0.1	73.6		0	55.8	44.2		0	0	0		0	65.1	34.9	
PHF	.868	.250	.929	.942	.000	.914	.887	.920	.000	.000	.000	.000	.000	.901	.941	.943

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

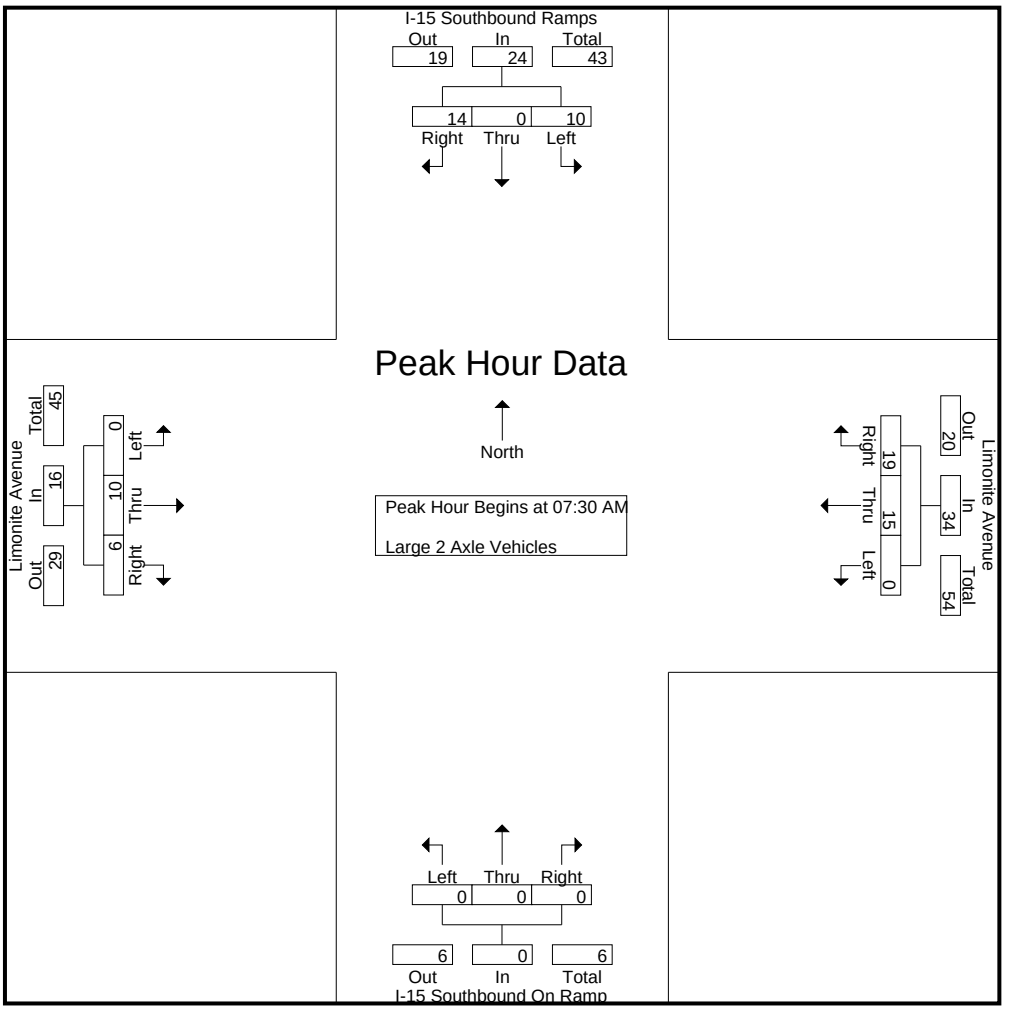
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	4	6	0	6	8	14	0	0	0	0	0	4	2	6	26
07:15 AM	2	0	5	7	0	5	9	14	0	0	0	0	0	2	0	2	23
07:30 AM	1	0	3	4	0	2	6	8	0	0	0	0	0	2	1	3	15
07:45 AM	4	0	4	8	0	6	2	8	0	0	0	0	0	2	2	4	20
Total	9	0	16	25	0	19	25	44	0	0	0	0	0	10	5	15	84
08:00 AM	3	0	4	7	0	5	3	8	0	0	0	0	0	6	0	6	21
08:15 AM	2	0	3	5	0	2	8	10	0	0	0	0	0	0	3	3	18
08:30 AM	2	0	1	3	0	2	3	5	0	0	0	0	0	1	4	5	13
08:45 AM	0	0	2	2	0	1	2	3	0	0	0	0	0	1	1	2	7
Total	7	0	10	17	0	10	16	26	0	0	0	0	0	8	8	16	59
Grand Total	16	0	26	42	0	29	41	70	0	0	0	0	0	18	13	31	143
Apprch %	38.1	0	61.9		0	41.4	58.6		0	0	0		0	58.1	41.9		
Total %	11.2	0	18.2	29.4	0	20.3	28.7	49	0	0	0	0	0	12.6	9.1	21.7	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	1	0	3	4	0	2	6	8	0	0	0	0	0	2	1	3	15
07:45 AM	**4**	0	**4**	**8**	0	**6**	2	8	0	0	0	0	0	2	2	4	20
08:00 AM	3	0	4	7	0	5	3	8	0	0	0	0	0	**6**	0	**6**	**21**
08:15 AM	2	0	3	5	0	2	**8**	**10**	0	0	0	0	0	0	**3**	3	18
Total Volume	10	0	14	24	0	15	19	34	0	0	0	0	0	10	6	16	74
% App. Total	41.7	0	58.3		0	44.1	55.9		0	0	0		0	62.5	37.5		
PHF	.625	.000	.875	.750	.000	.625	.594	.850	.000	.000	.000	.000	.000	.417	.500	.667	.881

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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.	1	0	3	4	0	2	6	8	0	0	0	0	0	2	1	3
+15 mins.	**4**	0	**4**	**8**	0	**6**	2	8	0	0	0	0	0	2	2	4
+30 mins.	3	0	4	7	0	5	3	8	0	0	0	0	0	**6**	0	**6**
+45 mins.	2	0	3	5	0	2	**8**	**10**	0	0	0	0	0	0	**3**	3
Total Volume	10	0	14	24	0	15	19	34	0	0	0	0	0	10	6	16
% App. Total	41.7	0	58.3		0	44.1	55.9		0	0	0		0	62.5	37.5	
PHF	.625	.000	.875	.750	.000	.625	.594	.850	.000	.000	.000	.000	.000	.417	.500	.667

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

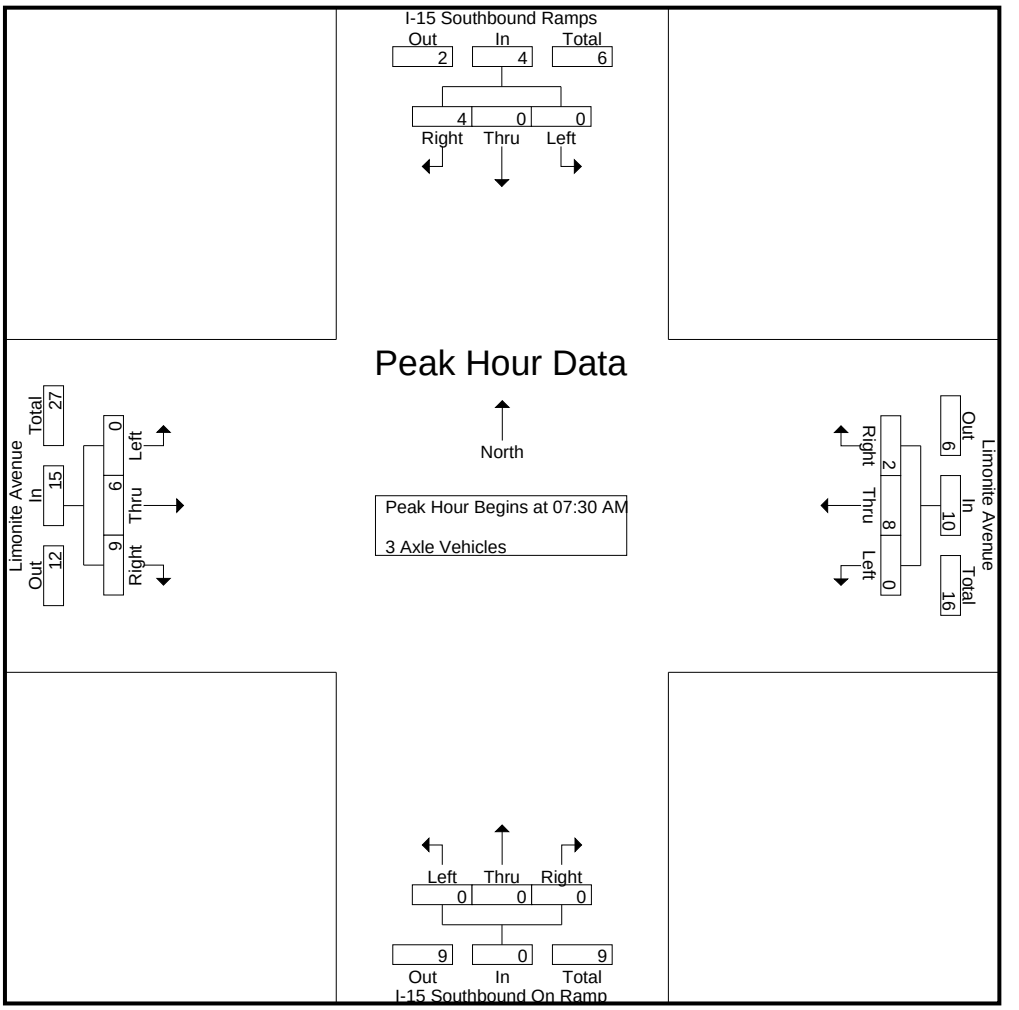
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:15 AM	2	0	1	3	0	1	2	3	0	0	0	0	0	1	6	7	13
07:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	5	6	10
07:45 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	1	1	2	6
Total	2	0	6	8	0	5	3	8	0	0	0	0	0	4	12	16	32
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
08:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	3	4	8
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	2	4	6
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	2	2	0	7	1	8	0	0	0	0	0	8	5	13	23
Grand Total	2	0	8	10	0	12	4	16	0	0	0	0	0	12	17	29	55
Apprch %	20	0	80		0	75	25		0	0	0		0	41.4	58.6		
Total %	3.6	0	14.5	18.2	0	21.8	7.3	29.1	0	0	0	0	0	21.8	30.9	52.7	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	1	1	0	2	**1**	3	0	0	0	0	0	1	**5**	**6**	**10**
07:45 AM	0	0	**2**	**2**	0	2	0	2	0	0	0	0	0	1	1	2	6
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	**3**	0	3	5
08:15 AM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	3	4	8
Total Volume	0	0	4	4	0	8	2	10	0	0	0	0	0	6	9	15	29
% App. Total	0	0	100		0	80	20		0	0	0		0	40	60		
PHF	.000	.000	.500	.500	.000	.667	.500	.625	.000	.000	.000	.000	.000	.500	.450	.625	.725

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Corona, CA 92878
(951)268-6268

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	1	1	0	2	**1**	3	0	0	0	0	0	1	**5**	**6**
+15 mins.	0	0	**2**	**2**	0	2	0	2	0	0	0	0	0	1	1	2
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	**3**	0	3
+45 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	3	4
Total Volume	0	0	4	4	0	8	2	10	0	0	0	0	0	6	9	15
% App. Total	0	0	100		0	80	20		0	0	0		0	40	60	
PHF	.000	.000	.500	.500	.000	.667	.500	.625	.000	.000	.000	.000	.000	.500	.450	.625

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

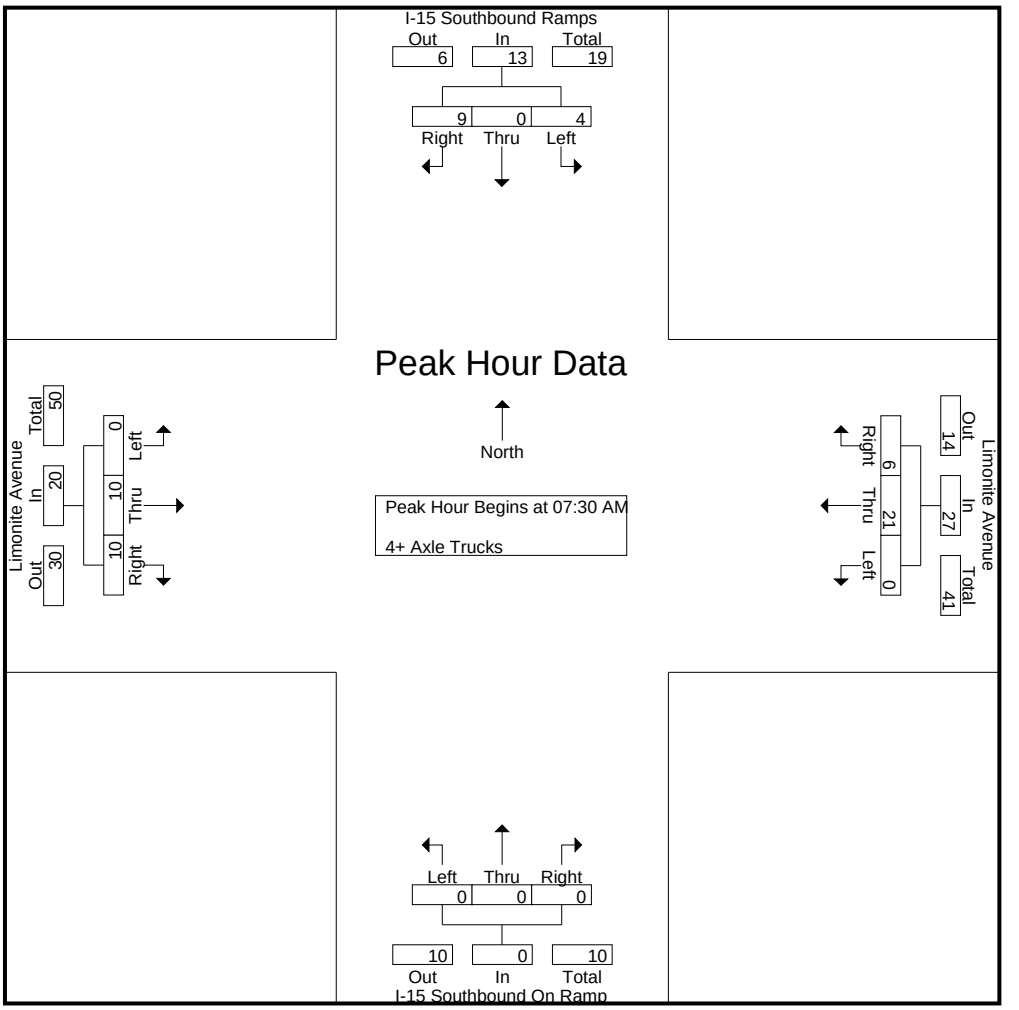
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	6	0	6	3	9	0	0	0	0	0	1	9	10	25
07:15 AM	2	1	3	6	0	3	0	3	0	0	0	0	0	1	0	1	10
07:30 AM	1	0	2	3	0	5	1	6	0	0	0	0	0	2	2	4	13
07:45 AM	1	0	1	2	0	5	4	9	0	0	0	0	0	4	4	8	19
Total	4	1	12	17	0	19	8	27	0	0	0	0	0	8	15	23	67
08:00 AM	2	0	3	5	0	8	1	9	0	0	0	0	0	0	0	0	14
08:15 AM	0	0	3	3	0	3	0	3	0	0	0	0	0	4	4	8	14
08:30 AM	0	0	3	3	0	6	2	8	0	0	0	0	0	2	5	7	18
08:45 AM	0	0	1	1	0	6	1	7	0	0	0	0	0	5	5	10	18
Total	2	0	10	12	0	23	4	27	0	0	0	0	0	11	14	25	64
Grand Total	6	1	22	29	0	42	12	54	0	0	0	0	0	19	29	48	131
Apprch %	20.7	3.4	75.9		0	77.8	22.2		0	0	0		0	39.6	60.4		
Total %	4.6	0.8	16.8	22.1	0	32.1	9.2	41.2	0	0	0	0	0	14.5	22.1	36.6	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	1	0	2	3	0	5	1	6	0	0	0	0	0	2	2	4	13
07:45 AM	1	0	1	2	0	5	**4**	**9**	0	0	0	0	0	**4**	**4**	**8**	**19**
08:00 AM	**2**	0	**3**	**5**	0	**8**	1	9	0	0	0	0	0	0	0	0	14
08:15 AM	0	0	3	3	0	3	0	3	0	0	0	0	0	4	4	8	14
Total Volume	4	0	9	13	0	21	6	27	0	0	0	0	0	10	10	20	60
% App. Total	30.8	0	69.2		0	77.8	22.2		0	0	0		0	50	50		
PHF	.500	.000	.750	.650	.000	.656	.375	.750	.000	.000	.000	.000	.000	.625	.625	.625	.789

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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.	1	0	2	3	0	5	1	6	0	0	0	0	0	2	2	4
+15 mins.	1	0	1	2	0	5	**4**	**9**	0	0	0	0	0	**4**	**4**	**8**
+30 mins.	**2**	0	**3**	**5**	0	**8**	1	9	0	0	0	0	0	0	0	0
+45 mins.	0	0	3	3	0	3	0	3	0	0	0	0	0	4	4	8
Total Volume	4	0	9	13	0	21	6	27	0	0	0	0	0	10	10	20
% App. Total	30.8	0	69.2		0	77.8	22.2		0	0	0		0	50	50	
PHF	.500	.000	.750	.650	.000	.656	.375	.750	.000	.000	.000	.000	.000	.625	.625	.625

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

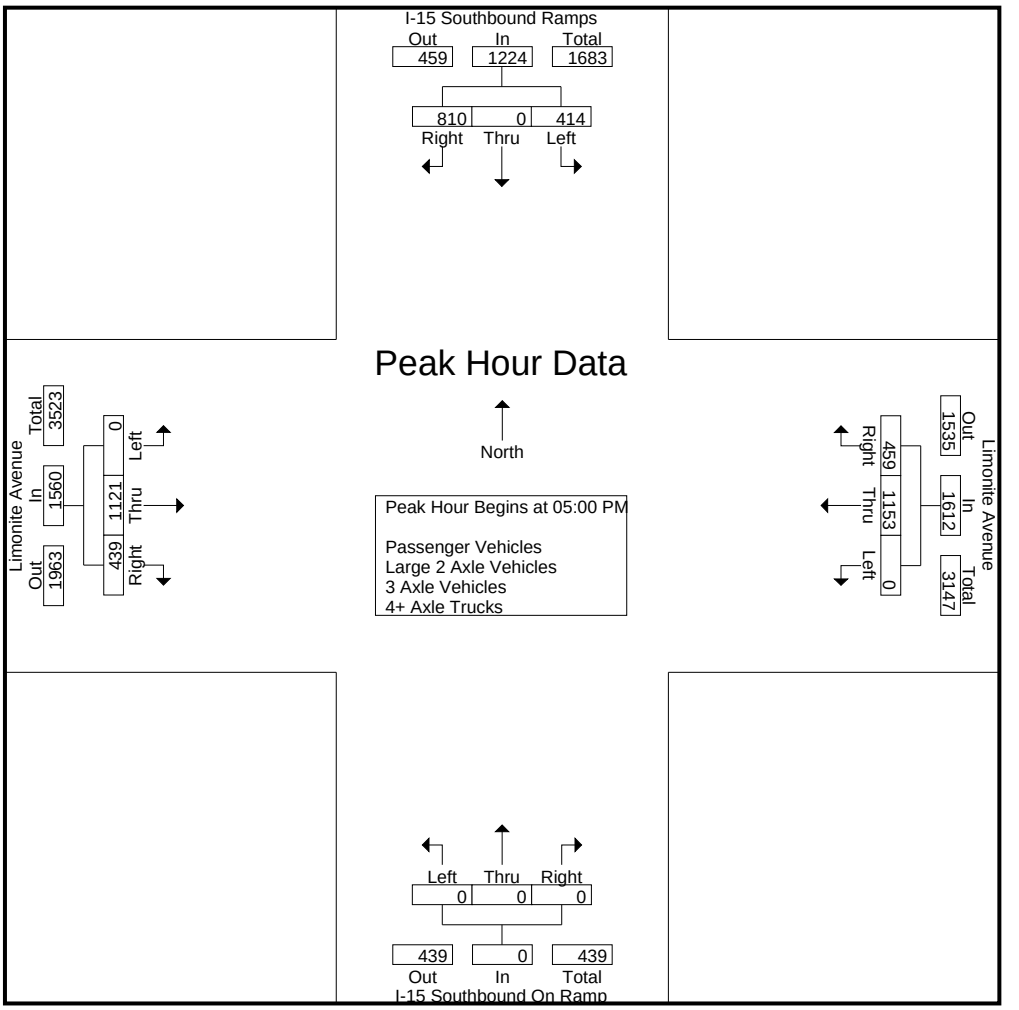
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	102	0	145	247	0	264	122	386	0	0	0	0	0	272	123	395	1028
04:15 PM	81	0	166	247	0	292	104	396	0	0	0	0	0	250	116	366	1009
04:30 PM	84	0	194	278	0	241	114	355	0	0	0	0	0	292	136	428	1061
04:45 PM	93	0	179	272	0	287	124	411	0	0	0	0	0	306	121	427	1110
Total	360	0	684	1044	0	1084	464	1548	0	0	0	0	0	1120	496	1616	4208
05:00 PM	97	0	191	288	0	262	105	367	0	0	0	0	0	266	97	363	1018
05:15 PM	104	0	193	297	0	304	114	418	0	0	0	0	0	293	99	392	1107
05:30 PM	109	0	207	316	0	296	113	409	0	0	0	0	0	287	136	423	1148
05:45 PM	104	0	219	323	0	291	127	418	0	0	0	0	0	275	107	382	1123
Total	414	0	810	1224	0	1153	459	1612	0	0	0	0	0	1121	439	1560	4396
Grand Total	774	0	1494	2268	0	2237	923	3160	0	0	0	0	0	2241	935	3176	8604
Apprch %	34.1	0	65.9		0	70.8	29.2		0	0	0		0	70.6	29.4		
Total %	9	0	17.4	26.4	0	26	10.7	36.7	0	0	0	0	0	26	10.9	36.9	
Passenger Vehicles	748	0	1467	2215	0	2219	907	3126	0	0	0	0	0	2206	926	3132	8473
% Passenger Vehicles	96.6	0	98.2	97.7	0	99.2	98.3	98.9	0	0	0	0	0	98.4	99	98.6	98.5
Large 2 Axle Vehicles	16	0	14	30	0	10	7	17	0	0	0	0	0	16	4	20	67
% Large 2 Axle Vehicles	2.1	0	0.9	1.3	0	0.4	0.8	0.5	0	0	0	0	0	0.7	0.4	0.6	0.8
3 Axle Vehicles	7	0	5	12	0	3	5	8	0	0	0	0	0	6	0	6	26
% 3 Axle Vehicles	0.9	0	0.3	0.5	0	0.1	0.5	0.3	0	0	0	0	0	0.3	0	0.2	0.3
4+ Axle Trucks	3	0	8	11	0	5	4	9	0	0	0	0	0	13	5	18	38
% 4+ Axle Trucks	0.4	0	0.5	0.5	0	0.2	0.4	0.3	0	0	0	0	0	0.6	0.5	0.6	0.4

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	97	0	191	288	0	262	105	367	0	0	0	0	0	266	97	363	1018
05:15 PM	104	0	193	297	0	**304**	114	**418**	0	0	0	0	0	**293**	99	392	1107
05:30 PM	**109**	0	207	316	0	296	113	409	0	0	0	0	0	287	**136**	**423**	**1148**
05:45 PM	104	0	**219**	**323**	0	291	**127**	418	0	0	0	0	0	275	107	382	1123
Total Volume	414	0	810	1224	0	1153	459	1612	0	0	0	0	0	1121	439	1560	4396
% App. Total	33.8	0	66.2		0	71.5	28.5		0	0	0		0	71.9	28.1		
PHF	.950	.000	.925	.947	.000	.948	.904	.964	.000	.000	.000	.000	.000	.956	.807	.922	.957

Counts Unlimited, Inc.
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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	97	0	191	288	0	262	105	367	0	0	0	0	0	272	123	395
+15 mins.	104	0	193	297	0	**304**	114	**418**	0	0	0	0	0	250	116	366
+30 mins.	**109**	0	207	316	0	296	113	409	0	0	0	0	0	292	**136**	**428**
+45 mins.	104	0	**219**	**323**	0	291	**127**	418	0	0	0	0	0	**306**	121	427
Total Volume	414	0	810	1224	0	1153	459	1612	0	0	0	0	0	1120	496	1616
% App. Total	33.8	0	66.2		0	71.5	28.5		0	0	0		0	69.3	30.7	
PHF	.950	.000	.925	.947	.000	.948	.904	.964	.000	.000	.000	.000	.000	.915	.912	.944

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

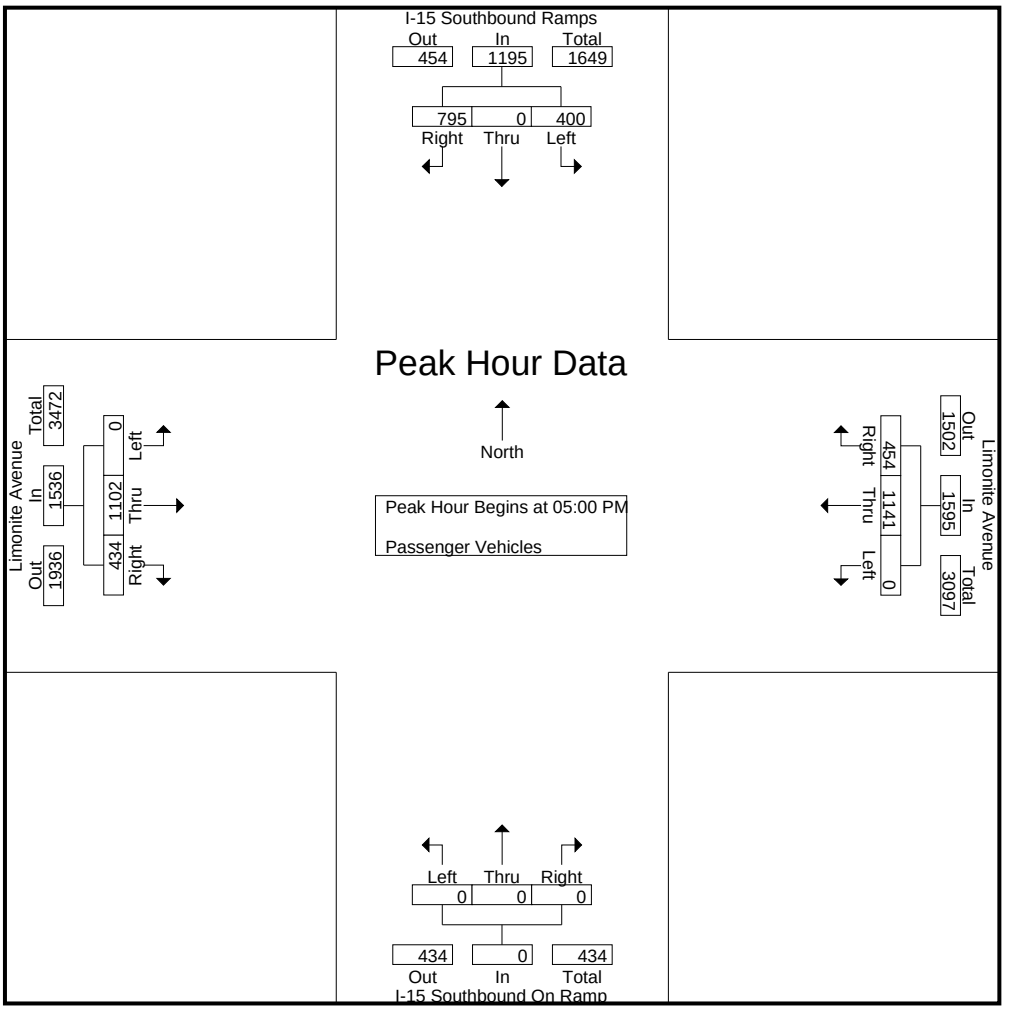
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	96	0	142	238	0	262	119	381	0	0	0	0	0	267	123	390	1009
04:15 PM	78	0	161	239	0	291	102	393	0	0	0	0	0	247	113	360	992
04:30 PM	82	0	191	273	0	239	109	348	0	0	0	0	0	287	136	423	1044
04:45 PM	92	0	178	270	0	286	123	409	0	0	0	0	0	303	120	423	1102
Total	348	0	672	1020	0	1078	453	1531	0	0	0	0	0	1104	492	1596	4147
05:00 PM	95	0	187	282	0	260	105	365	0	0	0	0	0	262	97	359	1006
05:15 PM	101	0	189	290	0	299	112	411	0	0	0	0	0	289	99	388	1089
05:30 PM	106	0	203	309	0	293	112	405	0	0	0	0	0	282	134	416	1130
05:45 PM	98	0	216	314	0	289	125	414	0	0	0	0	0	269	104	373	1101
Total	400	0	795	1195	0	1141	454	1595	0	0	0	0	0	1102	434	1536	4326
Grand Total	748	0	1467	2215	0	2219	907	3126	0	0	0	0	0	2206	926	3132	8473
Apprch %	33.8	0	66.2		0	71	29		0	0	0		0	70.4	29.6		
Total %	8.8	0	17.3	26.1	0	26.2	10.7	36.9	0	0	0	0	0	26	10.9	37	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	95	0	187	282	0	260	105	365	0	0	0	0	0	262	97	359	1006
05:15 PM	101	0	189	290	0	**299**	112	411	0	0	0	0	0	**289**	99	388	1089
05:30 PM	**106**	0	203	309	0	293	112	405	0	0	0	0	0	282	**134**	**416**	**1130**
05:45 PM	98	0	**216**	**314**	0	289	**125**	**414**	0	0	0	0	0	269	104	373	1101
Total Volume	400	0	795	1195	0	1141	454	1595	0	0	0	0	0	1102	434	1536	4326
% App. Total	33.5	0	66.5		0	71.5	28.5		0	0	0		0	71.7	28.3		
PHF	.943	.000	.920	.951	.000	.954	.908	.963	.000	.000	.000	.000	.000	.953	.810	.923	.957

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	95	0	187	282	0	260	105	365	0	0	0	0	0	262	97	359
+15 mins.	101	0	189	290	0	**299**	112	411	0	0	0	0	0	**289**	99	388
+30 mins.	**106**	0	203	309	0	293	112	405	0	0	0	0	0	282	**134**	**416**
+45 mins.	98	0	**216**	**314**	0	289	**125**	**414**	0	0	0	0	0	269	104	373
Total Volume	400	0	795	1195	0	1141	454	1595	0	0	0	0	0	1102	434	1536
% App. Total	33.5	0	66.5		0	71.5	28.5		0	0	0		0	71.7	28.3	
PHF	.943	.000	.920	.951	.000	.954	.908	.963	.000	.000	.000	.000	.000	.953	.810	.923

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

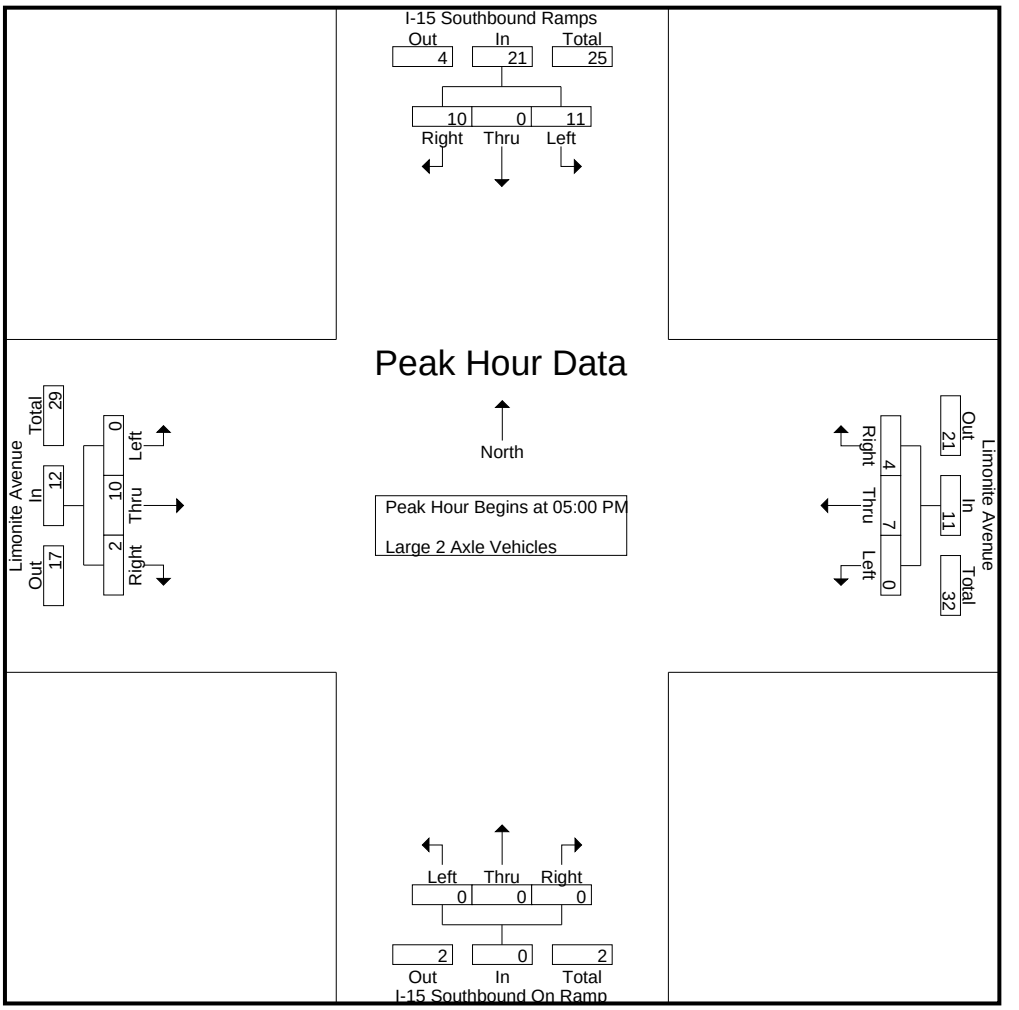
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	1	4	0	1	1	2	0	0	0	0	0	1	0	1	7
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	2	2	4
04:30 PM	1	0	1	2	0	1	2	3	0	0	0	0	0	4	0	4	9
04:45 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	5	0	4	9	0	3	3	6	0	0	0	0	0	6	2	8	23
05:00 PM	2	0	4	6	0	2	0	2	0	0	0	0	0	2	0	2	10
05:15 PM	3	0	3	6	0	1	1	2	0	0	0	0	0	3	0	3	11
05:30 PM	3	0	0	3	0	2	1	3	0	0	0	0	0	2	2	4	10
05:45 PM	3	0	3	6	0	2	2	4	0	0	0	0	0	3	0	3	13
Total	11	0	10	21	0	7	4	11	0	0	0	0	0	10	2	12	44
Grand Total	16	0	14	30	0	10	7	17	0	0	0	0	0	16	4	20	67
Apprch %	53.3	0	46.7		0	58.8	41.2		0	0	0		0	80	20		
Total %	23.9	0	20.9	44.8	0	14.9	10.4	25.4	0	0	0	0	0	23.9	6	29.9	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	**4**	**6**	0	**2**	0	2	0	0	0	0	0	2	0	2	10
05:15 PM	**3**	0	3	6	0	1	1	2	0	0	0	0	0	**3**	0	3	11
05:30 PM	3	0	0	3	0	2	1	3	0	0	0	0	0	2	**2**	**4**	10
05:45 PM	3	0	3	6	0	2	**2**	**4**	0	0	0	0	0	3	0	3	**13**
Total Volume	11	0	10	21	0	7	4	11	0	0	0	0	0	10	2	12	44
% App. Total	52.4	0	47.6		0	63.6	36.4		0	0	0		0	83.3	16.7		
PHF	.917	.000	.625	.875	.000	.875	.500	.688	.000	.000	.000	.000	.000	.833	.250	.750	.846

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	0	**4**	**6**	0	**2**	0	2	0	0	0	0	0	2	0	2
+15 mins.	**3**	0	3	6	0	1	1	2	0	0	0	0	0	**3**	0	3
+30 mins.	3	0	0	3	0	2	1	3	0	0	0	0	0	2	**2**	**4**
+45 mins.	3	0	3	6	0	2	**2**	**4**	0	0	0	0	0	3	0	3
Total Volume	11	0	10	21	0	7	4	11	0	0	0	0	0	10	2	12
% App. Total	52.4	0	47.6		0	63.6	36.4		0	0	0		0	83.3	16.7	
PHF	.917	.000	.625	.875	.000	.875	.500	.688	.000	.000	.000	.000	.000	.833	.250	.750

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

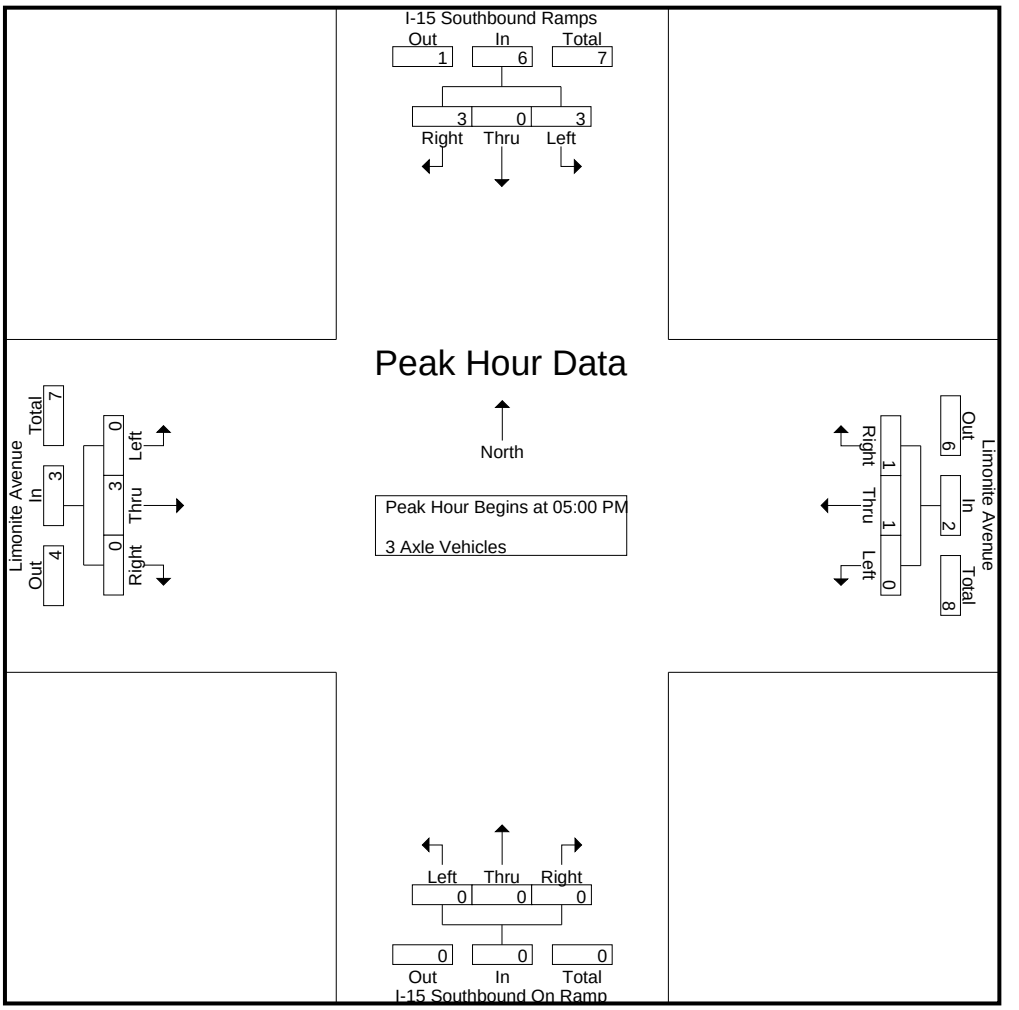
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
04:15 PM	3	0	1	4	0	0	2	2	0	0	0	0	0	2	0	2	8
04:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	2	6	0	2	4	6	0	0	0	0	0	3	0	3	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	2	0	2	6
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	3	0	3	6	0	1	1	2	0	0	0	0	0	3	0	3	11
Grand Total	7	0	5	12	0	3	5	8	0	0	0	0	0	6	0	6	26
Apprch %	58.3	0	41.7		0	37.5	62.5		0	0	0		0	100	0		
Total %	26.9	0	19.2	46.2	0	11.5	19.2	30.8	0	0	0	0	0	23.1	0	23.1	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	**3**	**3**	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	**6**
05:45 PM	**3**	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	3	0	3	6	0	1	1	2	0	0	0	0	0	3	0	3	11
% App. Total	50	0	50		0	50	50		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.250	.250	.500	.000	.000	.000	.000	.000	.375	.000	.375	.458

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	**3**	**3**	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**
+45 mins.	**3**	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	3	0	3	6	0	1	1	2	0	0	0	0	0	3	0	3
% App. Total	50	0	50		0	50	50		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.250	.250	.500	.000	.000	.000	.000	.000	.375	.000	.375

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City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

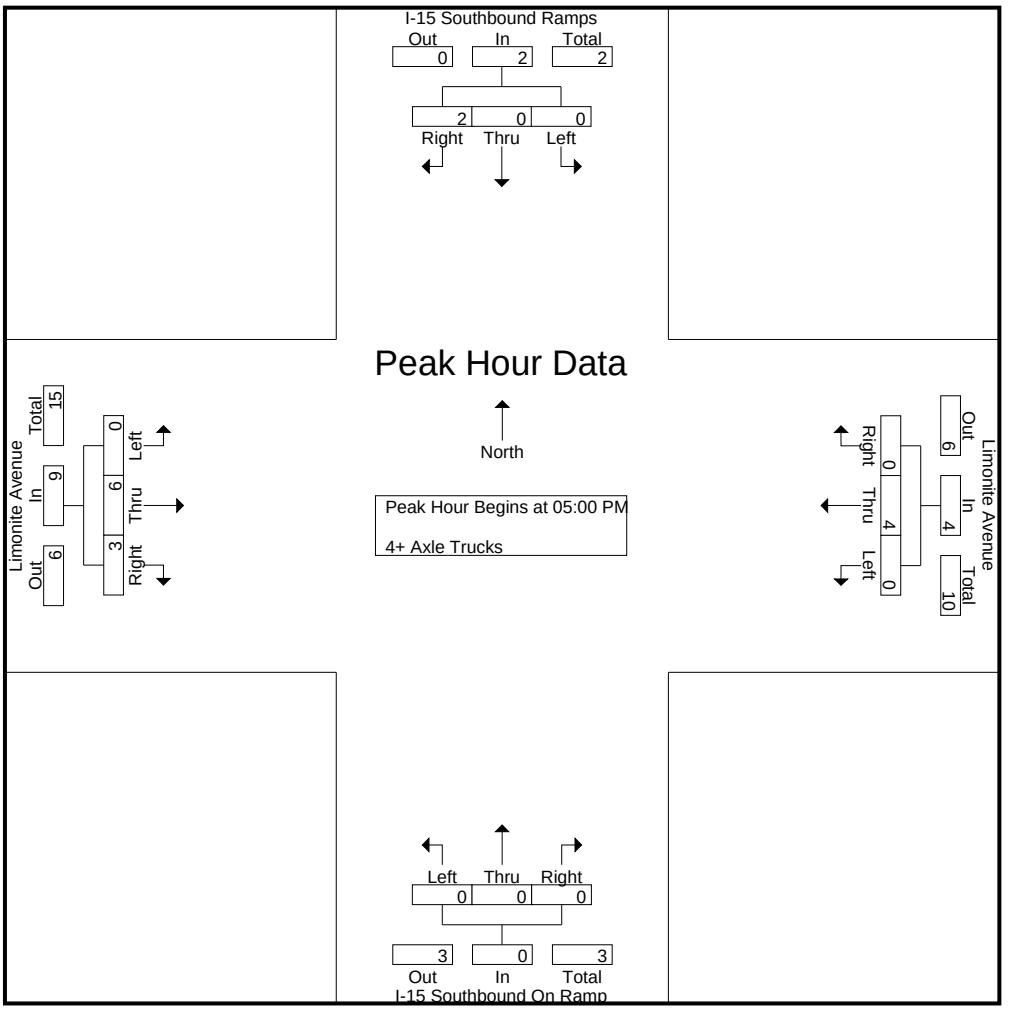
	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	4	0	0	1	1	0	0	0	0	0	3	0	3	8
04:15 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	1	1	2	5
04:30 PM	1	0	1	2	0	0	2	2	0	0	0	0	0	1	0	1	5
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	1	3	5
Total	3	0	6	9	0	1	4	5	0	0	0	0	0	7	2	9	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	1	0	1	6
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	5
Total	0	0	2	2	0	4	0	4	0	0	0	0	0	6	3	9	15
Grand Total	3	0	8	11	0	5	4	9	0	0	0	0	0	13	5	18	38
Apprch %	27.3	0	72.7		0	55.6	44.4		0	0	0		0	72.2	27.8		
Total %	7.9	0	21.1	28.9	0	13.2	10.5	23.7	0	0	0	0	0	34.2	13.2	47.4	

	I-15 Southbound Ramps Southbound				Limonite Avenue Westbound				I-15 Southbound On Ramp Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
05:15 PM	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0	0	1	0	1	**6**
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**3**	**5**	5
Total Volume	0	0	2	2	0	4	0	4	0	0	0	0	0	6	3	9	15
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.250	.450	.625

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

City of Eastvale
N/S: I-15 Southbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 01_ESV_15S_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2
+15 mins.	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**3**	**5**
Total Volume	0	0	2	2	0	4	0	4	0	0	0	0	0	6	3	9
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.250	.450

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

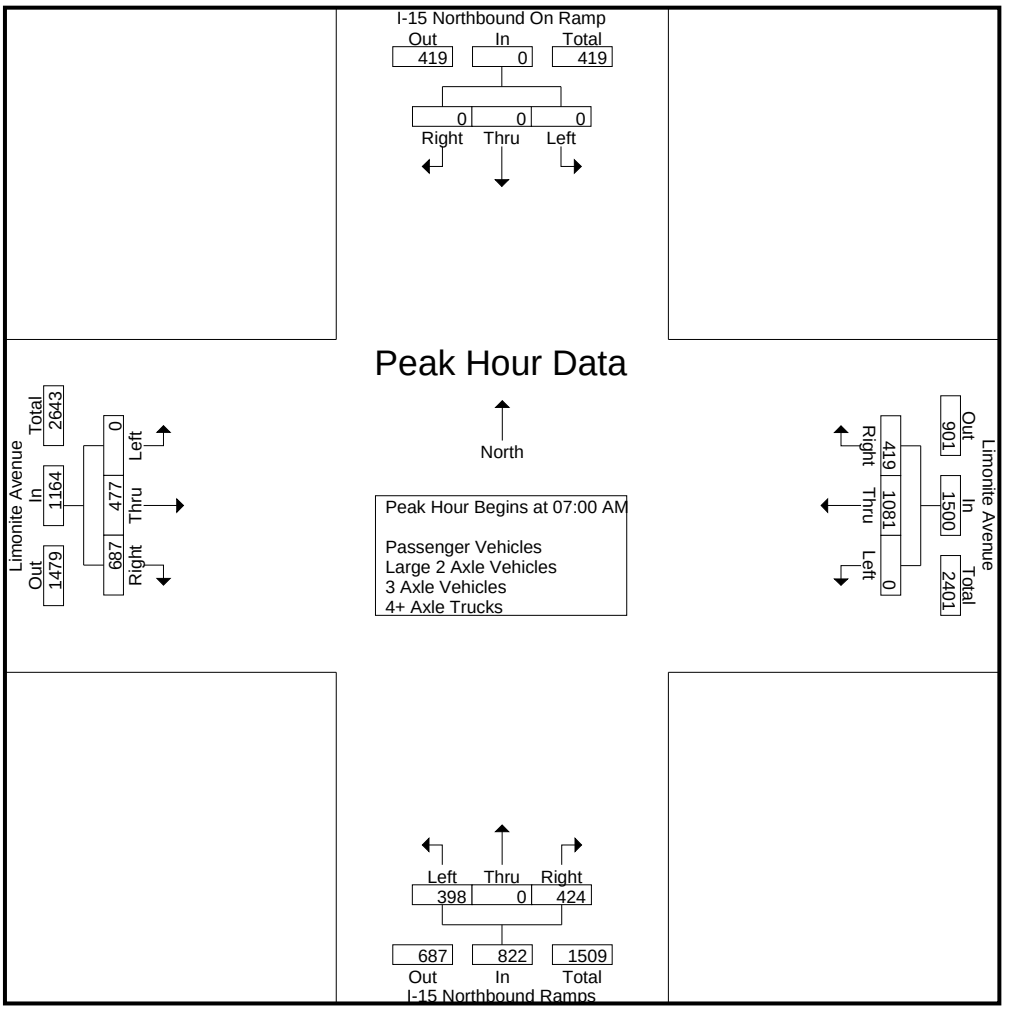
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	254	104	358	95	0	84	179	0	108	161	269	806
07:15 AM	0	0	0	0	0	257	106	363	87	0	107	194	0	120	233	353	910
07:30 AM	0	0	0	0	0	268	121	389	109	0	123	232	0	121	147	268	889
07:45 AM	0	0	0	0	0	302	88	390	107	0	110	217	0	128	146	274	881
Total	0	0	0	0	0	1081	419	1500	398	0	424	822	0	477	687	1164	3486
08:00 AM	0	0	0	0	0	230	62	292	102	1	98	201	0	122	132	254	747
08:15 AM	0	0	0	0	0	287	75	362	100	3	113	216	0	161	137	298	876
08:30 AM	0	0	0	0	0	262	67	329	98	2	103	203	0	144	150	294	826
08:45 AM	0	0	0	0	0	236	69	305	93	1	122	216	0	128	110	238	759
Total	0	0	0	0	0	1015	273	1288	393	7	436	836	0	555	529	1084	3208
Grand Total	0	0	0	0	0	2096	692	2788	791	7	860	1658	0	1032	1216	2248	6694
Apprch %	0	0	0		0	75.2	24.8		47.7	0.4	51.9		0	45.9	54.1		
Total %	0	0	0	0	0	31.3	10.3	41.6	11.8	0.1	12.8	24.8	0	15.4	18.2	33.6	
Passenger Vehicles	0	0	0	0	0	2028	679	2707	721	6	823	1550	0	997	1176	2173	6430
% Passenger Vehicles	0	0	0	0	0	96.8	98.1	97.1	91.2	85.7	95.7	93.5	0	96.6	96.7	96.7	96.1
Large 2 Axle Vehicles	0	0	0	0	0	42	3	45	19	0	27	46	0	22	18	40	131
% Large 2 Axle Vehicles	0	0	0	0	0	2	0.4	1.6	2.4	0	3.1	2.8	0	2.1	1.5	1.8	2
3 Axle Vehicles	0	0	0	0	0	6	2	8	8	0	3	11	0	6	7	13	32
% 3 Axle Vehicles	0	0	0	0	0	0.3	0.3	0.3	1	0	0.3	0.7	0	0.6	0.6	0.6	0.5
4+ Axle Trucks	0	0	0	0	0	20	8	28	43	1	7	51	0	7	15	22	101
% 4+ Axle Trucks	0	0	0	0	0	1	1.2	1	5.4	14.3	0.8	3.1	0	0.7	1.2	1	1.5

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	254	104	358	95	0	84	179	0	108	161	269	806
07:15 AM	0	0	0	0	0	257	106	363	87	0	107	194	0	120	**233**	**353**	**910**
07:30 AM	0	0	0	0	0	268	**121**	389	**109**	0	**123**	**232**	0	121	147	268	889
07:45 AM	0	0	0	0	0	**302**	88	**390**	107	0	110	217	0	**128**	146	274	881
Total Volume	0	0	0	0	0	1081	419	1500	398	0	424	822	0	477	687	1164	3486
% App. Total	0	0	0		0	72.1	27.9		48.4	0	51.6		0	41	59		
PHF	.000	.000	.000	.000	.000	.895	.866	.962	.913	.000	.862	.886	.000	.932	.737	.824	.958

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	254	104	358	**109**	0	**123**	**232**	0	108	161	269
+15 mins.	0	0	0	0	0	257	106	363	107	0	110	217	0	120	**233**	**353**
+30 mins.	0	0	0	0	0	268	**121**	389	102	1	98	201	0	121	147	268
+45 mins.	0	0	0	0	0	**302**	88	**390**	100	**3**	113	216	0	**128**	146	274
Total Volume	0	0	0	0	0	1081	419	1500	418	4	444	866	0	477	687	1164
% App. Total	0	0	0		0	72.1	27.9		48.3	0.5	51.3		0	41	59	
PHF	.000	.000	.000	.000	.000	.895	.866	.962	.959	.333	.902	.933	.000	.932	.737	.824

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Corona, CA 92878
(951)268-6268

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

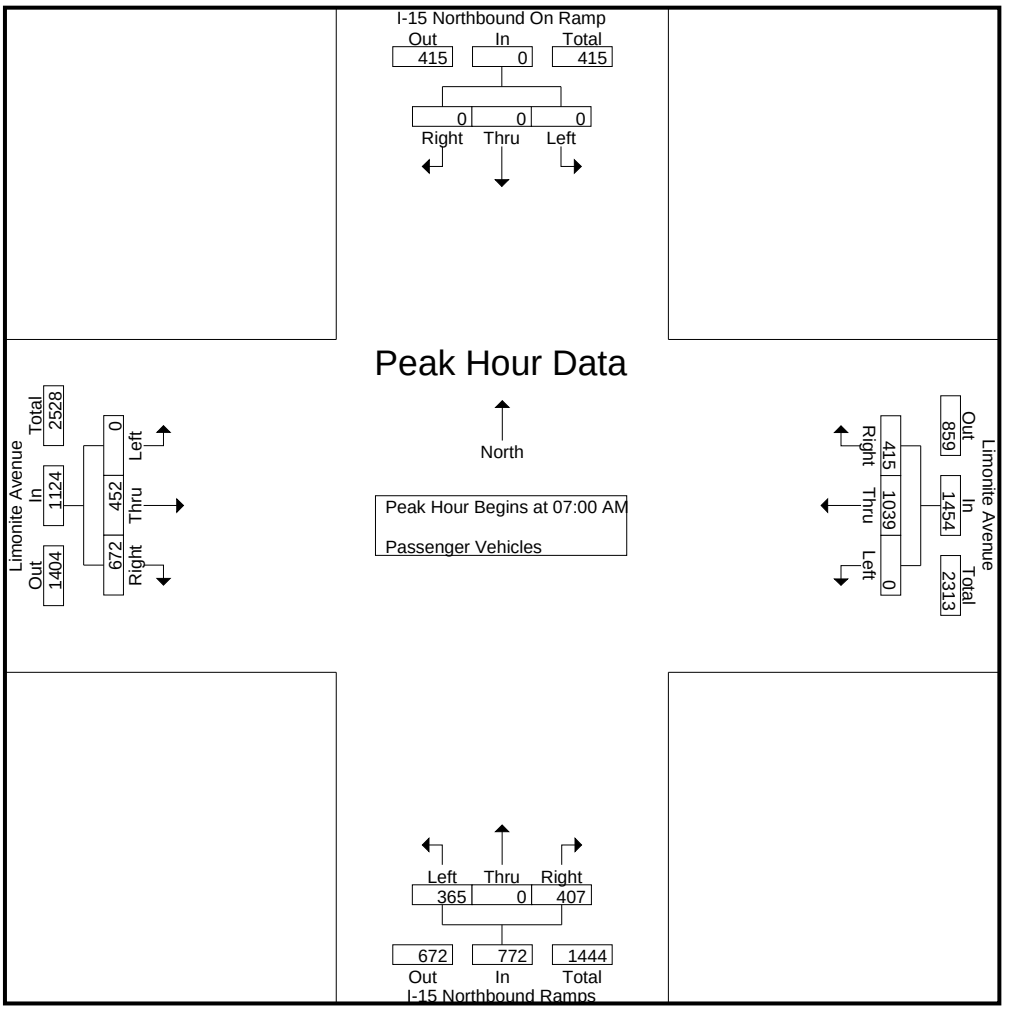
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	242	103	345	88	0	76	164	0	101	157	258	767
07:15 AM	0	0	0	0	0	247	104	351	82	0	106	188	0	114	230	344	883
07:30 AM	0	0	0	0	0	256	120	376	101	0	120	221	0	115	143	258	855
07:45 AM	0	0	0	0	0	294	88	382	94	0	105	199	0	122	142	264	845
Total	0	0	0	0	0	1039	415	1454	365	0	407	772	0	452	672	1124	3350
08:00 AM	0	0	0	0	0	220	60	280	88	1	94	183	0	119	126	245	708
08:15 AM	0	0	0	0	0	279	72	351	91	3	110	204	0	159	132	291	846
08:30 AM	0	0	0	0	0	257	65	322	92	1	92	185	0	141	144	285	792
08:45 AM	0	0	0	0	0	233	67	300	85	1	120	206	0	126	102	228	734
Total	0	0	0	0	0	989	264	1253	356	6	416	778	0	545	504	1049	3080
Grand Total	0	0	0	0	0	2028	679	2707	721	6	823	1550	0	997	1176	2173	6430
Apprch %	0	0	0		0	74.9	25.1		46.5	0.4	53.1		0	45.9	54.1		
Total %	0	0	0	0	0	31.5	10.6	42.1	11.2	0.1	12.8	24.1	0	15.5	18.3	33.8	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	242	103	345	88	0	76	164	0	101	157	258	767
07:15 AM	0	0	0	0	0	247	104	351	82	0	106	188	0	114	**230**	**344**	**883**
07:30 AM	0	0	0	0	0	256	**120**	376	**101**	0	**120**	**221**	0	115	143	258	855
07:45 AM	0	0	0	0	0	**294**	88	**382**	94	0	105	199	0	**122**	142	264	845
Total Volume	0	0	0	0	0	1039	415	1454	365	0	407	772	0	452	672	1124	3350
% App. Total	0	0	0		0	71.5	28.5		47.3	0	52.7		0	40.2	59.8		
PHF	.000	.000	.000	.000	.000	.884	.865	.952	.903	.000	.848	.873	.000	.926	.730	.817	.948

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	242	103	345	88	0	76	164	0	101	157	258
+15 mins.	0	0	0	0	0	247	104	351	82	0	106	188	0	114	**230**	**344**
+30 mins.	0	0	0	0	0	256	**120**	376	**101**	0	**120**	**221**	0	115	143	258
+45 mins.	0	0	0	0	0	**294**	88	**382**	94	0	105	199	0	**122**	142	264
Total Volume	0	0	0	0	0	1039	415	1454	365	0	407	772	0	452	672	1124
% App. Total	0	0	0		0	71.5	28.5		47.3	0	52.7		0	40.2	59.8	
PHF	.000	.000	.000	.000	.000	.884	.865	.952	.903	.000	.848	.873	.000	.926	.730	.817

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

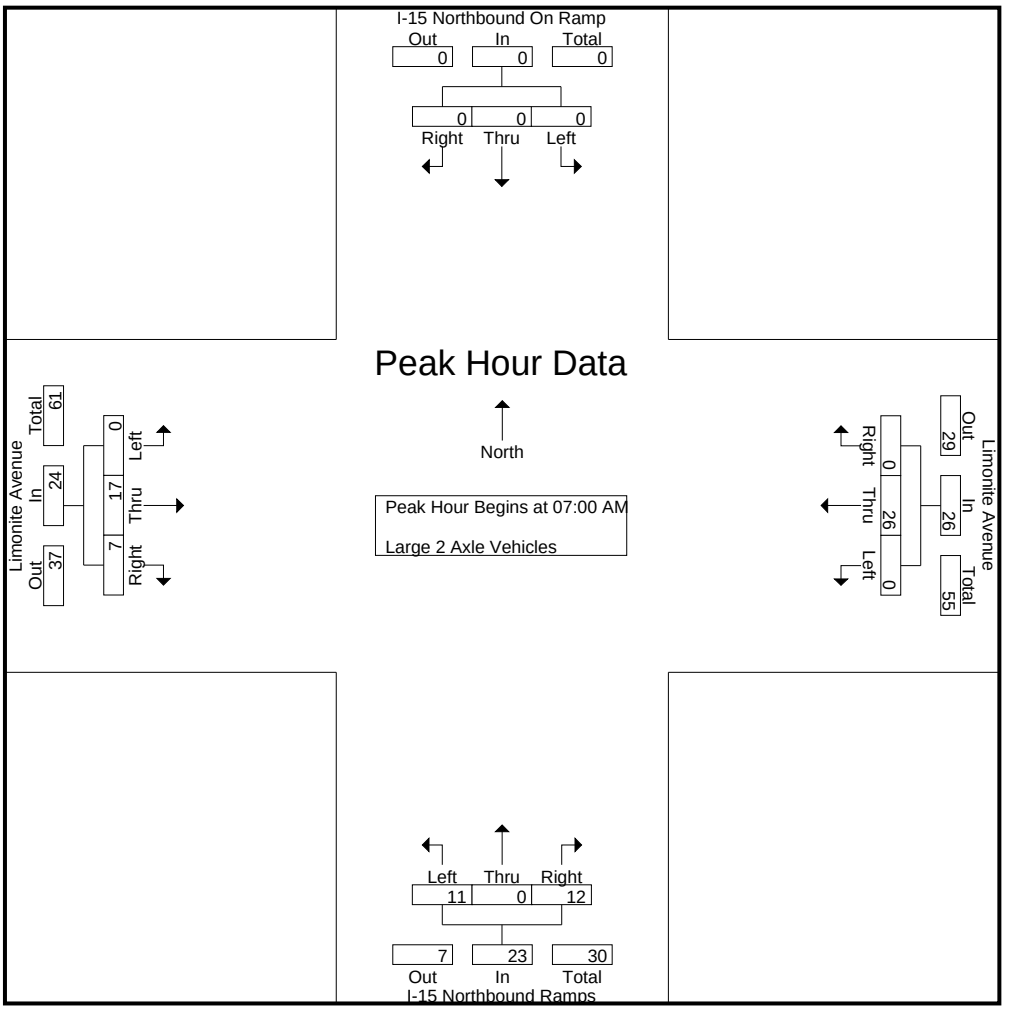
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	0	7	2	0	6	8	0	6	3	9	24
07:15 AM	0	0	0	0	0	8	0	8	2	0	0	2	0	2	1	3	13
07:30 AM	0	0	0	0	0	7	0	7	0	0	3	3	0	4	2	6	16
07:45 AM	0	0	0	0	0	4	0	4	7	0	3	10	0	5	1	6	20
Total	0	0	0	0	0	26	0	26	11	0	12	23	0	17	7	24	73
08:00 AM	0	0	0	0	0	5	1	6	5	0	3	8	0	1	5	6	20
08:15 AM	0	0	0	0	0	5	1	6	2	0	2	4	0	1	1	2	12
08:30 AM	0	0	0	0	0	3	0	3	1	0	8	9	0	2	3	5	17
08:45 AM	0	0	0	0	0	3	1	4	0	0	2	2	0	1	2	3	9
Total	0	0	0	0	0	16	3	19	8	0	15	23	0	5	11	16	58
Grand Total	0	0	0	0	0	42	3	45	19	0	27	46	0	22	18	40	131
Apprch %	0	0	0		0	93.3	6.7		41.3	0	58.7		0	55	45		
Total %	0	0	0	0	0	32.1	2.3	34.4	14.5	0	20.6	35.1	0	16.8	13.7	30.5	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	2	0	**6**	8	0	**6**	**3**	**9**	**24**
07:15 AM	0	0	0	0	0	**8**	0	**8**	2	0	0	2	0	2	1	3	13
07:30 AM	0	0	0	0	0	7	0	7	0	0	3	3	0	4	2	6	16
07:45 AM	0	0	0	0	0	4	0	4	**7**	0	3	**10**	0	5	1	6	20
Total Volume	0	0	0	0	0	26	0	26	11	0	12	23	0	17	7	24	73
% App. Total	0	0	0		0	100	0		47.8	0	52.2		0	70.8	29.2		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.393	.000	.500	.575	.000	.708	.583	.667	.760

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	7	0	7	2	0	**6**	8	0	**6**	**3**	**9**
+15 mins.	0	0	0	0	0	**8**	0	**8**	2	0	0	2	0	2	1	3
+30 mins.	0	0	0	0	0	7	0	7	0	0	3	3	0	4	2	6
+45 mins.	0	0	0	0	0	4	0	4	**7**	0	3	**10**	0	5	1	6
Total Volume	0	0	0	0	0	26	0	26	11	0	12	23	0	17	7	24
% App. Total	0	0	0		0	100	0		47.8	0	52.2		0	70.8	29.2	
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.393	.000	.500	.575	.000	.708	.583	.667

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

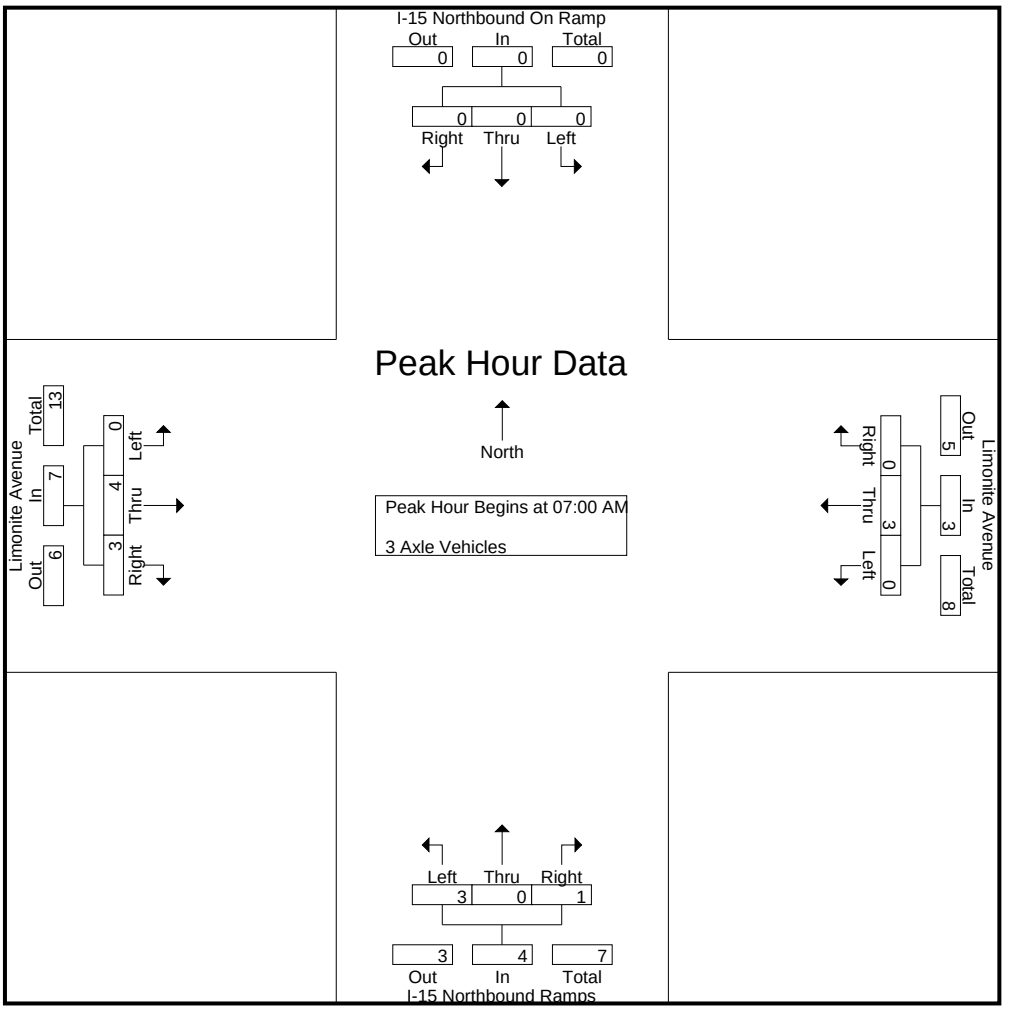
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
07:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	0	0	0	0	3	0	3	3	0	1	4	0	4	3	7	14
08:00 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
08:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	1	1	1	0	2	3	0	0	2	2	6
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
Total	0	0	0	0	0	3	2	5	5	0	2	7	0	2	4	6	18
Grand Total	0	0	0	0	0	6	2	8	8	0	3	11	0	6	7	13	32
Apprch %	0	0	0		0	75	25		72.7	0	27.3		0	46.2	53.8		
Total %	0	0	0	0	0	18.8	6.2	25	25	0	9.4	34.4	0	18.8	21.9	40.6	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	1	0	1	3
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	**1**	**4**	**6**
07:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total Volume	0	0	0	0	0	3	0	3	3	0	1	4	0	4	3	7	14
% App. Total	0	0	0		0	100	0		75	0	25		0	57.1	42.9		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.750	.000	.250	.500	.000	.333	.750	.438	.583

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	1	0	1
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	**1**	**4**
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	3	0	3	3	0	1	4	0	4	3	7
% App. Total	0	0	0		0	100	0		75	0	25		0	57.1	42.9	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.750	.000	.250	.500	.000	.333	.750	.438

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Corona, CA 92878
(951)268-6268

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

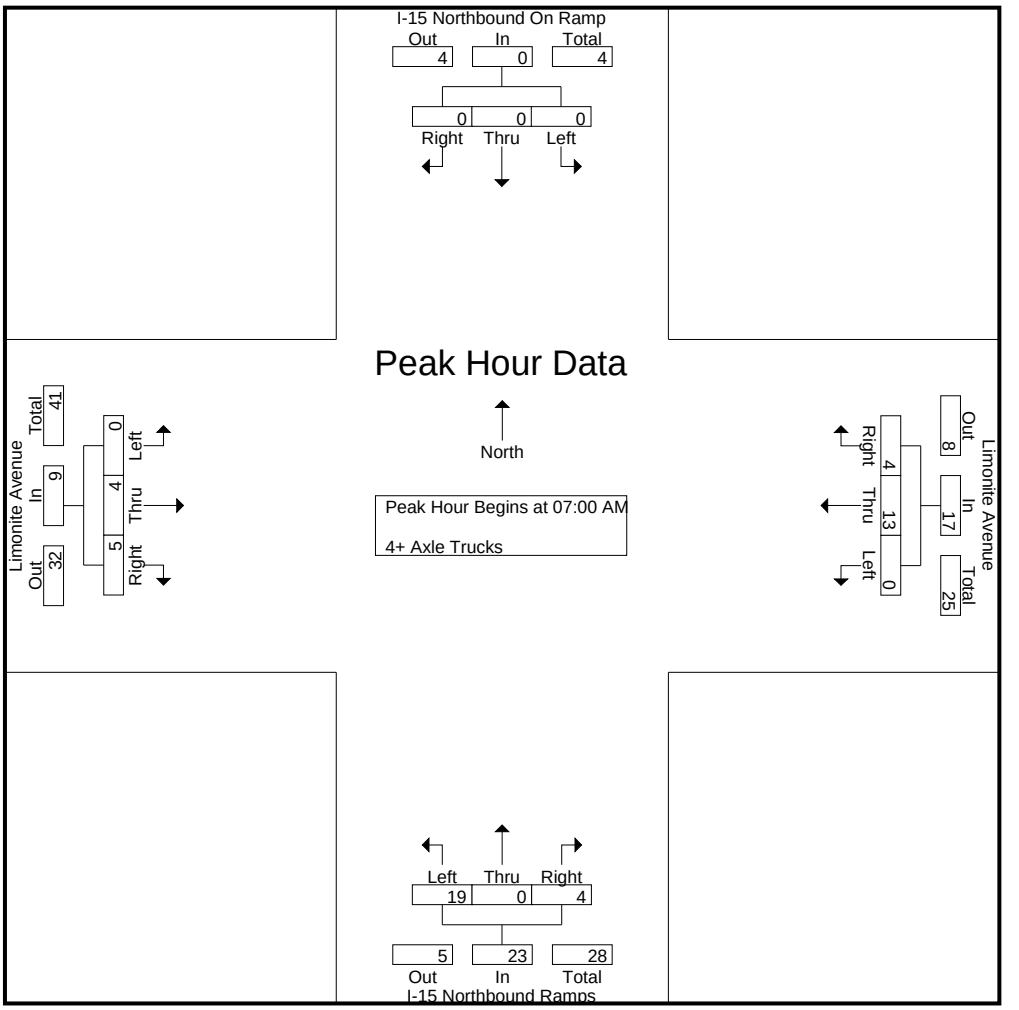
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	1	6	4	0	1	5	0	0	1	1	12
07:15 AM	0	0	0	0	0	0	2	2	3	0	1	4	0	1	1	2	8
07:30 AM	0	0	0	0	0	4	1	5	7	0	0	7	0	2	1	3	15
07:45 AM	0	0	0	0	0	4	0	4	5	0	2	7	0	1	2	3	14
Total	0	0	0	0	0	13	4	17	19	0	4	23	0	4	5	9	49
08:00 AM	0	0	0	0	0	4	0	4	8	0	1	9	0	1	1	2	15
08:15 AM	0	0	0	0	0	1	2	3	6	0	1	7	0	0	4	4	14
08:30 AM	0	0	0	0	0	2	1	3	4	1	1	6	0	1	1	2	11
08:45 AM	0	0	0	0	0	0	1	1	6	0	0	6	0	1	4	5	12
Total	0	0	0	0	0	7	4	11	24	1	3	28	0	3	10	13	52
Grand Total	0	0	0	0	0	20	8	28	43	1	7	51	0	7	15	22	101
Apprch %	0	0	0		0	71.4	28.6		84.3	2	13.7		0	31.8	68.2		
Total %	0	0	0	0	0	19.8	7.9	27.7	42.6	1	6.9	50.5	0	6.9	14.9	21.8	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**5**	1	**6**	4	0	1	5	0	0	1	1	12
07:15 AM	0	0	0	0	0	0	**2**	2	3	0	1	4	0	1	1	2	8
07:30 AM	0	0	0	0	0	4	1	5	**7**	0	0	**7**	0	**2**	1	**3**	**15**
07:45 AM	0	0	0	0	0	4	0	4	5	0	**2**	7	0	1	**2**	3	14
Total Volume	0	0	0	0	0	13	4	17	19	0	4	23	0	4	5	9	49
% App. Total	0	0	0		0	76.5	23.5		82.6	0	17.4		0	44.4	55.6		
PHF	.000	.000	.000	.000	.000	.650	.500	.708	.679	.000	.500	.821	.000	.500	.625	.750	.817

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

City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**5**	1	**6**	4	0	1	5	0	0	1	1
+15 mins.	0	0	0	0	0	0	**2**	2	3	0	1	4	0	1	1	2
+30 mins.	0	0	0	0	0	4	1	5	**7**	0	0	**7**	0	**2**	1	**3**
+45 mins.	0	0	0	0	0	4	0	4	5	0	**2**	7	0	1	**2**	3
Total Volume	0	0	0	0	0	13	4	17	19	0	4	23	0	4	5	9
% App. Total	0	0	0		0	76.5	23.5		82.6	0	17.4		0	44.4	55.6	
PHF	.000	.000	.000	.000	.000	.650	.500	.708	.679	.000	.500	.821	.000	.500	.625	.750

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

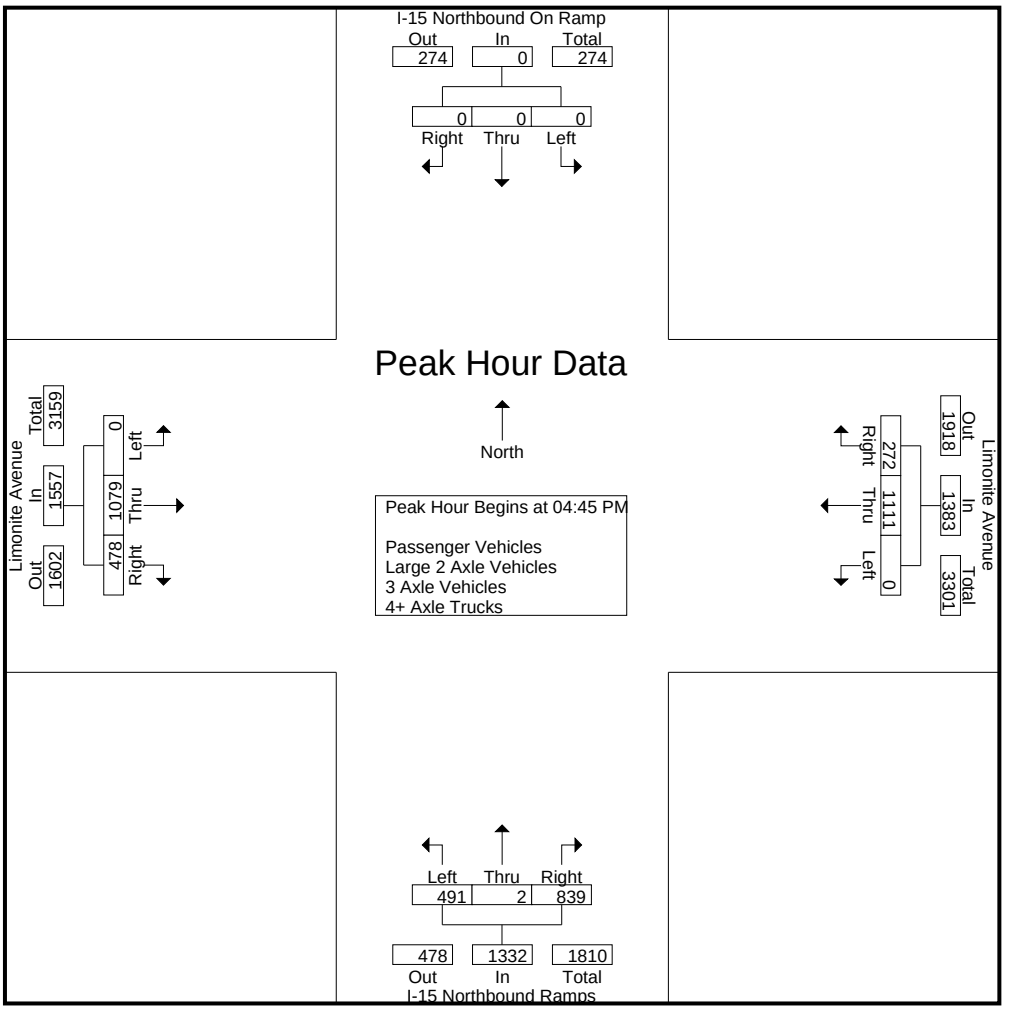
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	278	67	345	103	0	195	298	0	257	113	370	1013
04:15 PM	0	0	0	0	0	262	73	335	122	0	226	348	0	232	107	339	1022
04:30 PM	0	0	0	0	0	251	61	312	116	1	223	340	0	254	115	369	1021
04:45 PM	0	0	0	0	0	302	62	364	102	1	210	313	0	273	129	402	1079
Total	0	0	0	0	0	1093	263	1356	443	2	854	1299	0	1016	464	1480	4135
05:00 PM	0	0	0	0	0	245	78	323	124	0	223	347	0	254	111	365	1035
05:15 PM	0	0	0	0	0	269	76	345	136	1	211	348	0	278	120	398	1091
05:30 PM	0	0	0	0	0	295	56	351	129	0	195	324	0	274	118	392	1067
05:45 PM	0	0	0	0	0	272	68	340	147	1	188	336	0	253	136	389	1065
Total	0	0	0	0	0	1081	278	1359	536	2	817	1355	0	1059	485	1544	4258
Grand Total	0	0	0	0	0	2174	541	2715	979	4	1671	2654	0	2075	949	3024	8393
Apprch %	0	0	0		0	80.1	19.9		36.9	0.2	63		0	68.6	31.4		
Total %	0	0	0	0	0	25.9	6.4	32.3	11.7	0	19.9	31.6	0	24.7	11.3	36	
Passenger Vehicles	0	0	0	0	0	2146	535	2681	967	4	1640	2611	0	2033	922	2955	8247
% Passenger Vehicles	0	0	0	0	0	98.7	98.9	98.7	98.8	100	98.1	98.4	0	98	97.2	97.7	98.3
Large 2 Axle Vehicles	0	0	0	0	0	19	5	24	9	0	20	29	0	25	12	37	90
% Large 2 Axle Vehicles	0	0	0	0	0	0.9	0.9	0.9	0.9	0	1.2	1.1	0	1.2	1.3	1.2	1.1
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	5	5	0	7	2	9	18
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	0	0	0.3	0.2	0	0.3	0.2	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	5	1	6	3	0	6	9	0	10	13	23	38
% 4+ Axle Trucks	0	0	0	0	0	0.2	0.2	0.2	0.3	0	0.4	0.3	0	0.5	1.4	0.8	0.5

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**302**	62	**364**	102	**1**	210	313	0	273	**129**	**402**	1079
05:00 PM	0	0	0	0	0	245	**78**	323	124	0	**223**	347	0	254	111	365	1035
05:15 PM	0	0	0	0	0	269	76	345	**136**	1	211	**348**	0	**278**	120	398	**1091**
05:30 PM	0	0	0	0	0	295	56	351	129	0	195	324	0	274	118	392	1067
Total Volume	0	0	0	0	0	1111	272	1383	491	2	839	1332	0	1079	478	1557	4272
% App. Total	0	0	0		0	80.3	19.7		36.9	0.2	63		0	69.3	30.7		
PHF	.000	.000	.000	.000	.000	.920	.872	.950	.903	.500	.941	.957	.000	.970	.926	.968	.979

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**302**	62	**364**	124	0	**223**	347	0	273	**129**	**402**
+15 mins.	0	0	0	0	0	245	**78**	323	136	**1**	211	**348**	0	254	111	365
+30 mins.	0	0	0	0	0	269	76	345	129	0	195	324	0	**278**	120	398
+45 mins.	0	0	0	0	0	295	56	351	**147**	1	188	336	0	274	118	392
Total Volume	0	0	0	0	0	1111	272	1383	536	2	817	1355	0	1079	478	1557
% App. Total	0	0	0		0	80.3	19.7		39.6	0.1	60.3		0	69.3	30.7	
PHF	.000	.000	.000	.000	.000	.920	.872	.950	.912	.500	.916	.973	.000	.970	.926	.968

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

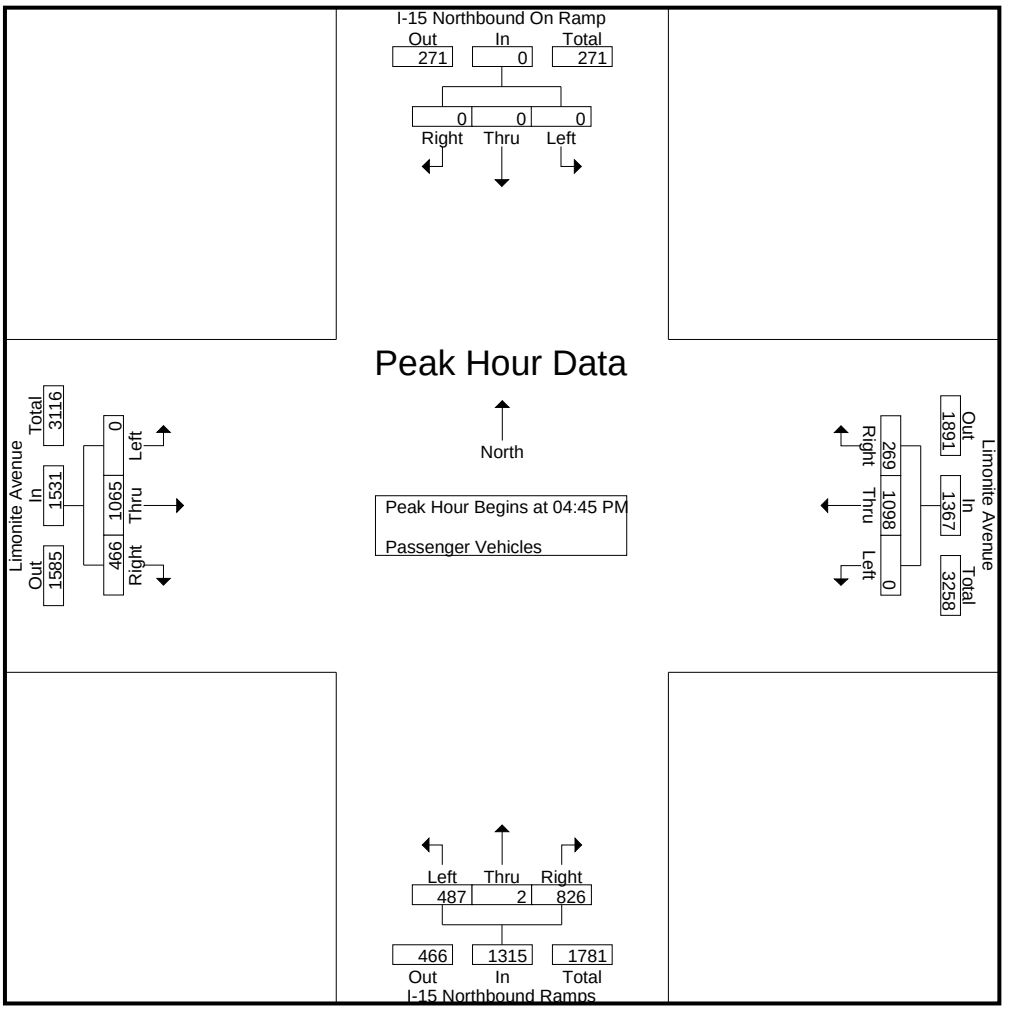
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	274	66	340	103	0	190	293	0	249	108	357	990
04:15 PM	0	0	0	0	0	258	72	330	120	0	223	343	0	225	105	330	1003
04:30 PM	0	0	0	0	0	246	60	306	112	1	217	330	0	247	112	359	995
04:45 PM	0	0	0	0	0	300	60	360	102	1	205	308	0	271	127	398	1066
Total	0	0	0	0	0	1078	258	1336	437	2	835	1274	0	992	452	1444	4054
05:00 PM	0	0	0	0	0	242	78	320	124	0	222	346	0	250	109	359	1025
05:15 PM	0	0	0	0	0	265	75	340	135	1	205	341	0	273	117	390	1071
05:30 PM	0	0	0	0	0	291	56	347	126	0	194	320	0	271	113	384	1051
05:45 PM	0	0	0	0	0	270	68	338	145	1	184	330	0	247	131	378	1046
Total	0	0	0	0	0	1068	277	1345	530	2	805	1337	0	1041	470	1511	4193
Grand Total	0	0	0	0	0	2146	535	2681	967	4	1640	2611	0	2033	922	2955	8247
Apprch %	0	0	0		0	80	20		37	0.2	62.8		0	68.8	31.2		
Total %	0	0	0	0	0	26	6.5	32.5	11.7	0	19.9	31.7	0	24.7	11.2	35.8	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**300**	60	**360**	102	**1**	205	308	0	271	**127**	**398**	1066
05:00 PM	0	0	0	0	0	242	**78**	320	124	0	**222**	**346**	0	250	109	359	1025
05:15 PM	0	0	0	0	0	265	75	340	**135**	1	205	341	0	**273**	117	390	**1071**
05:30 PM	0	0	0	0	0	291	56	347	126	0	194	320	0	271	113	384	1051
Total Volume	0	0	0	0	0	1098	269	1367	487	2	826	1315	0	1065	466	1531	4213
% App. Total	0	0	0		0	80.3	19.7		37	0.2	62.8		0	69.6	30.4		
PHF	.000	.000	.000	.000	.000	.915	.862	.949	.902	.500	.930	.950	.000	.975	.917	.962	.983

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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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	**300**	60	**360**	102	**1**	205	308	0	271	**127**	**398**
+15 mins.	0	0	0	0	0	242	**78**	320	124	0	**222**	**346**	0	250	109	359
+30 mins.	0	0	0	0	0	265	75	340	**135**	1	205	341	0	**273**	117	390
+45 mins.	0	0	0	0	0	291	56	347	126	0	194	320	0	271	113	384
Total Volume	0	0	0	0	0	1098	269	1367	487	2	826	1315	0	1065	466	1531
% App. Total	0	0	0		0	80.3	19.7		37	0.2	62.8		0	69.6	30.4	
PHF	.000	.000	.000	.000	.000	.915	.862	.949	.902	.500	.930	.950	.000	.975	.917	.962

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
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Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

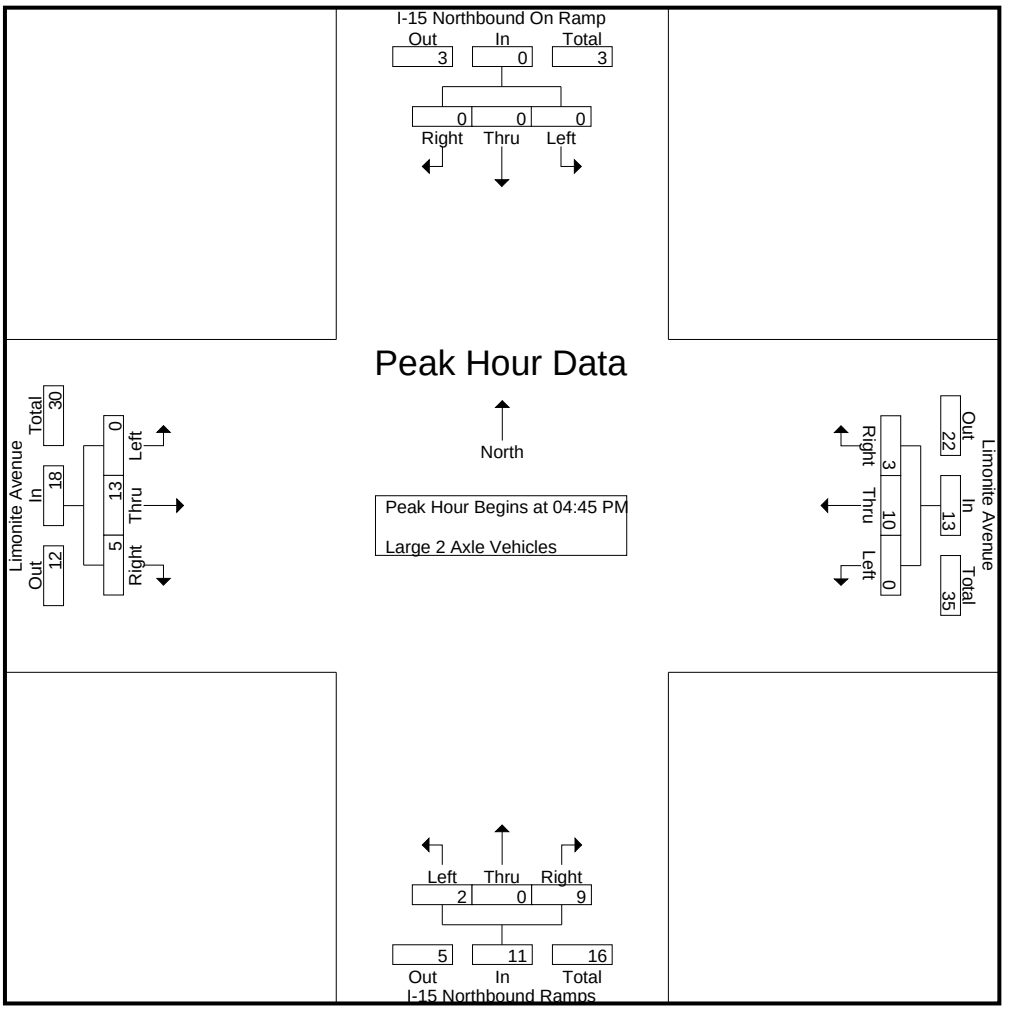
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	3	3	0	4	2	6	11
04:15 PM	0	0	0	0	0	2	1	3	2	0	2	4	0	1	1	2	9
04:30 PM	0	0	0	0	0	3	1	4	3	0	4	7	0	4	2	6	17
04:45 PM	0	0	0	0	0	0	2	2	0	0	4	4	0	2	0	2	8
Total	0	0	0	0	0	7	4	11	5	0	13	18	0	11	5	16	45
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	1	4	8
05:15 PM	0	0	0	0	0	3	1	4	0	0	4	4	0	5	2	7	15
05:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	0	3	2	5	11
05:45 PM	0	0	0	0	0	2	0	2	2	0	2	4	0	3	2	5	11
Total	0	0	0	0	0	12	1	13	4	0	7	11	0	14	7	21	45
Grand Total	0	0	0	0	0	19	5	24	9	0	20	29	0	25	12	37	90
Apprch %	0	0	0		0	79.2	20.8		31	0	69		0	67.6	32.4		
Total %	0	0	0	0	0	21.1	5.6	26.7	10	0	22.2	32.2	0	27.8	13.3	41.1	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**2**	2	0	0	**4**	**4**	0	2	0	2	8
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	1	4	8
05:15 PM	0	0	0	0	0	3	1	**4**	0	0	4	4	0	**5**	**2**	**7**	**15**
05:30 PM	0	0	0	0	0	**4**	0	4	**2**	0	0	2	0	3	2	5	11
Total Volume	0	0	0	0	0	10	3	13	2	0	9	11	0	13	5	18	42
% App. Total	0	0	0		0	76.9	23.1		18.2	0	81.8		0	72.2	27.8		
PHF	.000	.000	.000	.000	.000	.625	.375	.813	.250	.000	.563	.688	.000	.650	.625	.643	.700

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
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Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	**2**	2	0	0	**4**	**4**	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	3	1	4
+30 mins.	0	0	0	0	0	3	1	**4**	0	0	4	4	0	**5**	**2**	**7**
+45 mins.	0	0	0	0	0	**4**	0	4	**2**	0	0	2	0	3	2	5
Total Volume	0	0	0	0	0	10	3	13	2	0	9	11	0	13	5	18
% App. Total	0	0	0		0	76.9	23.1		18.2	0	81.8		0	72.2	27.8	
PHF	.000	.000	.000	.000	.000	.625	.375	.813	.250	.000	.563	.688	.000	.650	.625	.643

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

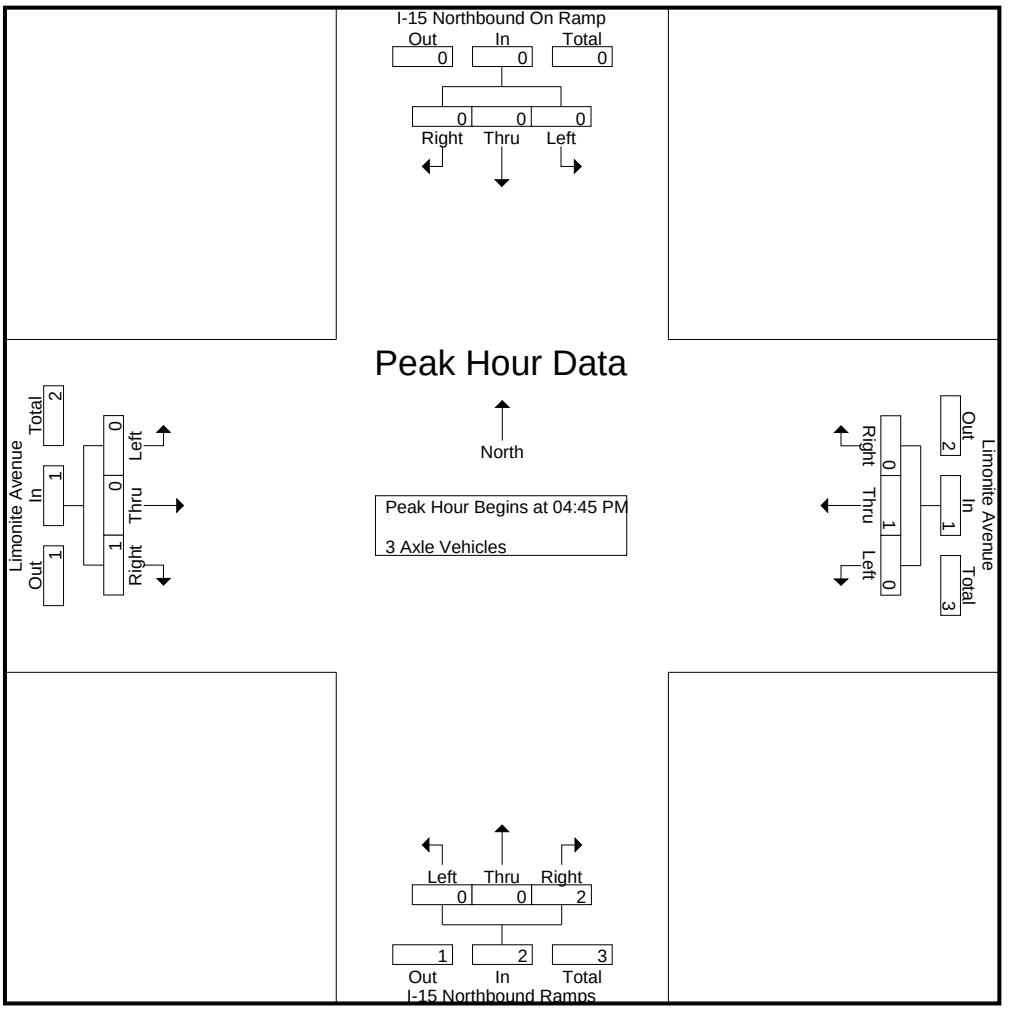
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
04:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	3	3	0	7	0	7	13
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	1	0	1	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	1	0	1	0	0	2	2	0	0	2	2	5
Grand Total	0	0	0	0	0	4	0	4	0	0	5	5	0	7	2	9	18
Apprch %	0	0	0		0	100	0		0	0	100		0	77.8	22.2		
Total %	0	0	0	0	0	22.2	0	22.2	0	0	27.8	27.8	0	38.9	11.1	50	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**1**	**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	**1**	0	**1**	0	0	1	1	0	0	0	0	**2**
05:30 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	0	2	2	0	0	1	1	4
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.000	.250	.250	.500

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**1**	**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	0	1	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	0	2	2	0	0	1	1
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.000	.250	.250

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City of Jurupa Valley
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E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

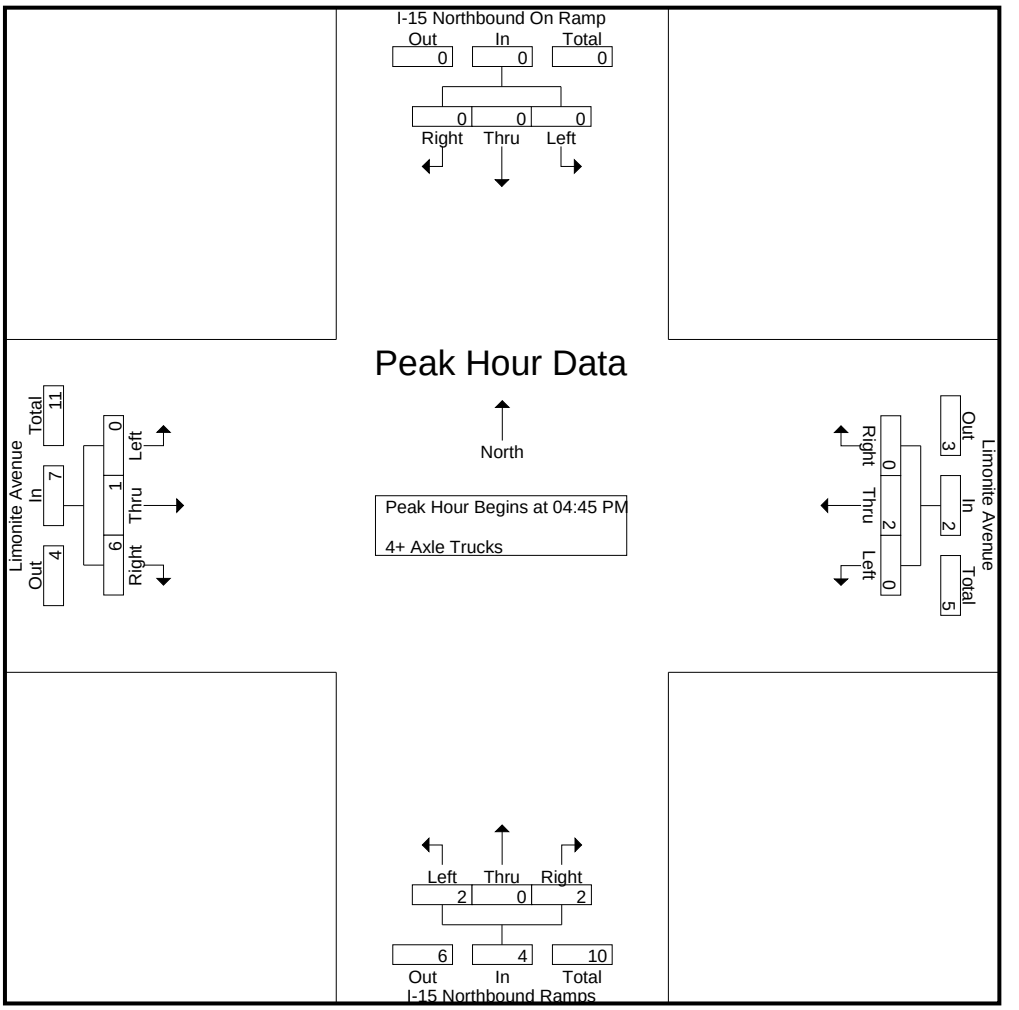
	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	3	4	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
04:30 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	2	1	3	8
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2	4
Total	0	0	0	0	0	5	1	6	1	0	3	4	0	6	7	13	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	2	5	6
Total	0	0	0	0	0	0	0	0	2	0	3	5	0	4	6	10	15
Grand Total	0	0	0	0	0	5	1	6	3	0	6	9	0	10	13	23	38
Apprch %	0	0	0		0	83.3	16.7		33.3	0	66.7		0	43.5	56.5		
Total %	0	0	0	0	0	13.2	2.6	15.8	7.9	0	15.8	23.7	0	26.3	34.2	60.5	

	I-15 Northbound On Ramp Southbound				Limonite Avenue Westbound				I-15 Northbound Ramps Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**2**	0	**2**	0	0	0	0	0	0	**2**	**2**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	2	4
Total Volume	0	0	0	0	0	2	0	2	2	0	2	4	0	1	6	7	13
% App. Total	0	0	0		0	100	0		50	0	50		0	14.3	85.7		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.500	.500	.000	.250	.750	.875	.813

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City of Jurupa Valley
N/S: I-15 Northbound Ramps
E/W: Limonite Avenue
Weather: Clear

File Name : 02_JVY_15N_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**2**	0	**2**	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	2
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	2
Total Volume	0	0	0	0	0	2	0	2	2	0	2	4	0	1	6	7
% App. Total	0	0	0		0	100	0		50	0	50		0	14.3	85.7	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.500	.500	.000	.250	.750	.875

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

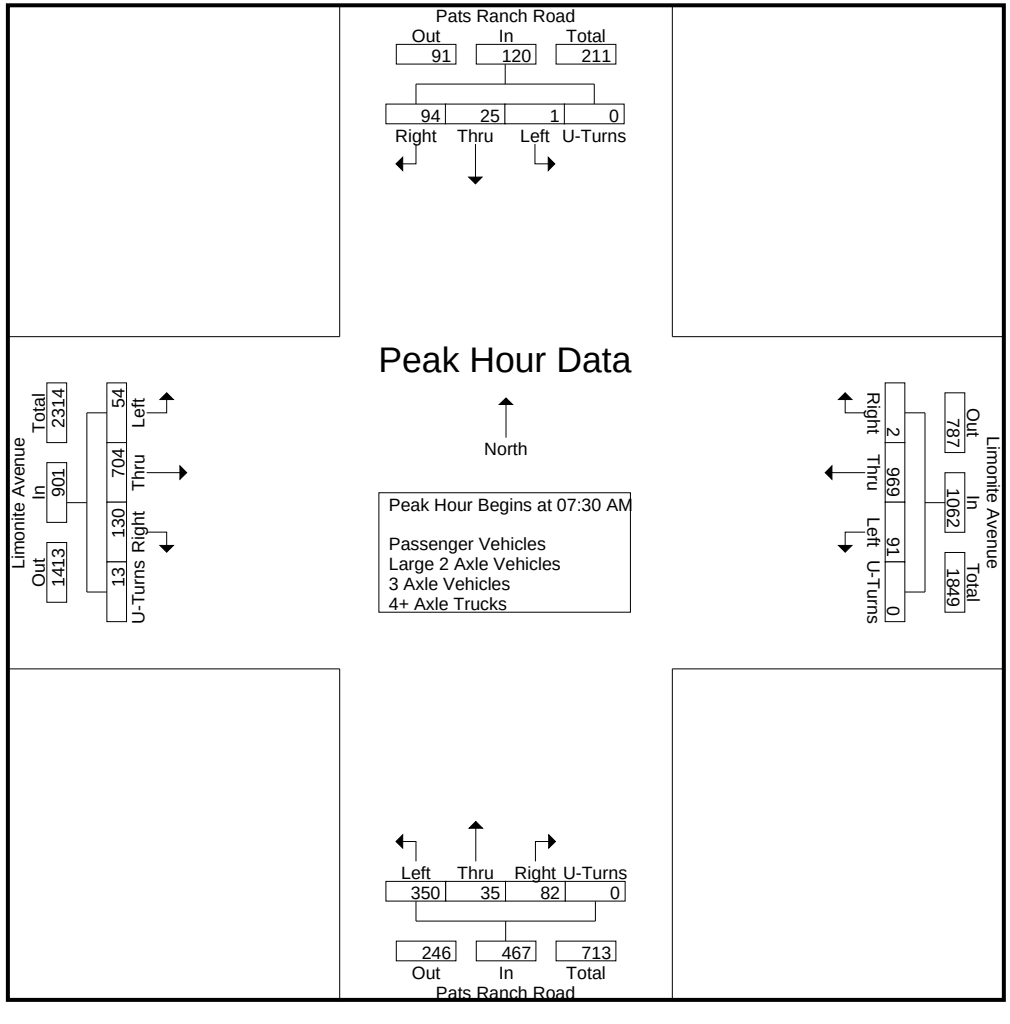
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	2	12	0	14	7	262	0	1	270	92	7	17	0	116	1	137	44	3	185	585
07:15 AM	0	9	26	0	35	20	264	0	0	284	85	2	19	0	106	9	170	40	0	219	644
07:30 AM	1	4	23	0	28	8	236	0	0	244	121	12	18	0	151	5	187	34	1	227	650
07:45 AM	0	1	25	0	26	24	269	2	0	295	97	8	19	0	124	9	177	36	2	224	669
Total	1	16	86	0	103	59	1031	2	1	1093	395	29	73	0	497	24	671	154	6	855	2548
08:00 AM	0	10	22	0	32	27	214	0	0	241	51	6	30	0	87	19	158	28	5	210	570
08:15 AM	0	10	24	0	34	32	250	0	0	282	81	9	15	0	105	21	182	32	5	240	661
08:30 AM	0	8	22	0	30	26	255	2	0	283	57	5	16	0	78	14	185	31	7	237	628
08:45 AM	0	5	15	0	20	37	209	1	0	247	74	9	20	0	103	14	178	22	3	217	587
Total	0	33	83	0	116	122	928	3	0	1053	263	29	81	0	373	68	703	113	20	904	2446
Grand Total	1	49	169	0	219	181	1959	5	1	2146	658	58	154	0	870	92	1374	267	26	1759	4994
Apprch %	0.5	22.4	77.2	0		8.4	91.3	0.2	0		75.6	6.7	17.7	0		5.2	78.1	15.2	1.5		
Total %	0	1	3.4	0	4.4	3.6	39.2	0.1	0	43	13.2	1.2	3.1	0	17.4	1.8	27.5	5.3	0.5	35.2	
Passenger Vehicles	1	49	167	0	217	175	1853	5	1	2034	631	58	146	0	835	91	1289	253	25	1658	4744
% Passenger Vehicles	100	100	98.8	0	99.1	96.7	94.6	100	100	94.8	95.9	100	94.8	0	96	98.9	93.8	94.8	96.2	94.3	95
Large 2 Axle Vehicles	0	0	2	0	2	3	79	0	0	82	23	0	6	0	29	1	63	13	1	78	191
% Large 2 Axle Vehicles	0	0	1.2	0	0.9	1.7	4	0	0	3.8	3.5	0	3.9	0	3.3	1.1	4.6	4.9	3.8	4.4	3.8
3 Axle Vehicles	0	0	0	0	0	3	6	0	0	9	2	0	1	0	3	0	11	1	0	12	24
% 3 Axle Vehicles	0	0	0	0	0	1.7	0.3	0	0	0.4	0.3	0	0.6	0	0.3	0	0.8	0.4	0	0.7	0.5
4+ Axle Trucks	0	0	0	0	0	0	21	0	0	21	2	0	1	0	3	0	11	0	0	11	35
% 4+ Axle Trucks	0	0	0	0	0	0	1.1	0	0	1	0.3	0	0.6	0	0.3	0	0.8	0	0	0.6	0.7

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	**1**	4	23	0	28	8	236	0	0	244	**121**	**12**	18	0	**151**	5	**187**	34	1	227	650
07:45 AM	0	1	**25**	0	26	24	**269**	**2**	0	**295**	97	8	19	0	124	9	177	**36**	2	224	**669**
08:00 AM	0	**10**	22	0	32	27	214	0	0	241	51	6	**30**	0	87	19	158	28	**5**	210	570
08:15 AM	0	10	24	0	**34**	**32**	250	0	0	282	81	9	15	0	105	**21**	182	32	5	**240**	661
Total Volume	1	25	94	0	120	91	969	2	0	1062	350	35	82	0	467	54	704	130	13	901	2550
% App. Total	0.8	20.8	78.3	0		8.6	91.2	0.2	0		74.9	7.5	17.6	0		6	78.1	14.4	1.4		
PHF	.250	.625	.940	.000	.882	.711	.901	.250	.000	.900	.723	.729	.683	.000	.773	.643	.941	.903	.650	.939	.953

Counts Unlimited, Inc.
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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
N/S: Pats Ranch Road
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File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 3

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:00 AM					07:45 AM					
+0 mins.	0	1	**25**	0	26	24	**269**	**2**	0	**295**	92	7	17	0	116	9	177	**36**	2	224	
+15 mins.	0	**10**	22	0	32	27	214	0	0	241	85	2	**19**	0	106	19	158	28	5	210	
+30 mins.	0	10	24	0	**34**	**32**	250	0	0	282	**121**	**12**	18	0	**151**	**21**	182	32	5	**240**	
+45 mins.	0	8	22	0	30	26	255	2	0	283	97	8	19	0	124	14	**185**	31	**7**	237	
Total Volume	0	29	93	0	122	109	988	4	0	1101	395	29	73	0	497	63	702	127	19	911	
% App. Total	0	23.8	76.2	0		9.9	89.7	0.4	0		79.5	5.8	14.7	0		6.9	77.1	13.9	2.1		
PHF	.000	.725	.930	.000	.897	.852	.918	.500	.000	.933	.816	.604	.961	.000	.823	.750	.949	.882	.679	.949	

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File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

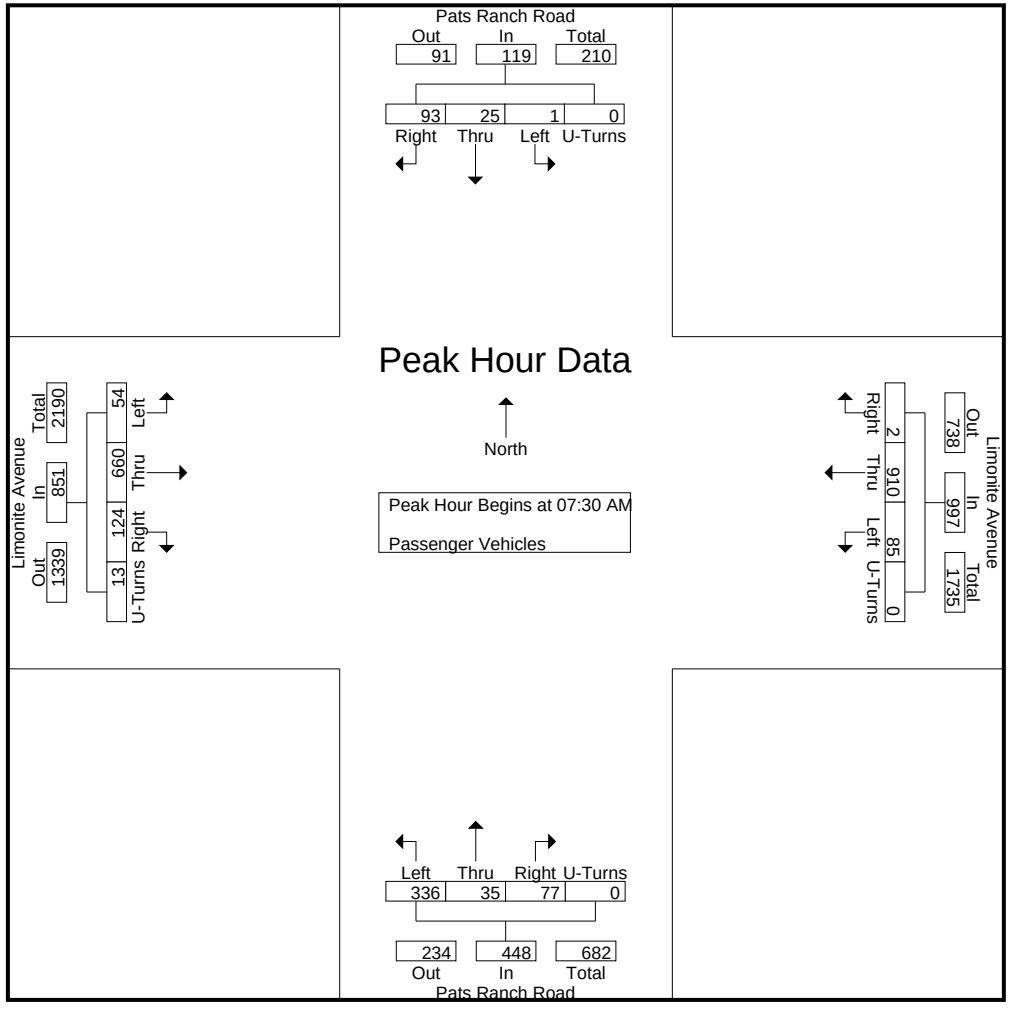
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	2	12	0	14	7	247	0	1	255	86	7	15	0	108	1	123	42	3	169	546
07:15 AM	0	9	26	0	35	20	248	0	0	268	81	2	19	0	102	9	160	39	0	208	613
07:30 AM	1	4	23	0	28	7	217	0	0	224	117	12	16	0	145	5	181	33	1	220	617
07:45 AM	0	1	25	0	26	23	250	2	0	275	93	8	17	0	118	9	161	34	2	206	625
Total	1	16	86	0	103	57	962	2	1	1022	377	29	67	0	473	24	625	148	6	803	2401
08:00 AM	0	10	21	0	31	26	207	0	0	233	48	6	30	0	84	19	150	26	5	200	548
08:15 AM	0	10	24	0	34	29	236	0	0	265	78	9	14	0	101	21	168	31	5	225	625
08:30 AM	0	8	21	0	29	26	245	2	0	273	55	5	16	0	76	14	173	29	6	222	600
08:45 AM	0	5	15	0	20	37	203	1	0	241	73	9	19	0	101	13	173	19	3	208	570
Total	0	33	81	0	114	118	891	3	0	1012	254	29	79	0	362	67	664	105	19	855	2343
Grand Total	1	49	167	0	217	175	1853	5	1	2034	631	58	146	0	835	91	1289	253	25	1658	4744
Apprch %	0.5	22.6	77	0		8.6	91.1	0.2	0		75.6	6.9	17.5	0		5.5	77.7	15.3	1.5		
Total %	0	1	3.5	0	4.6	3.7	39.1	0.1	0	42.9	13.3	1.2	3.1	0	17.6	1.9	27.2	5.3	0.5	34.9	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**1**	4	23	0	28	7	217	0	0	224	**117**	**12**	16	0	**145**	5	**181**	33	1	220	617
07:45 AM	0	1	**25**	0	26	23	**250**	**2**	0	**275**	93	8	17	0	118	9	161	**34**	2	206	**625**
08:00 AM	0	**10**	21	0	31	26	207	0	0	233	48	6	**30**	0	84	19	150	26	**5**	200	548
08:15 AM	0	10	24	0	**34**	**29**	236	0	0	265	78	9	14	0	101	**21**	168	31	5	**225**	625
Total Volume	1	25	93	0	119	85	910	2	0	997	336	35	77	0	448	54	660	124	13	851	2415
% App. Total	0.8	21	78.2	0		8.5	91.3	0.2	0		75	7.8	17.2	0		6.3	77.6	14.6	1.5		
PHF	.250	.625	.930	.000	.875	.733	.910	.250	.000	.906	.718	.729	.642	.000	.772	.643	.912	.912	.650	.946	.966

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
N/S: Pats Ranch Road
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File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
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Page No : 3

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	**1**	4	23	0	28	7	217	0	0	224	**117**	**12**	16	0	**145**	5	**181**	33	1	220	
+15 mins.	0	1	**25**	0	26	23	**250**	**2**	0	**275**	93	8	17	0	118	9	161	**34**	2	206	
+30 mins.	0	**10**	21	0	31	26	207	0	0	233	48	6	**30**	0	84	19	150	26	**5**	200	
+45 mins.	0	10	24	0	**34**	**29**	236	0	0	265	78	9	14	0	101	**21**	168	31	5	**225**	
Total Volume	1	25	93	0	119	85	910	2	0	997	336	35	77	0	448	54	660	124	13	851	
% App. Total	0.8	21	78.2	0		8.5	91.3	0.2	0		75	7.8	17.2	0		6.3	77.6	14.6	1.5		
PHF	.250	.625	.930	.000	.875	.733	.910	.250	.000	.906	.718	.729	.642	.000	.772	.643	.912	.912	.650	.946	

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

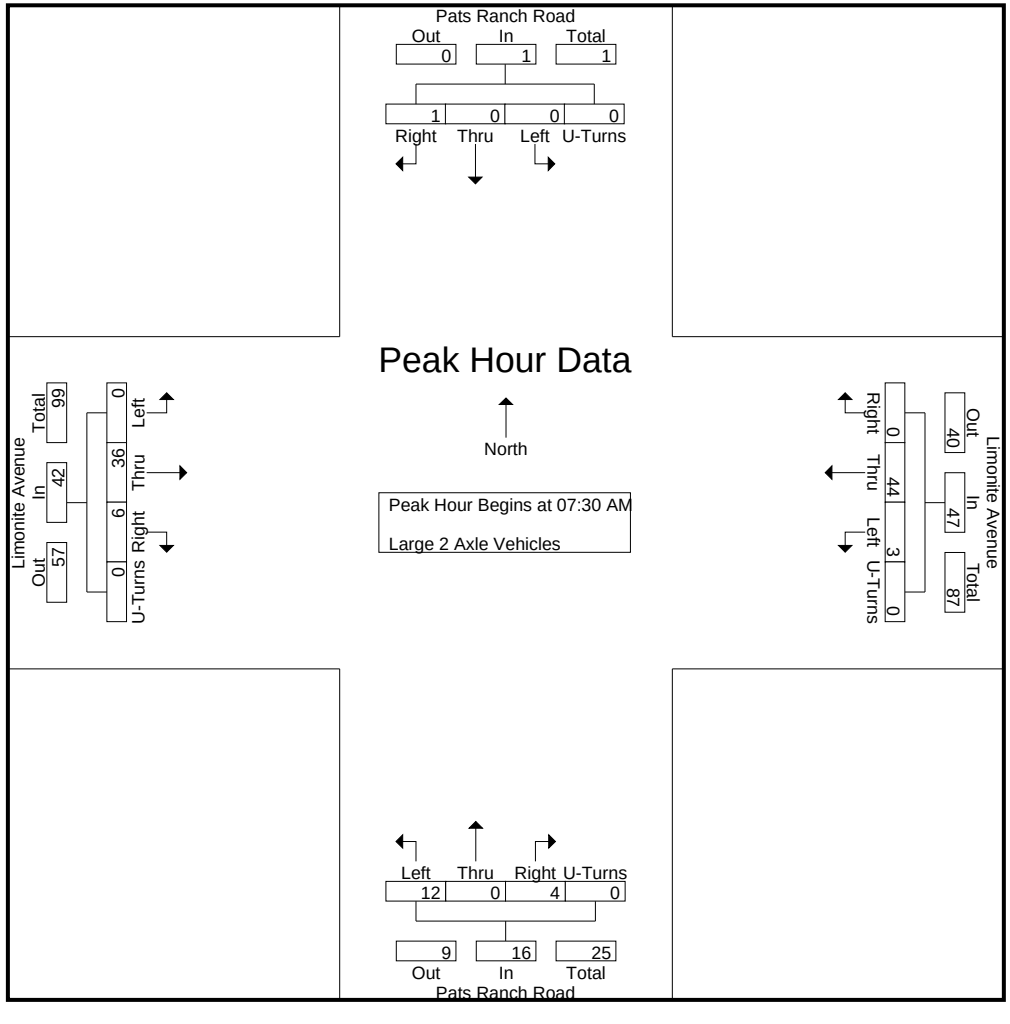
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	10	0	0	10	6	0	2	0	8	0	10	2	0	12	30
07:15 AM	0	0	0	0	0	0	13	0	0	13	3	0	0	0	3	0	5	1	0	6	22
07:30 AM	0	0	0	0	0	1	16	0	0	17	3	0	2	0	5	0	4	1	0	5	27
07:45 AM	0	0	0	0	0	1	15	0	0	16	3	0	1	0	4	0	14	2	0	16	36
Total	0	0	0	0	0	2	54	0	0	56	15	0	5	0	20	0	33	6	0	39	115
08:00 AM	0	0	1	0	1	1	4	0	0	5	3	0	0	0	3	0	5	2	0	7	16
08:15 AM	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	0	13	1	0	14	27
08:30 AM	0	0	1	0	1	0	7	0	0	7	1	0	0	0	1	0	8	1	1	10	19
08:45 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	4	3	0	8	14
Total	0	0	2	0	2	1	25	0	0	26	8	0	1	0	9	1	30	7	1	39	76
Grand Total	0	0	2	0	2	3	79	0	0	82	23	0	6	0	29	1	63	13	1	78	191
Apprch %	0	0	100	0		3.7	96.3	0	0		79.3	0	20.7	0		1.3	80.8	16.7	1.3		
Total %	0	0	1	0	1	1.6	41.4	0	0	42.9	12	0	3.1	0	15.2	0.5	33	6.8	0.5	40.8	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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**	**16**	0	0	**17**	**3**	0	**2**	0	**5**	0	4	1	0	5	27
07:45 AM	0	0	0	0	0	1	15	0	0	16	3	0	1	0	4	0	**14**	**2**	0	**16**	**36**
08:00 AM	0	0	**1**	0	**1**	1	4	0	0	5	3	0	0	0	3	0	5	2	0	7	16
08:15 AM	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	0	13	1	0	14	27
Total Volume	0	0	1	0	1	3	44	0	0	47	12	0	4	0	16	0	36	6	0	42	106
% App. Total	0	0	100	0		6.4	93.6	0	0		75	0	25	0		0	85.7	14.3	0		
PHF	.000	.000	.250	.000	.250	.750	.688	.000	.000	.691	1.00	.000	.500	.000	.800	.000	.643	.750	.000	.656	.736

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PO Box 1178
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(951)268-6268

City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	0	0	0	0	0	**1**	**16**	0	0	**17**	**3**	0	**2**	0	**5**	0	4	1	0	5	
+15 mins.	0	0	0	0	0	1	15	0	0	16	3	0	1	0	4	0	**14**	**2**	0	**16**	
+30 mins.	0	0	**1**	0	**1**	1	4	0	0	5	3	0	0	0	3	0	5	2	0	7	
+45 mins.	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	0	13	1	0	14	
Total Volume	0	0	1	0	1	3	44	0	0	47	12	0	4	0	16	0	36	6	0	42	
% App. Total	0	0	100	0		6.4	93.6	0	0		75	0	25	0		0	85.7	14.3	0		
PHF	.000	.000	.250	.000	.250	.750	.688	.000	.000	.691	1.000	.000	.500	.000	.800	.000	.643	.750	.000	.656	

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City of Jurupa Valley
N/S: Pats Ranch Road
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Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

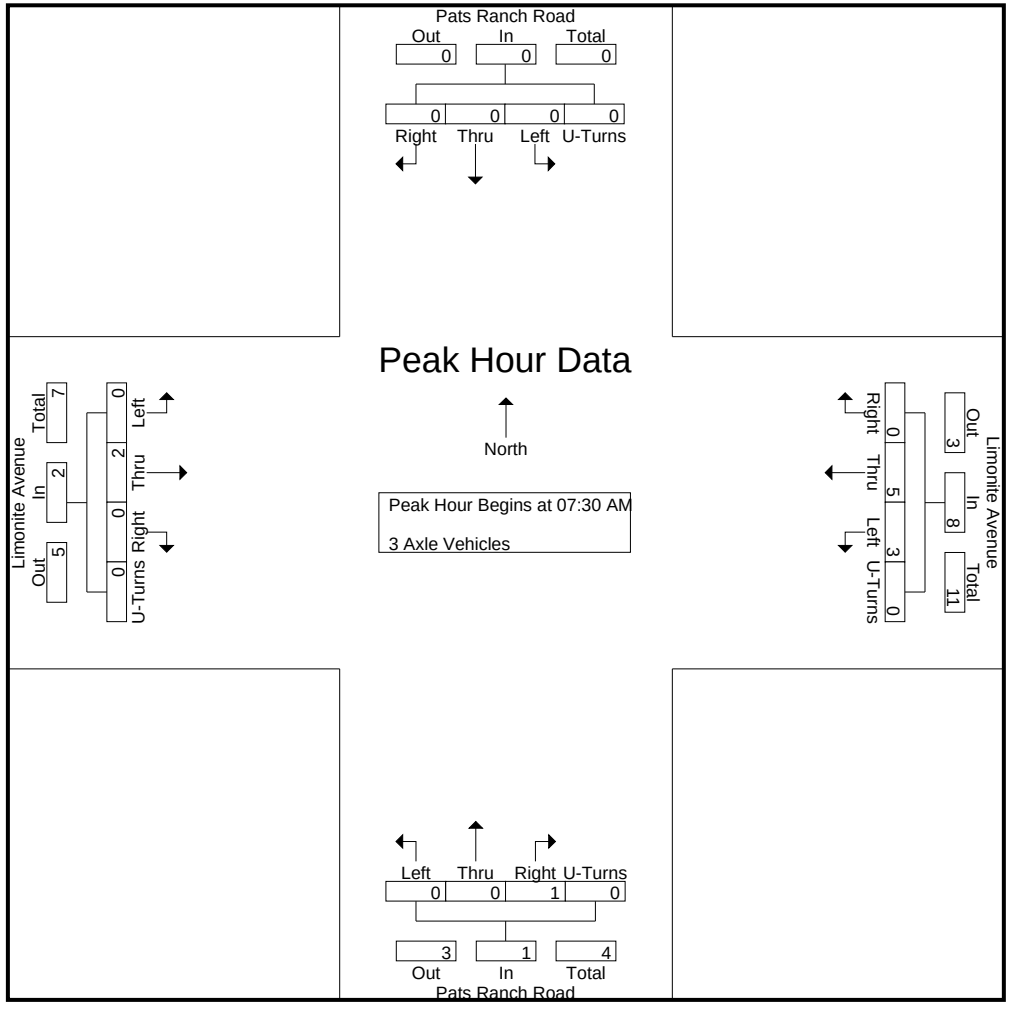
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
07:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	8	0	0	8	13
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	0	3	1	0	4	11
Grand Total	0	0	0	0	0	3	6	0	0	9	2	0	1	0	3	0	11	1	0	12	24
Apprch %	0	0	0	0		33.3	66.7	0	0		66.7	0	33.3	0		0	91.7	8.3	0		
Total %	0	0	0	0	0	12.5	25	0	0	37.5	8.3	0	4.2	0	12.5	0	45.8	4.2	0	50	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	**1**	0	**1**	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	**1**	0	0	**1**	**4**
08:15 AM	0	0	0	0	0	**3**	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	0	0	3	5	0	0	8	0	0	1	0	1	0	2	0	0	2	11
% App. Total	0	0	0	0		37.5	62.5	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.417	.000	.000	.667	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.688

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	**1**	0	**1**	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	**1**	0	0	**1**	
+45 mins.	0	0	0	0	0	**3**	0	0	0	3	0	0	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	0	3	5	0	0	8	0	0	1	0	1	0	2	0	0	2	
% App. Total	0	0	0	0		37.5	62.5	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.417	.000	.000	.667	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	

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City of Jurupa Valley
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Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

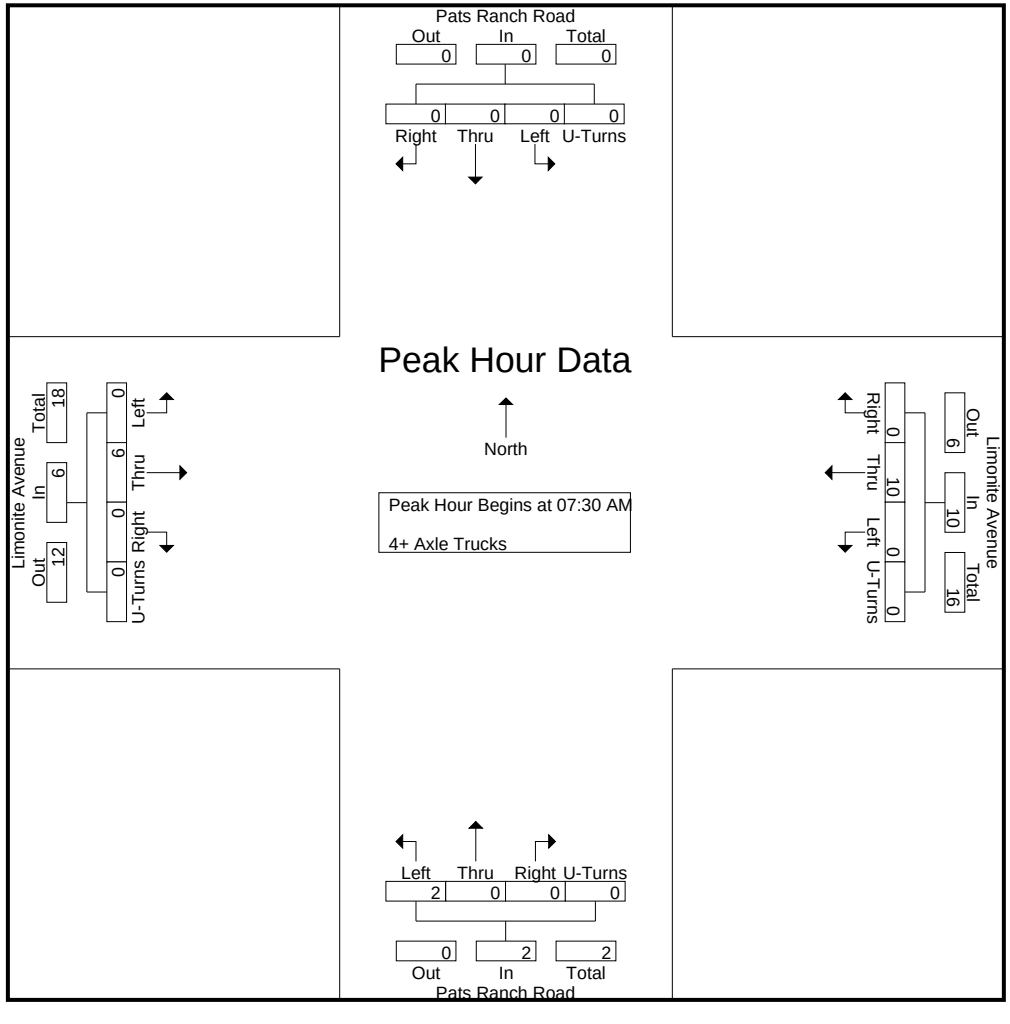
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
07:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	6
Total	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	0	5	0	0	5	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	6	0	0	6	16
Grand Total	0	0	0	0	0	0	21	0	0	21	2	0	1	0	3	0	11	0	0	11	35
Apprch %	0	0	0	0		0	100	0	0		66.7	0	33.3	0		0	100	0	0		
Total %	0	0	0	0	0	0	60	0	0	60	5.7	0	2.9	0	8.6	0	31.4	0	0	31.4	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	2	0	0	2	**1**	0	0	0	**1**	0	**2**	0	0	**2**	5
07:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	**6**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	0	6	0	0	6	18
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.500	.000	.750	.000	.000	.750	.750

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
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File Name : 03_JVY_Pats_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	0	0	0	0	0	0	2	0	0	2	**1**	0	0	0	**1**	0	**2**	0	0	**2**	
+15 mins.	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
+45 mins.	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	0	6	0	0	6	
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.500	.000	.750	.000	.000	.750	

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City of Jurupa Valley
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File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

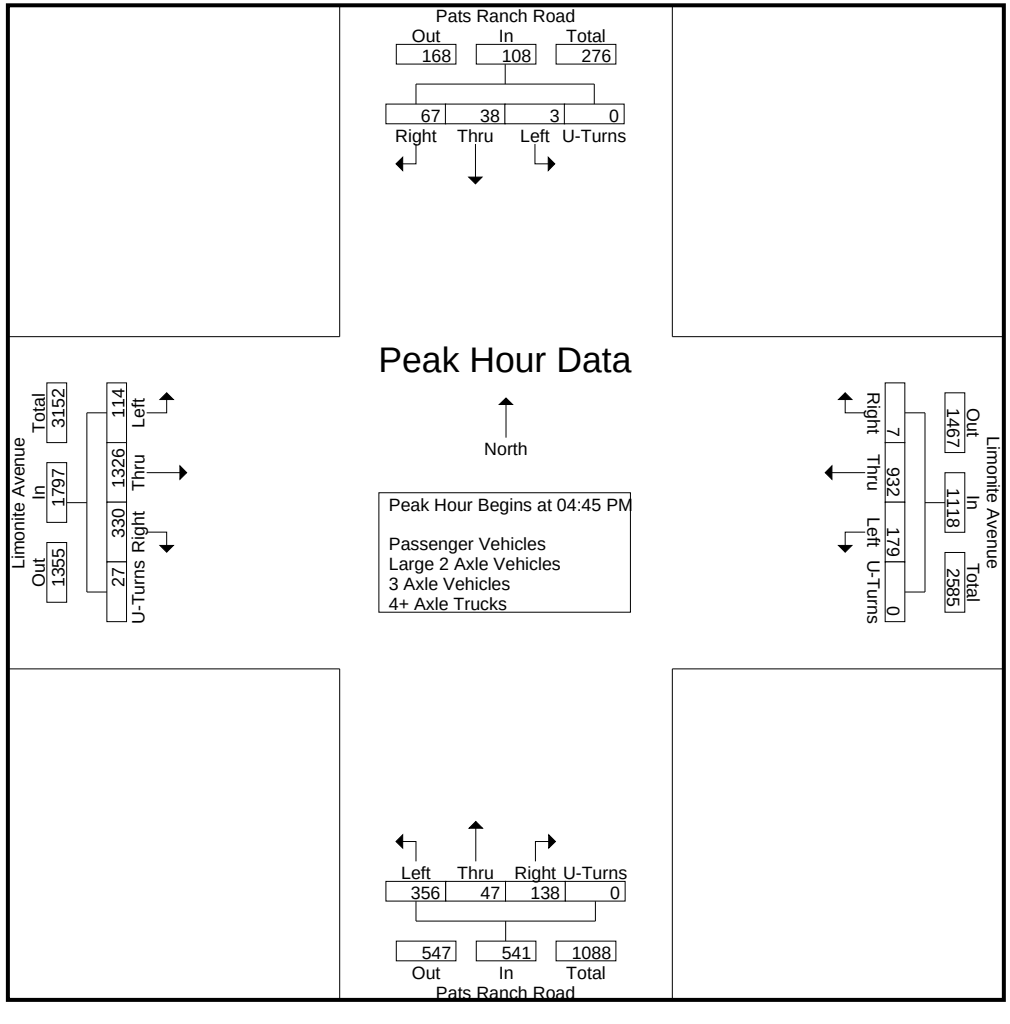
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
04:00 PM	0	2	22	0	24	60	198	1	0	259	105	10	52	0	167	24	316	64	10	414	864
04:15 PM	0	13	16	0	29	41	227	1	0	269	85	11	36	0	132	20	335	71	9	435	865
04:30 PM	0	6	14	0	20	41	239	0	1	281	75	12	39	0	126	29	321	85	7	442	869
04:45 PM	1	10	19	0	30	37	226	2	0	265	104	11	38	0	153	29	338	87	8	462	910
Total	1	31	71	0	103	179	890	4	1	1074	369	44	165	0	578	102	1310	307	34	1753	3508
05:00 PM	1	9	17	0	27	45	210	1	0	256	96	13	35	0	144	26	336	75	4	441	868
05:15 PM	0	8	13	0	21	50	252	1	0	303	80	11	30	0	121	26	342	86	4	458	903
05:30 PM	1	11	18	0	30	47	244	3	0	294	76	12	35	0	123	33	310	82	11	436	883
05:45 PM	0	14	19	0	33	47	211	1	0	259	88	8	38	0	134	17	302	81	10	410	836
Total	2	42	67	0	111	189	917	6	0	1112	340	44	138	0	522	102	1290	324	29	1745	3490
Grand Total	3	73	138	0	214	368	1807	10	1	2186	709	88	303	0	1100	204	2600	631	63	3498	6998
Apprch %	1.4	34.1	64.5	0		16.8	82.7	0.5	0		64.5	8	27.5	0		5.8	74.3	18	1.8		
Total %	0	1	2	0	3.1	5.3	25.8	0.1	0	31.2	10.1	1.3	4.3	0	15.7	2.9	37.2	9	0.9	50	
Passenger Vehicles	3	73	138	0	214	364	1763	10	1	2138	690	87	301	0	1078	195	2476	612	62	3345	6775
% Passenger Vehicles	100	100	100	0	100	98.9	97.6	100	100	97.8	97.3	98.9	99.3	0	98	95.6	95.2	97	98.4	95.6	96.8
Large 2 Axle Vehicles	0	0	0	0	0	3	37	0	0	40	16	1	1	0	18	9	101	18	1	129	187
% Large 2 Axle Vehicles	0	0	0	0	0	0.8	2	0	0	1.8	2.3	1.1	0.3	0	1.6	4.4	3.9	2.9	1.6	3.7	2.7
3 Axle Vehicles	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	10	1	0	11	15
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0	0	0.1	0.1	0	0	0	0.1	0	0.4	0.2	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	0	13	0	0	13	21
% 4+ Axle Trucks	0	0	0	0	0	0.3	0.2	0	0	0.2	0.3	0	0.3	0	0.3	0	0.5	0	0	0.4	0.3

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	**1**	10	**19**	0	**30**	37	226	2	0	265	**104**	11	**38**	0	**153**	29	338	**87**	8	**462**	**910**
05:00 PM	1	9	17	0	27	45	210	1	0	256	96	**13**	35	0	144	26	336	75	4	441	868
05:15 PM	0	8	13	0	21	**50**	**252**	1	0	**303**	80	11	30	0	121	26	**342**	86	4	458	903
05:30 PM	1	**11**	18	0	30	47	244	**3**	0	294	76	12	35	0	123	**33**	310	82	**11**	436	883
Total Volume	3	38	67	0	108	179	932	7	0	1118	356	47	138	0	541	114	1326	330	27	1797	3564
% App. Total	2.8	35.2	62	0		16	83.4	0.6	0		65.8	8.7	25.5	0		6.3	73.8	18.4	1.5		
PHF	.750	.864	.882	.000	.900	.895	.925	.583	.000	.922	.856	.904	.908	.000	.884	.864	.969	.948	.614	.972	.979

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File Name : 03_JVY_Pats_Lime PM
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	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:45 PM					04:00 PM					04:30 PM					
+0 mins.	**1**	9	17	0	27	37	226	2	0	265	**105**	10	**52**	0	**167**	**29**	321	85	7	442	
+15 mins.	0	8	13	0	21	45	210	1	0	256	85	11	36	0	132	29	338	**87**	**8**	**462**	
+30 mins.	1	11	18	0	30	**50**	**252**	1	0	**303**	75	**12**	39	0	126	26	336	75	4	441	
+45 mins.	0	**14**	**19**	0	**33**	47	244	**3**	0	294	104	11	38	0	153	26	**342**	86	4	458	
Total Volume	2	42	67	0	111	179	932	7	0	1118	369	44	165	0	578	110	1337	333	23	1803	
% App. Total	1.8	37.8	60.4	0		16	83.4	0.6	0		63.8	7.6	28.5	0		6.1	74.2	18.5	1.3		
PHF	.500	.750	.882	.000	.841	.895	.925	.583	.000	.922	.879	.917	.793	.000	.865	.948	.977	.957	.719	.976	

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Corona, CA 92878
(951)268-6268

City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

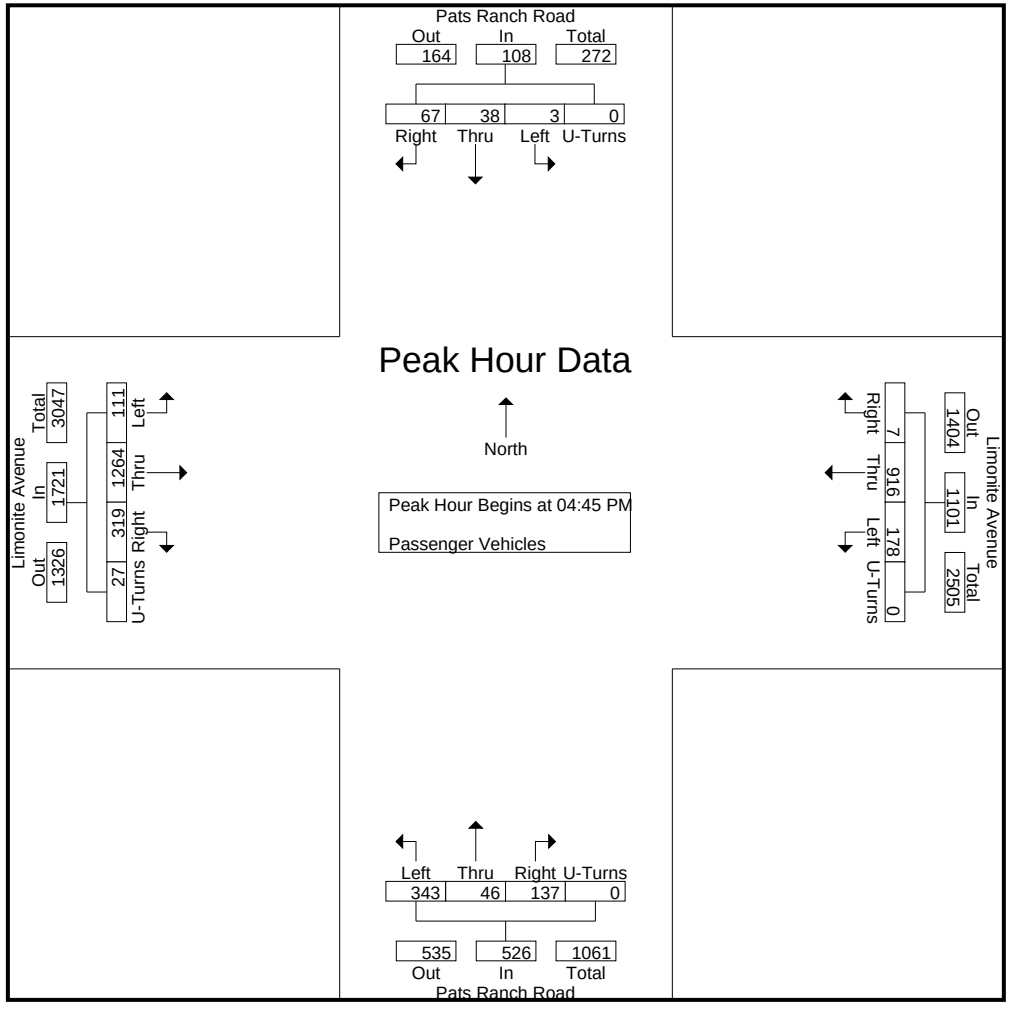
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
04:00 PM	0	2	22	0	24	58	190	1	0	249	104	10	51	0	165	23	297	64	9	393	831
04:15 PM	0	13	16	0	29	40	219	1	0	260	83	11	36	0	130	19	318	69	9	415	834
04:30 PM	0	6	14	0	20	41	230	0	1	272	72	12	39	0	123	27	308	81	7	423	838
04:45 PM	1	10	19	0	30	37	220	2	0	259	101	11	38	0	150	27	320	81	8	436	875
Total	1	31	71	0	103	176	859	4	1	1040	360	44	164	0	568	96	1243	295	33	1667	3378
05:00 PM	1	9	17	0	27	45	208	1	0	254	91	13	34	0	138	25	323	74	4	426	845
05:15 PM	0	8	13	0	21	49	248	1	0	298	78	11	30	0	119	26	324	83	4	437	875
05:30 PM	1	11	18	0	30	47	240	3	0	290	73	11	35	0	119	33	297	81	11	422	861
05:45 PM	0	14	19	0	33	47	208	1	0	256	88	8	38	0	134	15	289	79	10	393	816
Total	2	42	67	0	111	188	904	6	0	1098	330	43	137	0	510	99	1233	317	29	1678	3397
Grand Total	3	73	138	0	214	364	1763	10	1	2138	690	87	301	0	1078	195	2476	612	62	3345	6775
Apprch %	1.4	34.1	64.5	0		17	82.5	0.5	0		64	8.1	27.9	0		5.8	74	18.3	1.9		
Total %	0	1.1	2	0	3.2	5.4	26	0.1	0	31.6	10.2	1.3	4.4	0	15.9	2.9	36.5	9	0.9	49.4	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**1**	10	**19**	0	**30**	37	220	2	0	259	**101**	11	**38**	0	**150**	27	320	81	8	436	**875**
05:00 PM	1	9	17	0	27	45	208	1	0	254	91	**13**	34	0	138	25	323	74	4	426	845
05:15 PM	0	8	13	0	21	**49**	**248**	1	0	**298**	78	11	30	0	119	26	**324**	**83**	4	**437**	875
05:30 PM	1	**11**	18	0	30	47	240	**3**	0	290	73	11	35	0	119	**33**	297	81	**11**	422	861
Total Volume	3	38	67	0	108	178	916	7	0	1101	343	46	137	0	526	111	1264	319	27	1721	3456
% App. Total	2.8	35.2	62	0		16.2	83.2	0.6	0		65.2	8.7	26	0		6.4	73.4	18.5	1.6		
PHF	.750	.864	.882	.000	.900	.908	.923	.583	.000	.924	.849	.885	.901	.000	.877	.841	.975	.961	.614	.985	.987

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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(951)268-6268

City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	**1**	10	**19**	0	**30**	37	220	2	0	259	**101**	11	**38**	0	**150**	27	320	81	8	436	
+15 mins.	1	9	17	0	27	45	208	1	0	254	91	**13**	34	0	138	25	323	74	4	426	
+30 mins.	0	8	13	0	21	**49**	**248**	1	0	**298**	78	11	30	0	119	26	**324**	**83**	4	**437**	
+45 mins.	1	**11**	18	0	30	47	240	**3**	0	290	73	11	35	0	119	**33**	297	81	**11**	422	
Total Volume	3	38	67	0	108	178	916	7	0	1101	343	46	137	0	526	111	1264	319	27	1721	
% App. Total	2.8	35.2	62	0		16.2	83.2	0.6	0		65.2	8.7	26	0		6.4	73.4	18.5	1.6		
PHF	.750	.864	.882	.000	.900	.908	.923	.583	.000	.924	.849	.885	.901	.000	.877	.841	.975	.961	.614	.985	

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

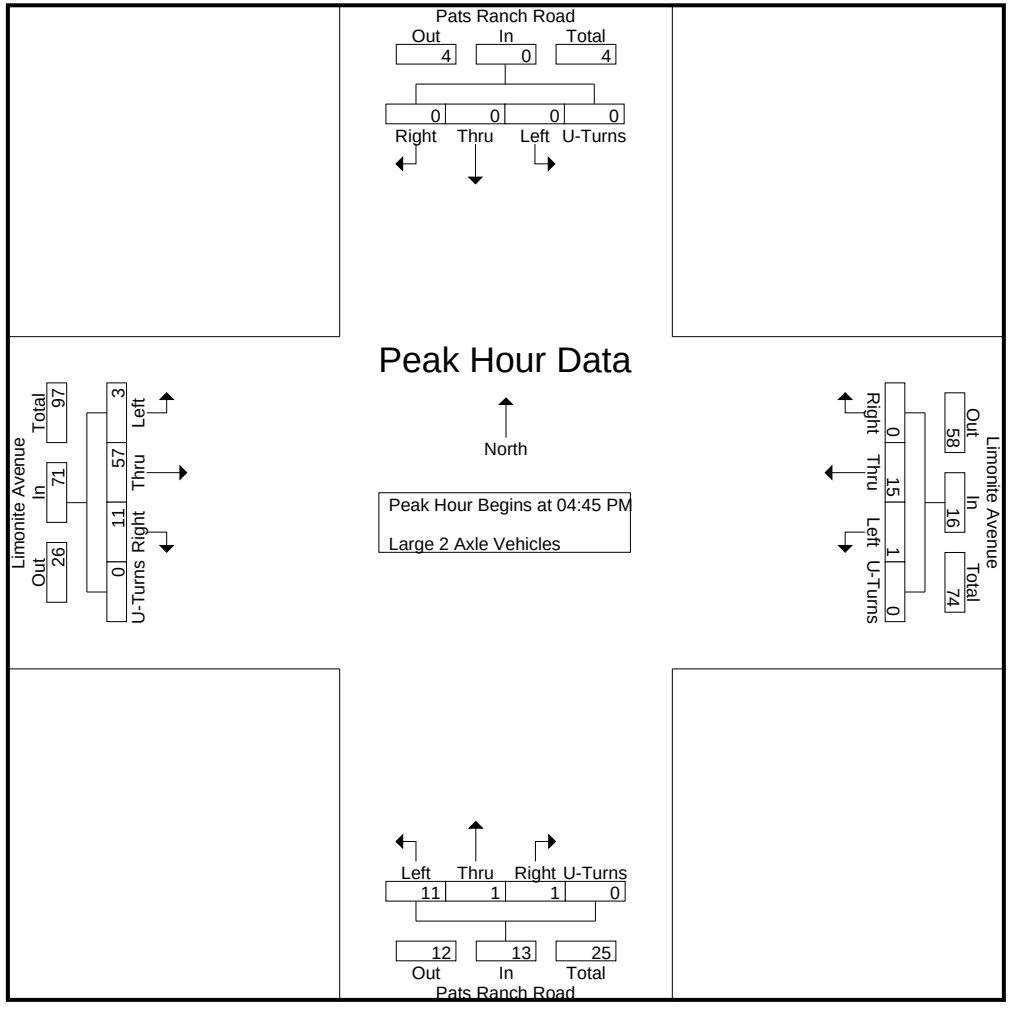
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	1	14	0	1	16	23
04:15 PM	0	0	0	0	0	1	6	0	0	7	2	0	0	0	2	1	12	1	0	14	23
04:30 PM	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	2	8	4	0	14	24
04:45 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	2	17	6	0	25	32
Total	0	0	0	0	0	2	24	0	0	26	7	0	0	0	7	6	51	11	1	69	102
05:00 PM	0	0	0	0	0	0	2	0	0	2	5	0	1	0	6	1	12	1	0	14	22
05:15 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	16	3	0	19	25
05:30 PM	0	0	0	0	0	0	4	0	0	4	3	1	0	0	4	0	12	1	0	13	21
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	10	2	0	14	17
Total	0	0	0	0	0	1	13	0	0	14	9	1	1	0	11	3	50	7	0	60	85
Grand Total	0	0	0	0	0	3	37	0	0	40	16	1	1	0	18	9	101	18	1	129	187
Apprch %	0	0	0	0		7.5	92.5	0	0		88.9	5.6	5.6	0		7	78.3	14	0.8		
Total %	0	0	0	0	0	1.6	19.8	0	0	21.4	8.6	0.5	0.5	0	9.6	4.8	54	9.6	0.5	69	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	**5**	0	0	**5**	2	0	0	0	2	**2**	**17**	**6**	0	**25**	**32**
05:00 PM	0	0	0	0	0	0	2	0	0	2	**5**	0	**1**	0	**6**	1	12	1	0	14	22
05:15 PM	0	0	0	0	0	**1**	4	0	0	5	1	0	0	0	1	0	16	3	0	19	25
05:30 PM	0	0	0	0	0	0	4	0	0	4	3	**1**	0	0	4	0	12	1	0	13	21
Total Volume	0	0	0	0	0	1	15	0	0	16	11	1	1	0	13	3	57	11	0	71	100
% App. Total	0	0	0	0		6.2	93.8	0	0		84.6	7.7	7.7	0		4.2	80.3	15.5	0		
PHF	.000	.000	.000	.000	.000	.250	.750	.000	.000	.800	.550	.250	.250	.000	.542	.375	.838	.458	.000	.710	.781

Counts Unlimited, Inc.
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(951)268-6268

City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
N/S: Pats Ranch Road
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Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	**5**	0	0	**5**	2	0	0	0	2	**2**	**17**	**6**	0	**25**	
+15 mins.	0	0	0	0	0	0	2	0	0	2	**5**	0	**1**	0	**6**	1	12	1	0	14	
+30 mins.	0	0	0	0	0	**1**	4	0	0	5	1	0	0	0	1	0	16	3	0	19	
+45 mins.	0	0	0	0	0	0	4	0	0	4	3	**1**	0	0	4	0	12	1	0	13	
Total Volume	0	0	0	0	0	1	15	0	0	16	11	1	1	0	13	3	57	11	0	71	
% App. Total	0	0	0	0		6.2	93.8	0	0		84.6	7.7	7.7	0		4.2	80.3	15.5	0		
PHF	.000	.000	.000	.000	.000	.250	.750	.000	.000	.800	.550	.250	.250	.000	.542	.375	.838	.458	.000	.710	

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

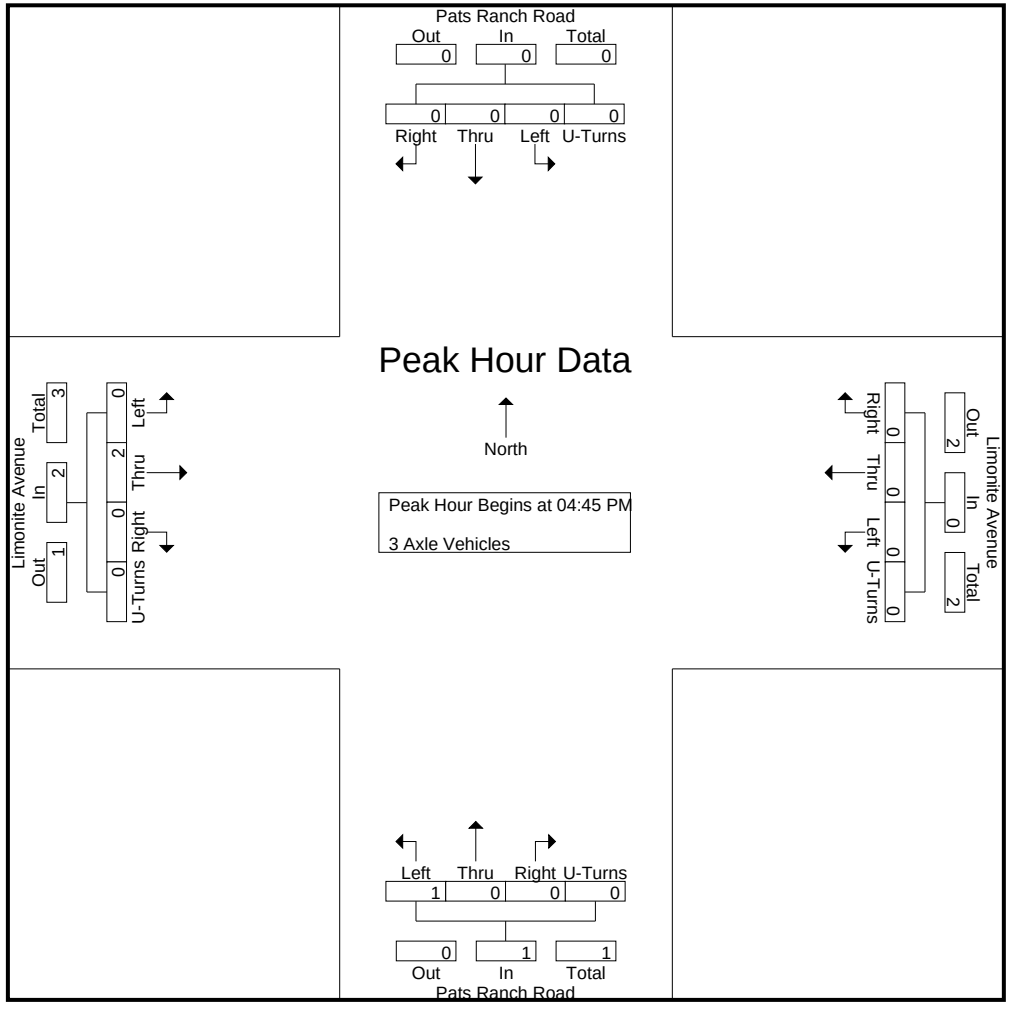
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
05:30 PM	0	0	0	0	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	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Grand Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	10	1	0	11	15
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	90.9	9.1	0		
Total %	0	0	0	0	0	0	20	0	0	20	6.7	0	0	0	6.7	0	66.7	6.7	0	73.3	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	**1**	0	0	**1**	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	0	1	**2**
05:30 PM	0	0	0	0	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	1	0	0	0	1	0	2	0	0	2	3
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.375

Counts Unlimited, Inc.
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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
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File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
+15 mins.	0	0	0	0	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	**1**	0	0	0	**1**	0	1	0	0	1	
+45 mins.	0	0	0	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	1	0	0	0	1	0	2	0	0	2	
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
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File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

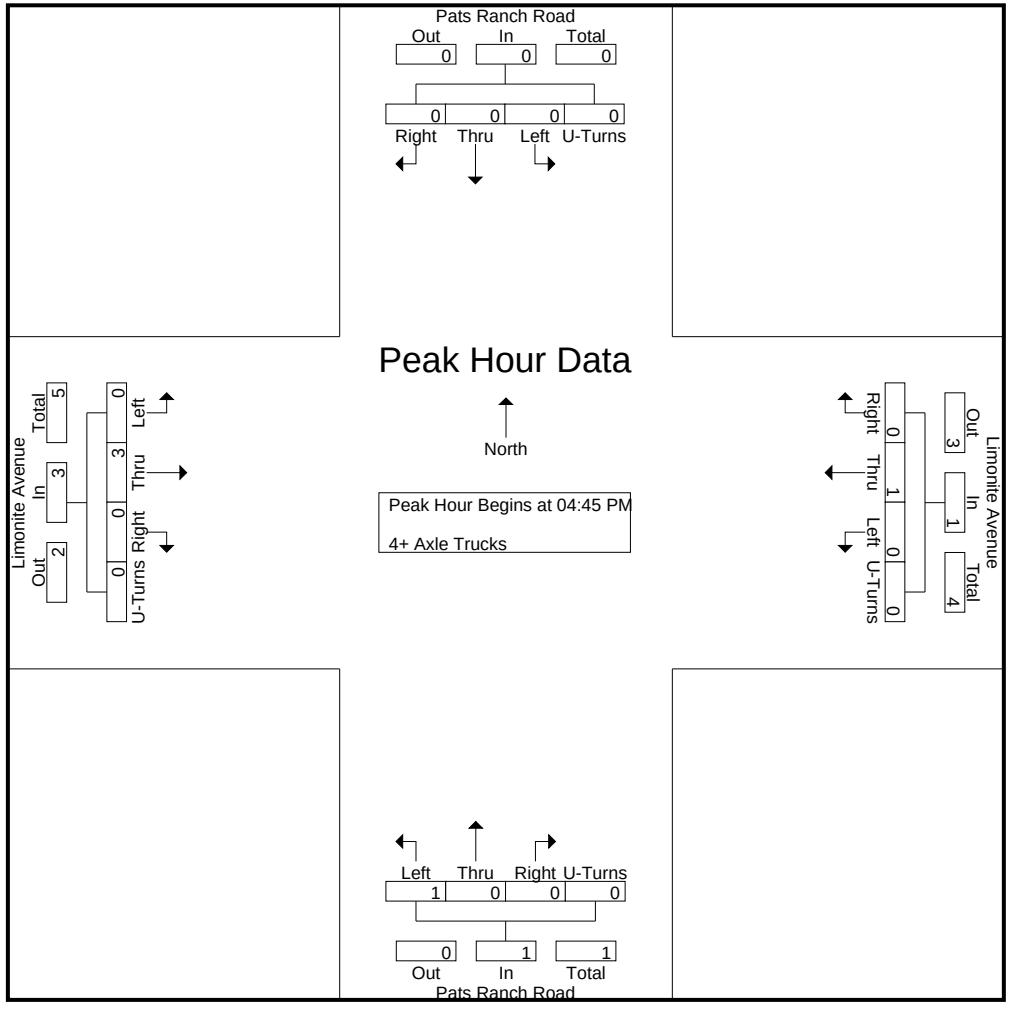
	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	0	8	0	0	8	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Grand Total	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	0	13	0	0	13	21
Apprch %	0	0	0	0		20	80	0	0		66.7	0	33.3	0		0	100	0	0		
Total %	0	0	0	0	0	4.8	19	0	0	23.8	9.5	0	4.8	0	14.3	0	61.9	0	0	61.9	

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	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	**1**	0	0	**1**	**1**	0	0	0	**1**	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	**1**	0	0	**1**	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.000	.750	.000	.000	.750	.625

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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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City of Jurupa Valley
N/S: Pats Ranch Road
E/W: Limonite Avenue
Weather: Clear

File Name : 03_JVY_Pats_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

	Pats Ranch Road Southbound					Limonite Avenue Westbound					Pats Ranch Road Northbound					Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	**1**	0	0	**1**	**1**	0	0	0	**1**	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.000	.750	.000	.000	.750	

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

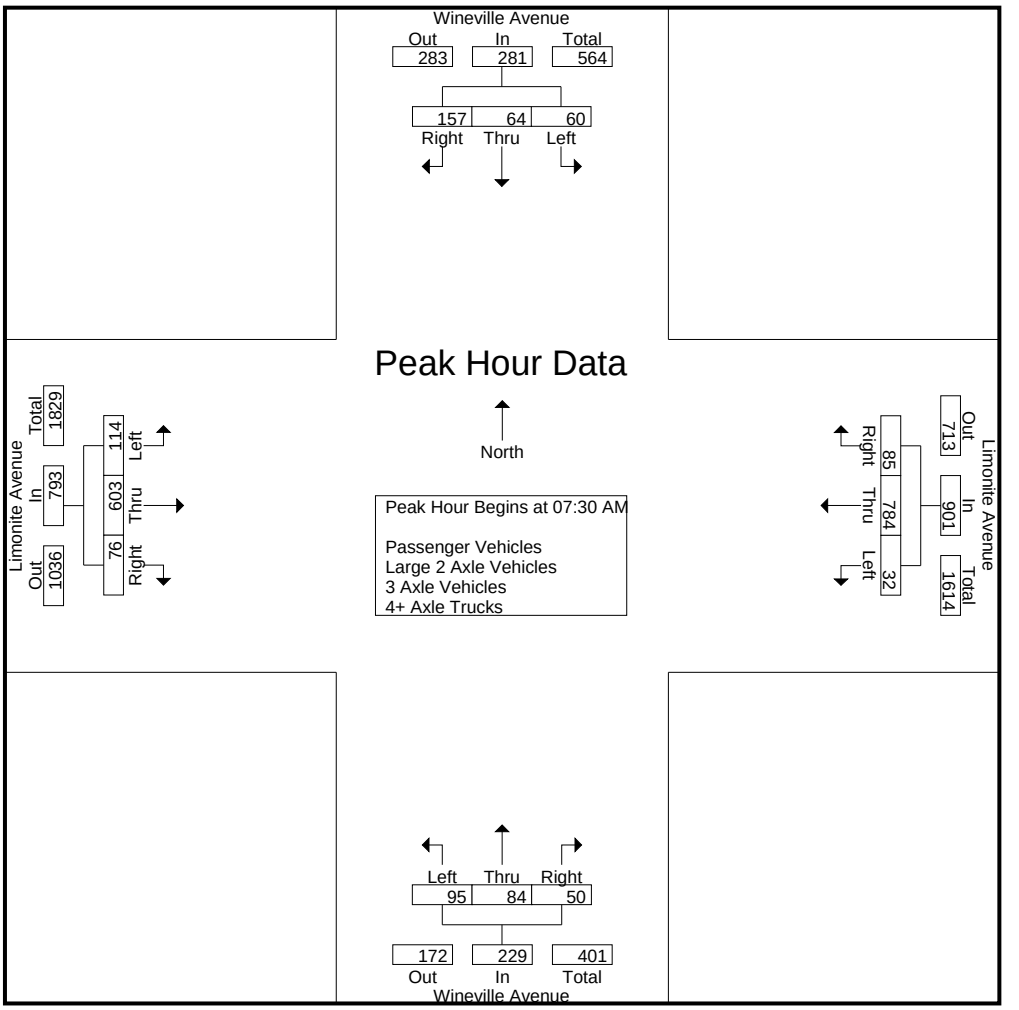
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	7	31	49	8	215	16	239	15	20	6	41	17	123	20	160	489
07:15 AM	14	9	28	51	7	220	33	260	33	21	9	63	21	136	27	184	558
07:30 AM	14	19	33	66	7	194	21	222	28	19	18	65	32	152	25	209	562
07:45 AM	19	10	30	59	6	202	24	232	29	25	13	67	27	155	13	195	553
Total	58	45	122	225	28	831	94	953	105	85	46	236	97	566	85	748	2162
08:00 AM	8	12	47	67	6	164	13	183	20	23	7	50	28	148	16	192	492
08:15 AM	19	23	47	89	13	224	27	264	18	17	12	47	27	148	22	197	597
08:30 AM	13	9	34	56	11	199	24	234	25	15	12	52	24	149	17	190	532
08:45 AM	14	14	36	64	8	183	20	211	12	9	9	30	39	150	13	202	507
Total	54	58	164	276	38	770	84	892	75	64	40	179	118	595	68	781	2128
Grand Total	112	103	286	501	66	1601	178	1845	180	149	86	415	215	1161	153	1529	4290
Apprch %	22.4	20.6	57.1		3.6	86.8	9.6		43.4	35.9	20.7		14.1	75.9	10		
Total %	2.6	2.4	6.7	11.7	1.5	37.3	4.1	43	4.2	3.5	2	9.7	5	27.1	3.6	35.6	
Passenger Vehicles	109	102	279	490	65	1560	172	1797	168	146	85	399	207	1105	139	1451	4137
% Passenger Vehicles	97.3	99	97.6	97.8	98.5	97.4	96.6	97.4	93.3	98	98.8	96.1	96.3	95.2	90.8	94.9	96.4
Large 2 Axle Vehicles	2	1	1	4	1	23	3	27	10	3	1	14	6	35	13	54	99
% Large 2 Axle Vehicles	1.8	1	0.3	0.8	1.5	1.4	1.7	1.5	5.6	2	1.2	3.4	2.8	3	8.5	3.5	2.3
3 Axle Vehicles	1	0	2	3	0	3	2	5	1	0	0	1	1	8	1	10	19
% 3 Axle Vehicles	0.9	0	0.7	0.6	0	0.2	1.1	0.3	0.6	0	0	0.2	0.5	0.7	0.7	0.7	0.4
4+ Axle Trucks	0	0	4	4	0	15	1	16	1	0	0	1	1	13	0	14	35
% 4+ Axle Trucks	0	0	1.4	0.8	0	0.9	0.6	0.9	0.6	0	0	0.2	0.5	1.1	0	0.9	0.8

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	14	19	33	66	7	194	21	222	28	19	**18**	65	**32**	152	**25**	**209**	562
07:45 AM	**19**	10	30	59	6	202	24	232	**29**	**25**	13	**67**	27	**155**	13	195	553
08:00 AM	8	12	**47**	67	6	164	13	183	20	23	7	50	28	148	16	192	492
08:15 AM	19	**23**	47	**89**	**13**	**224**	**27**	**264**	18	17	12	47	27	148	22	197	**597**
Total Volume	60	64	157	281	32	784	85	901	95	84	50	229	114	603	76	793	2204
% App. Total	21.4	22.8	55.9		3.6	87	9.4		41.5	36.7	21.8		14.4	76	9.6		
PHF	.789	.696	.835	.789	.615	.875	.787	.853	.819	.840	.694	.854	.891	.973	.760	.949	.923

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	14	19	33	66	**8**	215	16	239	**33**	21	9	63	**32**	152	**25**	**209**
+15 mins.	**19**	10	30	59	7	**220**	**33**	**260**	28	19	**18**	65	27	**155**	13	195
+30 mins.	8	12	**47**	67	7	194	21	222	29	**25**	13	**67**	28	148	16	192
+45 mins.	19	**23**	47	**89**	6	202	24	232	20	23	7	50	27	148	22	197
Total Volume	60	64	157	281	28	831	94	953	110	88	47	245	114	603	76	793
% App. Total	21.4	22.8	55.9		2.9	87.2	9.9		44.9	35.9	19.2		14.4	76	9.6	
PHF	.789	.696	.835	.789	.875	.944	.712	.916	.833	.880	.653	.914	.891	.973	.760	.949

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

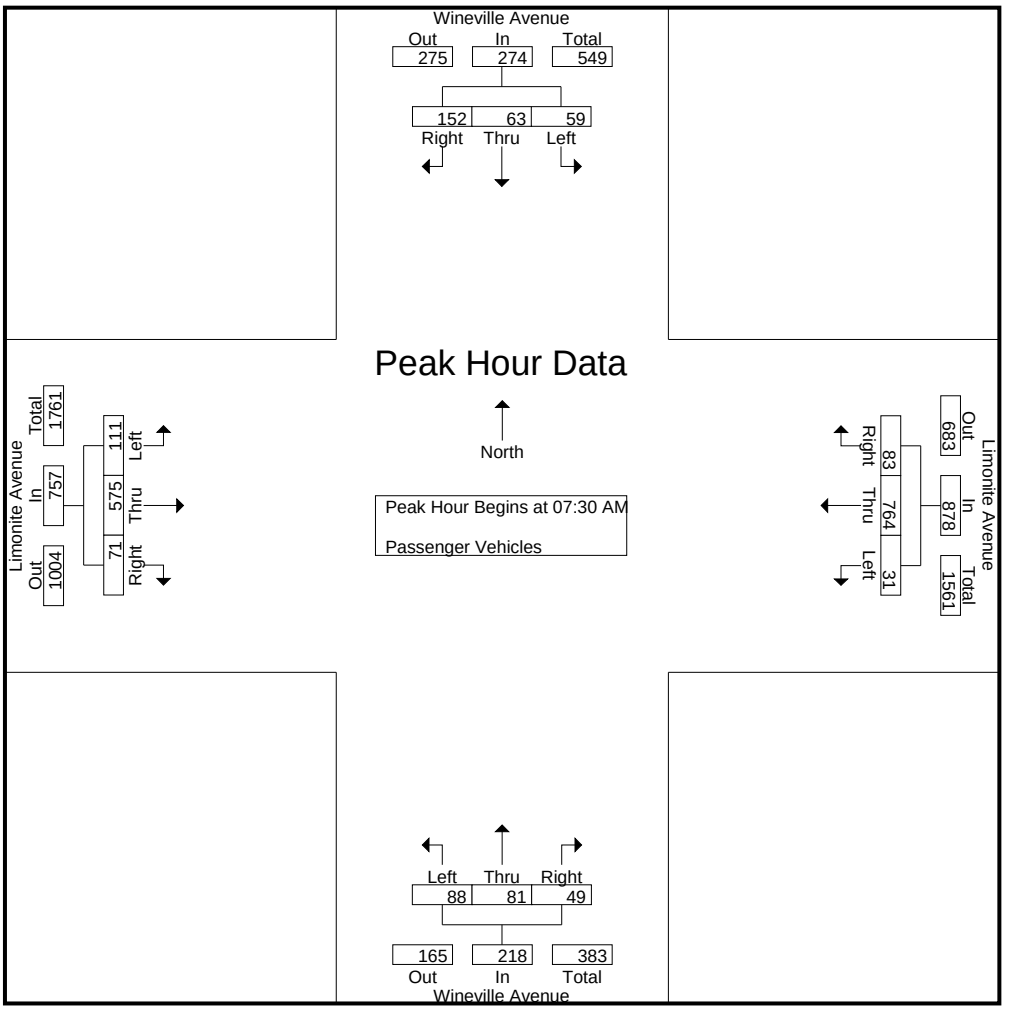
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	7	31	48	8	206	15	229	14	20	6	40	15	111	18	144	461
07:15 AM	13	9	27	49	7	212	32	251	31	21	9	61	21	129	25	175	536
07:30 AM	14	19	33	66	7	188	20	215	24	19	18	61	31	149	23	203	545
07:45 AM	18	10	30	58	6	199	24	229	29	24	12	65	26	141	12	179	531
Total	55	45	121	221	28	805	91	924	98	84	45	227	93	530	78	701	2073
08:00 AM	8	11	46	65	5	161	13	179	17	23	7	47	27	145	14	186	477
08:15 AM	19	23	43	85	13	216	26	255	18	15	12	45	27	140	22	189	574
08:30 AM	13	9	33	55	11	197	23	231	24	15	12	51	23	143	14	180	517
08:45 AM	14	14	36	64	8	181	19	208	11	9	9	29	37	147	11	195	496
Total	54	57	158	269	37	755	81	873	70	62	40	172	114	575	61	750	2064
Grand Total	109	102	279	490	65	1560	172	1797	168	146	85	399	207	1105	139	1451	4137
Apprch %	22.2	20.8	56.9		3.6	86.8	9.6		42.1	36.6	21.3		14.3	76.2	9.6		
Total %	2.6	2.5	6.7	11.8	1.6	37.7	4.2	43.4	4.1	3.5	2.1	9.6	5	26.7	3.4	35.1	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	14	19	33	66	7	188	20	215	24	19	**18**	61	**31**	**149**	**23**	**203**	545
07:45 AM	18	10	30	58	6	199	24	229	**29**	**24**	12	**65**	26	141	12	179	531
08:00 AM	8	11	**46**	65	5	161	13	179	17	23	7	47	27	145	14	186	477
08:15 AM	**19**	**23**	43	**85**	**13**	**216**	**26**	**255**	18	15	12	45	27	140	22	189	**574**
Total Volume	59	63	152	274	31	764	83	878	88	81	49	218	111	575	71	757	2127
% App. Total	21.5	23	55.5		3.5	87	9.5		40.4	37.2	22.5		14.7	76	9.4		
PHF	.776	.685	.826	.806	.596	.884	.798	.861	.759	.844	.681	.838	.895	.965	.772	.932	.926

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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.	14	19	33	66	7	188	20	215	24	19	**18**	61	**31**	**149**	**23**	**203**
+15 mins.	18	10	30	58	6	199	24	229	**29**	**24**	12	**65**	26	141	12	179
+30 mins.	8	11	**46**	65	5	161	13	179	17	23	7	47	27	145	14	186
+45 mins.	**19**	**23**	43	**85**	**13**	**216**	**26**	**255**	18	15	12	45	27	140	22	189
Total Volume	59	63	152	274	31	764	83	878	88	81	49	218	111	575	71	757
% App. Total	21.5	23	55.5		3.5	87	9.5		40.4	37.2	22.5		14.7	76	9.4	
PHF	.776	.685	.826	.806	.596	.884	.798	.861	.759	.844	.681	.838	.895	.965	.772	.932

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

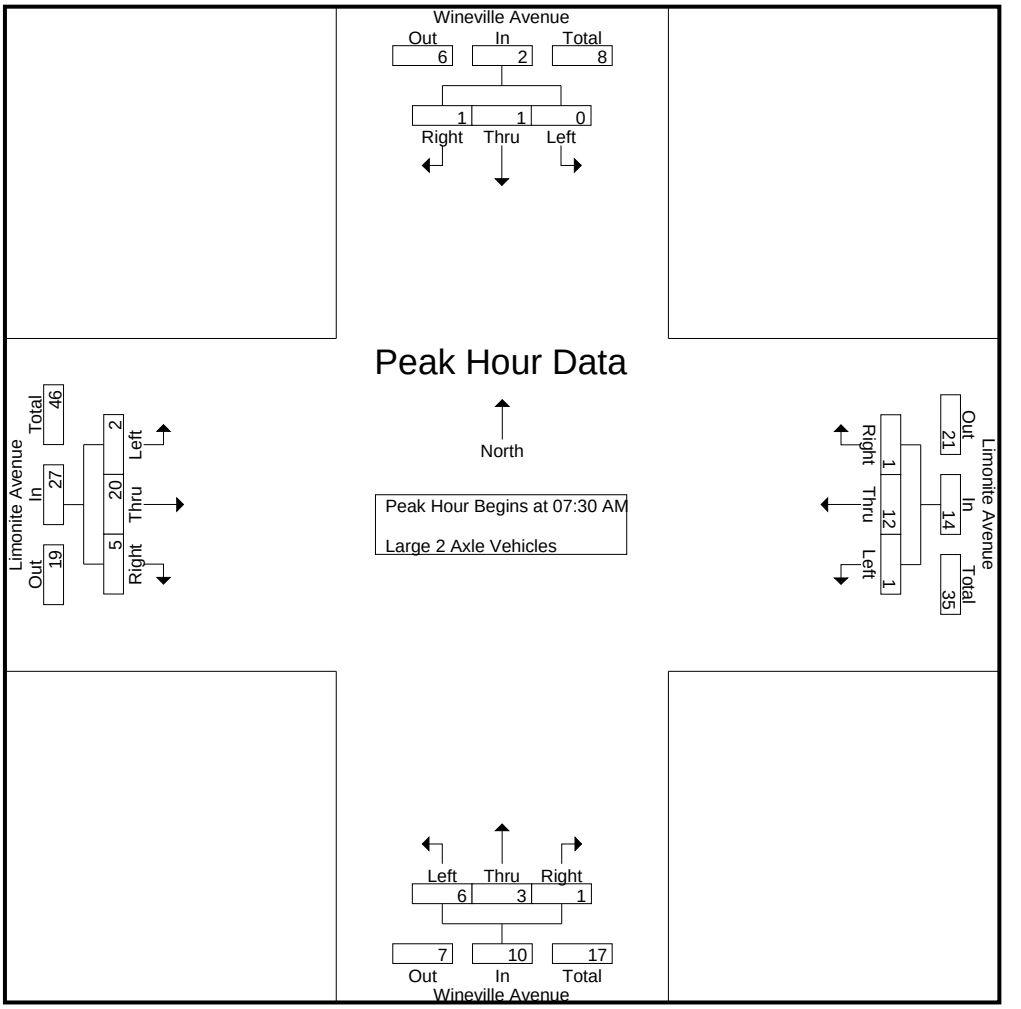
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	4	1	5	1	0	0	1	2	8	2	12	19
07:15 AM	1	0	0	1	0	5	1	6	2	0	0	2	0	3	1	4	13
07:30 AM	0	0	0	0	0	4	1	5	4	0	0	4	1	1	2	4	13
07:45 AM	0	0	0	0	0	1	0	1	0	1	1	2	1	11	1	13	16
Total	2	0	0	2	0	14	3	17	7	1	1	9	4	23	6	33	61
08:00 AM	0	1	0	1	1	2	0	3	2	0	0	2	0	1	2	3	9
08:15 AM	0	0	1	1	0	5	0	5	0	2	0	2	0	7	0	7	15
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	3	6	7
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2	1	2	5	7
Total	0	1	1	2	1	9	0	10	3	2	0	5	2	12	7	21	38
Grand Total	2	1	1	4	1	23	3	27	10	3	1	14	6	35	13	54	99
Apprch %	50	25	25		3.7	85.2	11.1		71.4	21.4	7.1		11.1	64.8	24.1		
Total %	2	1	1	4	1	23.2	3	27.3	10.1	3	1	14.1	6.1	35.4	13.1	54.5	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	4	**1**	**5**	**4**	0	0	**4**	**1**	1	**2**	4	13
07:45 AM	0	0	0	0	0	1	0	1	0	1	**1**	2	1	**11**	1	**13**	**16**
08:00 AM	0	**1**	0	**1**	**1**	2	0	3	2	0	0	2	0	1	2	3	9
08:15 AM	0	0	**1**	1	0	**5**	0	5	0	**2**	0	2	0	7	0	7	15
Total Volume	0	1	1	2	1	12	1	14	6	3	1	10	2	20	5	27	53
% App. Total	0	50	50		7.1	85.7	7.1		60	30	10		7.4	74.1	18.5		
PHF	.000	.250	.250	.500	.250	.600	.250	.700	.375	.375	.250	.625	.500	.455	.625	.519	.828

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	4	**1**	**5**	**4**	0	0	**4**	**1**	1	**2**	4
+15 mins.	0	0	0	0	0	1	0	1	0	1	**1**	2	1	**11**	1	**13**
+30 mins.	0	**1**	0	**1**	**1**	2	0	3	2	0	0	2	0	1	2	3
+45 mins.	0	0	**1**	1	0	**5**	0	5	0	**2**	0	2	0	7	0	7
Total Volume	0	1	1	2	1	12	1	14	6	3	1	10	2	20	5	27
% App. Total	0	50	50		7.1	85.7	7.1		60	30	10		7.4	74.1	18.5	
PHF	.000	.250	.250	.500	.250	.600	.250	.700	.375	.375	.250	.625	.500	.455	.625	.519

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

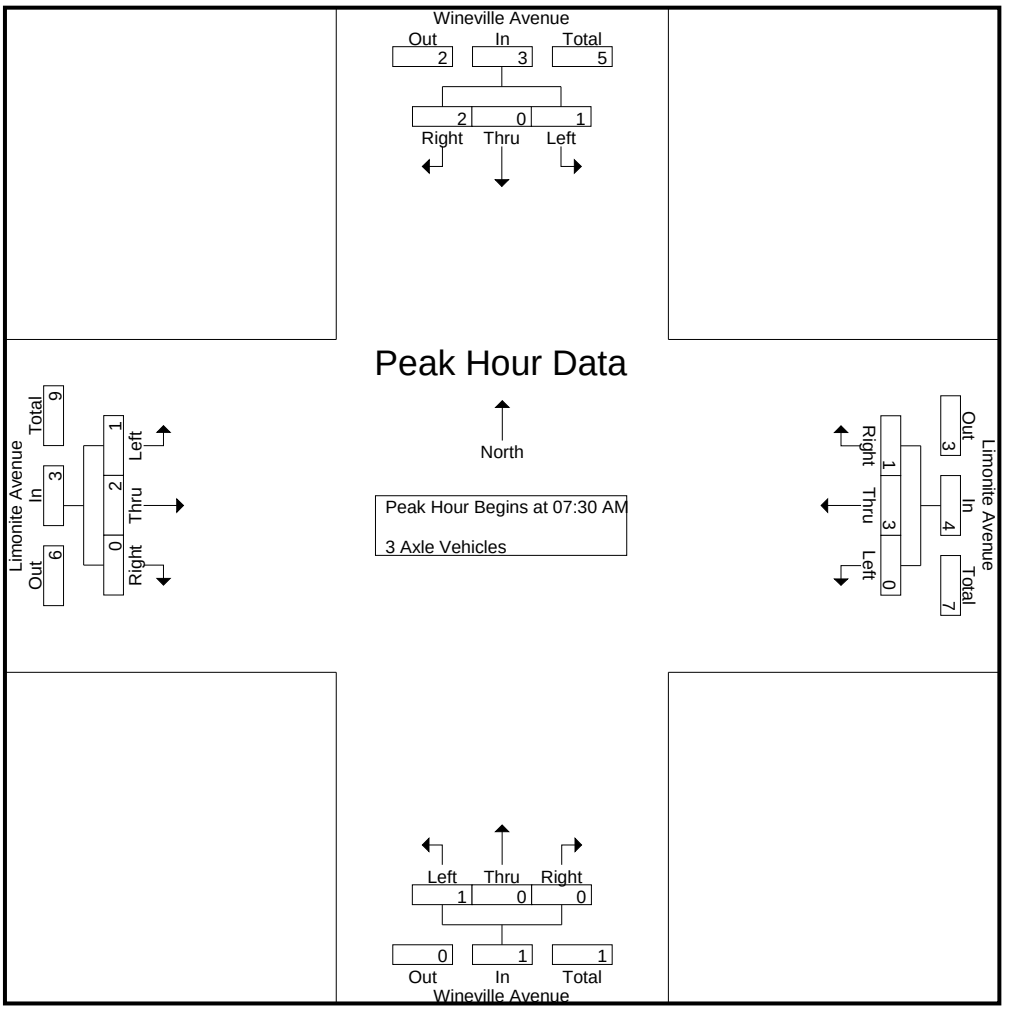
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	6	1	7	9
08:00 AM	0	0	1	1	0	1	0	1	1	0	0	1	1	0	0	1	4
08:15 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	2	2	4	1	0	0	1	1	2	0	3	10
Grand Total	1	0	2	3	0	3	2	5	1	0	0	1	1	8	1	10	19
Apprch %	33.3	0	66.7		0	60	40		100	0	0		10	80	10		
Total %	5.3	0	10.5	15.8	0	15.8	10.5	26.3	5.3	0	0	5.3	5.3	42.1	5.3	52.6	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	0	0	0	0	0	0	0	1
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
08:00 AM	0	0	**1**	1	0	1	0	1	**1**	0	0	**1**	**1**	0	0	1	**4**
08:15 AM	0	0	1	1	0	1	**1**	**2**	0	0	0	0	0	1	0	1	4
Total Volume	1	0	2	3	0	3	1	4	1	0	0	1	1	2	0	3	11
% App. Total	33.3	0	66.7		0	75	25		100	0	0		33.3	66.7	0		
PHF	.250	.000	.500	.750	.000	.750	.250	.500	.250	.000	.000	.250	.250	.500	.000	.750	.688

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	**1**	1	0	1	0	1	**1**	0	0	**1**	**1**	0	0	1
+45 mins.	0	0	1	1	0	1	**1**	**2**	0	0	0	0	0	1	0	1
Total Volume	1	0	2	3	0	3	1	4	1	0	0	1	1	2	0	3
% App. Total	33.3	0	66.7		0	75	25		100	0	0		33.3	66.7	0	
PHF	.250	.000	.500	.750	.000	.750	.250	.500	.250	.000	.000	.250	.250	.500	.000	.750

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

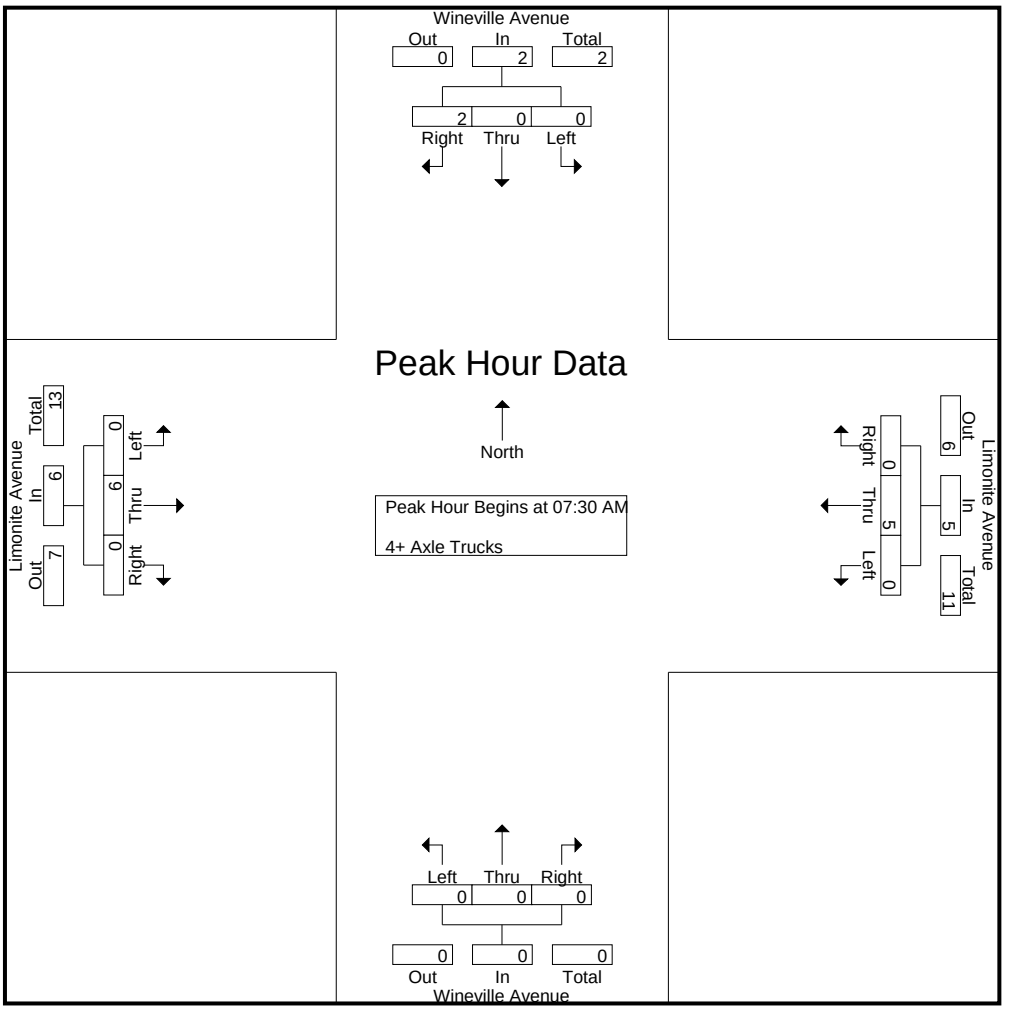
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
07:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	1	1	0	11	0	11	0	0	0	0	0	7	0	7	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	1	1	0	1	0	1	1	0	0	1	1	2	0	3	6
08:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Total	0	0	3	3	0	4	1	5	1	0	0	1	1	6	0	7	16
Grand Total	0	0	4	4	0	15	1	16	1	0	0	1	1	13	0	14	35
Apprch %	0	0	100		0	93.8	6.2		100	0	0		7.1	92.9	0		
Total %	0	0	11.4	11.4	0	42.9	2.9	45.7	2.9	0	0	2.9	2.9	37.1	0	40	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	0	0	0	0	**2**	0	**2**	3
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	**4**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	**2**	**2**	0	2	0	2	0	0	0	0	0	0	0	0	4
Total Volume	0	0	2	2	0	5	0	5	0	0	0	0	0	6	0	6	13
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.813

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	**2**	**2**	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	5	0	5	0	0	0	0	0	6	0	6
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

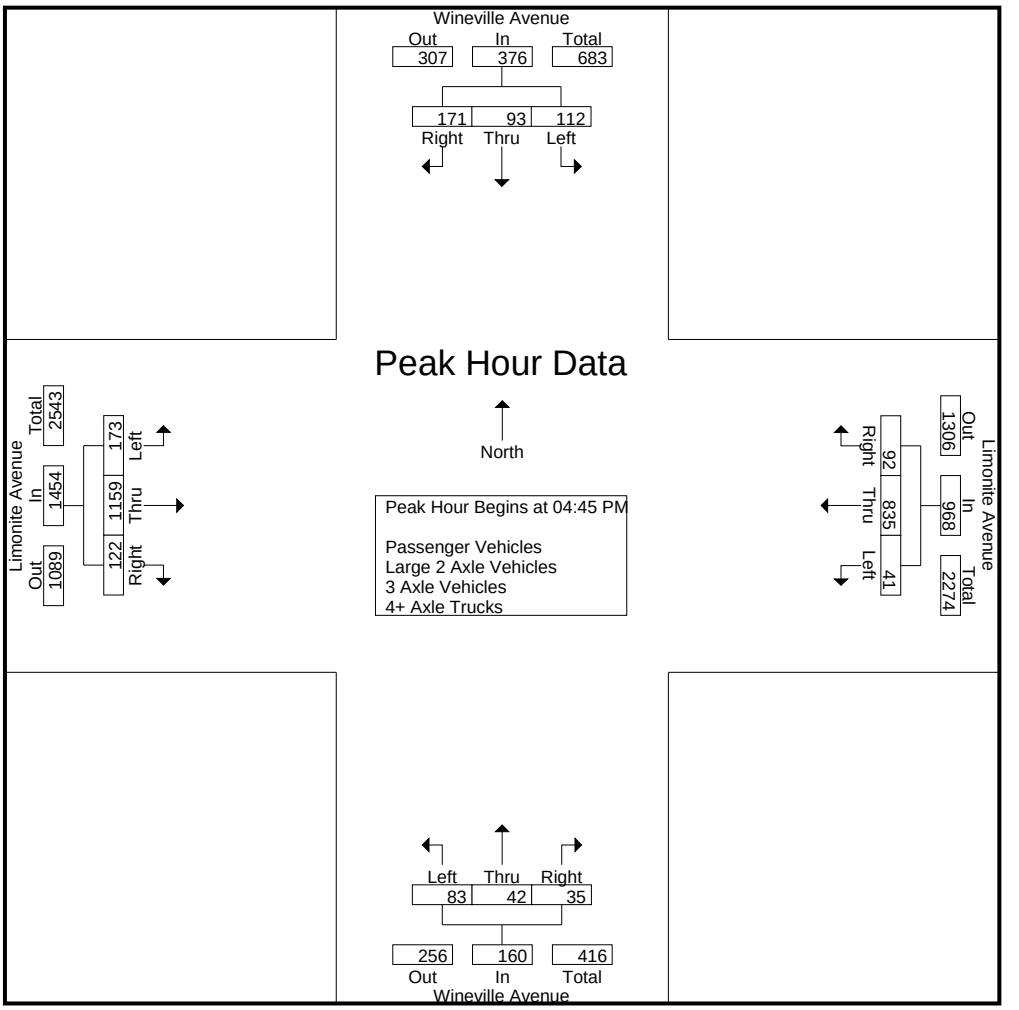
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	17	40	86	7	194	23	224	13	13	12	38	31	316	29	376	724
04:15 PM	14	16	34	64	8	213	20	241	14	10	8	32	31	303	27	361	698
04:30 PM	20	21	38	79	3	207	18	228	23	14	8	45	26	291	21	338	690
04:45 PM	36	20	42	98	13	184	25	222	20	7	6	33	53	283	32	368	721
Total	99	74	154	327	31	798	86	915	70	44	34	148	141	1193	109	1443	2833
05:00 PM	25	22	39	86	8	193	17	218	17	9	10	36	38	310	35	383	723
05:15 PM	26	28	46	100	8	247	25	280	27	12	12	51	35	291	25	351	782
05:30 PM	25	23	44	92	12	211	25	248	19	14	7	40	47	275	30	352	732
05:45 PM	17	22	48	87	6	206	27	239	21	16	6	43	37	278	18	333	702
Total	93	95	177	365	34	857	94	985	84	51	35	170	157	1154	108	1419	2939
Grand Total	192	169	331	692	65	1655	180	1900	154	95	69	318	298	2347	217	2862	5772
Apprch %	27.7	24.4	47.8		3.4	87.1	9.5		48.4	29.9	21.7		10.4	82	7.6		
Total %	3.3	2.9	5.7	12	1.1	28.7	3.1	32.9	2.7	1.6	1.2	5.5	5.2	40.7	3.8	49.6	
Passenger Vehicles	191	169	327	687	65	1640	177	1882	153	94	68	315	291	2277	203	2771	5655
% Passenger Vehicles	99.5	100	98.8	99.3	100	99.1	98.3	99.1	99.4	98.9	98.6	99.1	97.7	97	93.5	96.8	98
Large 2 Axle Vehicles	1	0	1	2	0	9	2	11	1	1	1	3	4	52	12	68	84
% Large 2 Axle Vehicles	0.5	0	0.3	0.3	0	0.5	1.1	0.6	0.6	1.1	1.4	0.9	1.3	2.2	5.5	2.4	1.5
3 Axle Vehicles	0	0	2	2	0	2	0	2	0	0	0	0	0	9	1	10	14
% 3 Axle Vehicles	0	0	0.6	0.3	0	0.1	0	0.1	0	0	0	0	0	0.4	0.5	0.3	0.2
4+ Axle Trucks	0	0	1	1	0	4	1	5	0	0	0	0	3	9	1	13	19
% 4+ Axle Trucks	0	0	0.3	0.1	0	0.2	0.6	0.3	0	0	0	0	1	0.4	0.5	0.5	0.3

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**36**	20	42	98	**13**	184	**25**	222	20	7	6	33	**53**	283	32	368	721
05:00 PM	25	22	39	86	8	193	17	218	17	9	10	36	38	**310**	**35**	**383**	723
05:15 PM	26	**28**	**46**	**100**	8	**247**	25	**280**	**27**	12	**12**	**51**	35	291	25	351	**782**
05:30 PM	25	23	44	92	12	211	25	248	19	**14**	7	40	47	275	30	352	732
Total Volume	112	93	171	376	41	835	92	968	83	42	35	160	173	1159	122	1454	2958
% App. Total	29.8	24.7	45.5		4.2	86.3	9.5		51.9	26.2	21.9		11.9	79.7	8.4		
PHF	.778	.830	.929	.940	.788	.845	.920	.864	.769	.750	.729	.784	.816	.935	.871	.949	.946

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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:

	04:45 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	**36**	20	42	98	8	193	17	218	17	9	10	36	**53**	283	32	368
+15 mins.	25	22	39	86	8	**247**	25	**280**	**27**	12	**12**	**51**	38	**310**	**35**	**383**
+30 mins.	26	**28**	**46**	**100**	**12**	211	25	248	19	14	7	40	35	291	25	351
+45 mins.	25	23	44	92	6	206	**27**	239	21	**16**	6	43	47	275	30	352
Total Volume	112	93	171	376	34	857	94	985	84	51	35	170	173	1159	122	1454
% App. Total	29.8	24.7	45.5		3.5	87	9.5		49.4	30	20.6		11.9	79.7	8.4	
PHF	.778	.830	.929	.940	.708	.867	.870	.879	.778	.797	.729	.833	.816	.935	.871	.949

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City of Jurupa Valley
N/S: Wineville Avenue
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Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

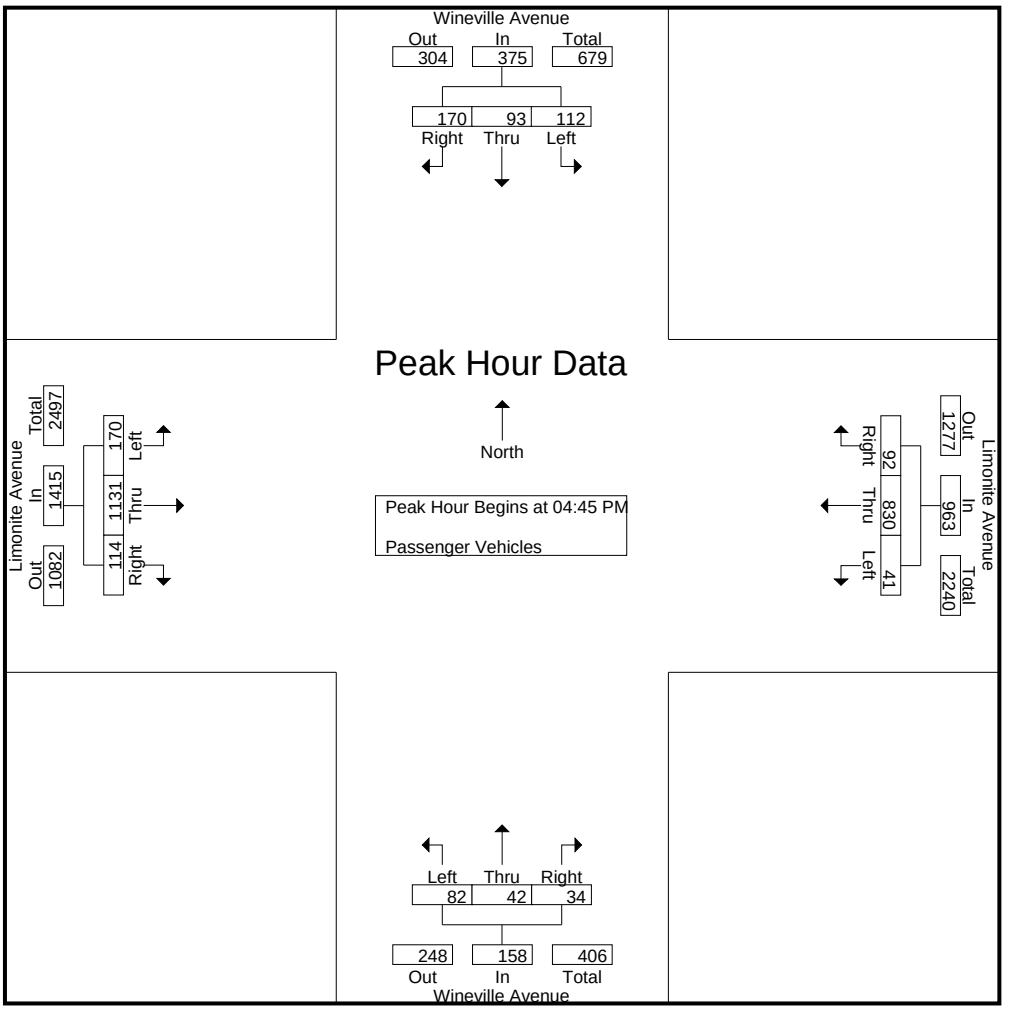
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	17	39	84	7	190	21	218	13	12	12	37	30	299	26	355	694
04:15 PM	14	16	33	63	8	211	19	238	14	10	8	32	31	295	26	352	685
04:30 PM	20	21	38	79	3	205	18	226	23	14	8	45	26	283	21	330	680
04:45 PM	36	20	42	98	13	183	25	221	19	7	6	32	52	278	32	362	713
Total	98	74	152	324	31	789	83	903	69	43	34	146	139	1155	105	1399	2772
05:00 PM	25	22	39	86	8	192	17	217	17	9	10	36	36	302	32	370	709
05:15 PM	26	28	45	99	8	244	25	277	27	12	12	51	35	279	21	335	762
05:30 PM	25	23	44	92	12	211	25	248	19	14	6	39	47	272	29	348	727
05:45 PM	17	22	47	86	6	204	27	237	21	16	6	43	34	269	16	319	685
Total	93	95	175	363	34	851	94	979	84	51	34	169	152	1122	98	1372	2883
Grand Total	191	169	327	687	65	1640	177	1882	153	94	68	315	291	2277	203	2771	5655
Apprch %	27.8	24.6	47.6		3.5	87.1	9.4		48.6	29.8	21.6		10.5	82.2	7.3		
Total %	3.4	3	5.8	12.1	1.1	29	3.1	33.3	2.7	1.7	1.2	5.6	5.1	40.3	3.6	49	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**36**	20	42	98	**13**	183	**25**	221	19	7	6	32	**52**	278	**32**	362	713
05:00 PM	25	22	39	86	8	192	17	217	17	9	10	36	36	**302**	32	**370**	709
05:15 PM	26	**28**	**45**	**99**	8	**244**	25	**277**	**27**	12	**12**	**51**	35	279	21	335	**762**
05:30 PM	25	23	44	92	12	211	25	248	19	**14**	6	39	47	272	29	348	727
Total Volume	112	93	170	375	41	830	92	963	82	42	34	158	170	1131	114	1415	2911
% App. Total	29.9	24.8	45.3		4.3	86.2	9.6		51.9	26.6	21.5		12	79.9	8.1		
PHF	.778	.830	.944	.947	.788	.850	.920	.869	.759	.750	.708	.775	.817	.936	.891	.956	.955

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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.	**36**	20	42	98	**13**	183	**25**	221	19	7	6	32	**52**	278	**32**	362
+15 mins.	25	22	39	86	8	192	17	217	17	9	10	36	36	**302**	32	**370**
+30 mins.	26	**28**	**45**	**99**	8	**244**	25	**277**	**27**	12	**12**	**51**	35	279	21	335
+45 mins.	25	23	44	92	12	211	25	248	19	**14**	6	39	47	272	29	348
Total Volume	112	93	170	375	41	830	92	963	82	42	34	158	170	1131	114	1415
% App. Total	29.9	24.8	45.3		4.3	86.2	9.6		51.9	26.6	21.5		12	79.9	8.1	
PHF	.778	.830	.944	.947	.788	.850	.920	.869	.759	.750	.708	.775	.817	.936	.891	.956

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City of Jurupa Valley
N/S: Wineville Avenue
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Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

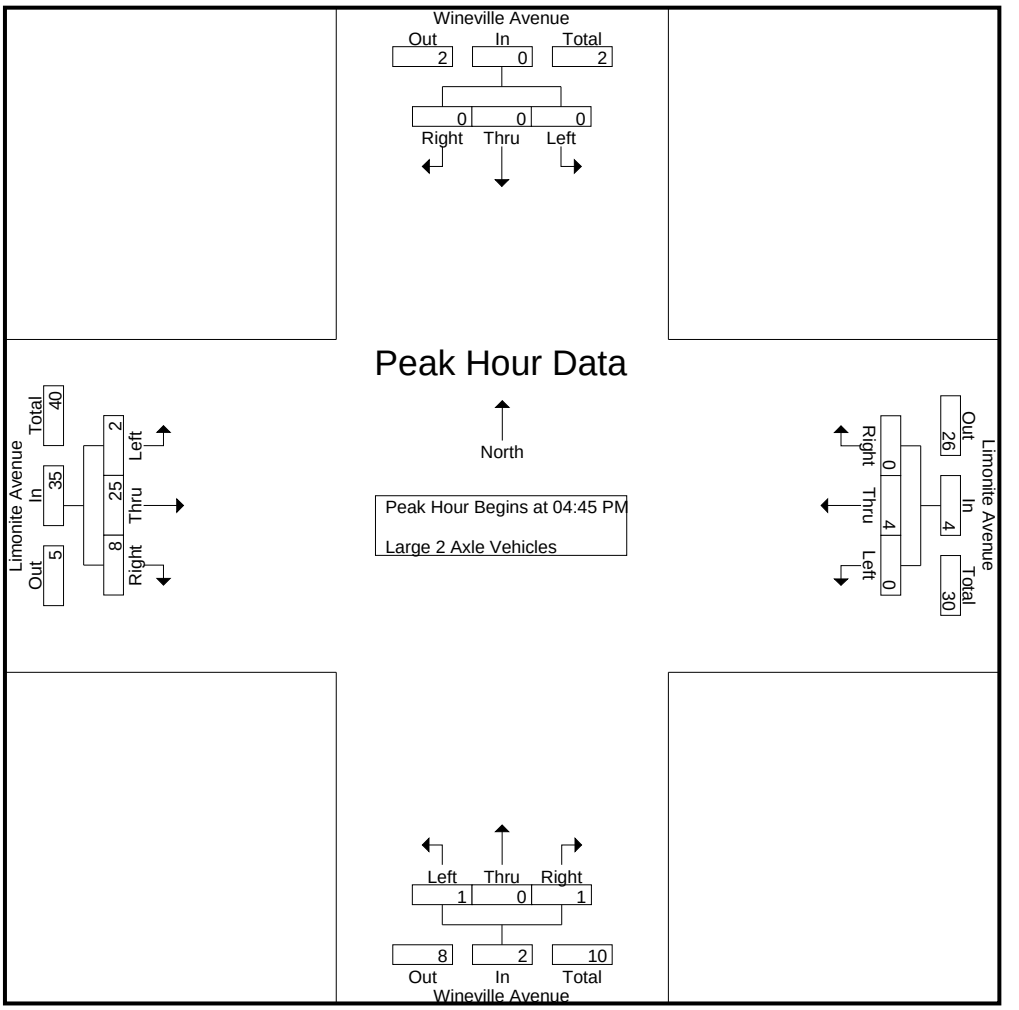
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	1	2	3	0	1	0	1	0	13	3	16	21
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	5	0	6	7
Total	1	0	0	1	0	3	2	5	1	1	0	2	1	26	3	30	38
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	7	3	11	12
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	10	4	14	17
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	1	4	5
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	2	6	1	9	12
Total	0	0	1	1	0	6	0	6	0	0	1	1	3	26	9	38	46
Grand Total	1	0	1	2	0	9	2	11	1	1	1	3	4	52	12	68	84
Apprch %	50	0	50		0	81.8	18.2		33.3	33.3	33.3		5.9	76.5	17.6		
Total %	1.2	0	1.2	2.4	0	10.7	2.4	13.1	1.2	1.2	1.2	3.6	4.8	61.9	14.3	81	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**1**	0	0	**1**	**1**	5	0	6	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	7	3	11	12
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**10**	**4**	**14**	**17**
05:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	3	1	4	5
Total Volume	0	0	0	0	0	4	0	4	1	0	1	2	2	25	8	35	41
% App. Total	0	0	0		0	100	0		50	0	50		5.7	71.4	22.9		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.250	.500	.500	.625	.500	.625	.603

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**1**	0	0	**1**	**1**	5	0	6
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	7	3	11
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**10**	**4**	**14**
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	3	1	4
Total Volume	0	0	0	0	0	4	0	4	1	0	1	2	2	25	8	35
% App. Total	0	0	0		0	100	0		50	0	50		5.7	71.4	22.9	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.250	.500	.500	.625	.500	.625

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

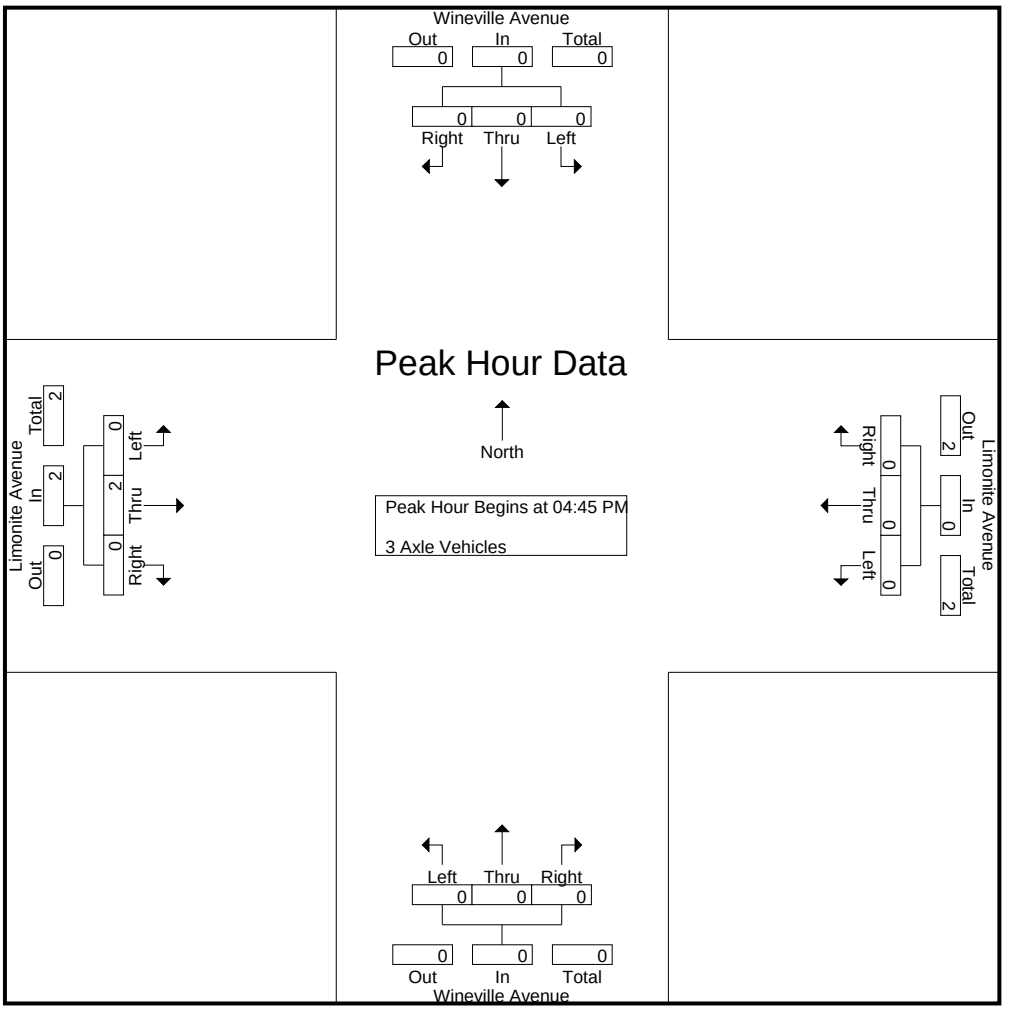
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	1	5	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	2	0	2	0	0	0	0	0	7	1	8	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	2	2	0	2	0	2	0	0	0	0	0	9	1	10	14
Apprch %	0	0	100		0	100	0		0	0	0		0	90	10		
Total %	0	0	14.3	14.3	0	14.3	0	14.3	0	0	0	0	0	64.3	7.1	71.4	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	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	2	0	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

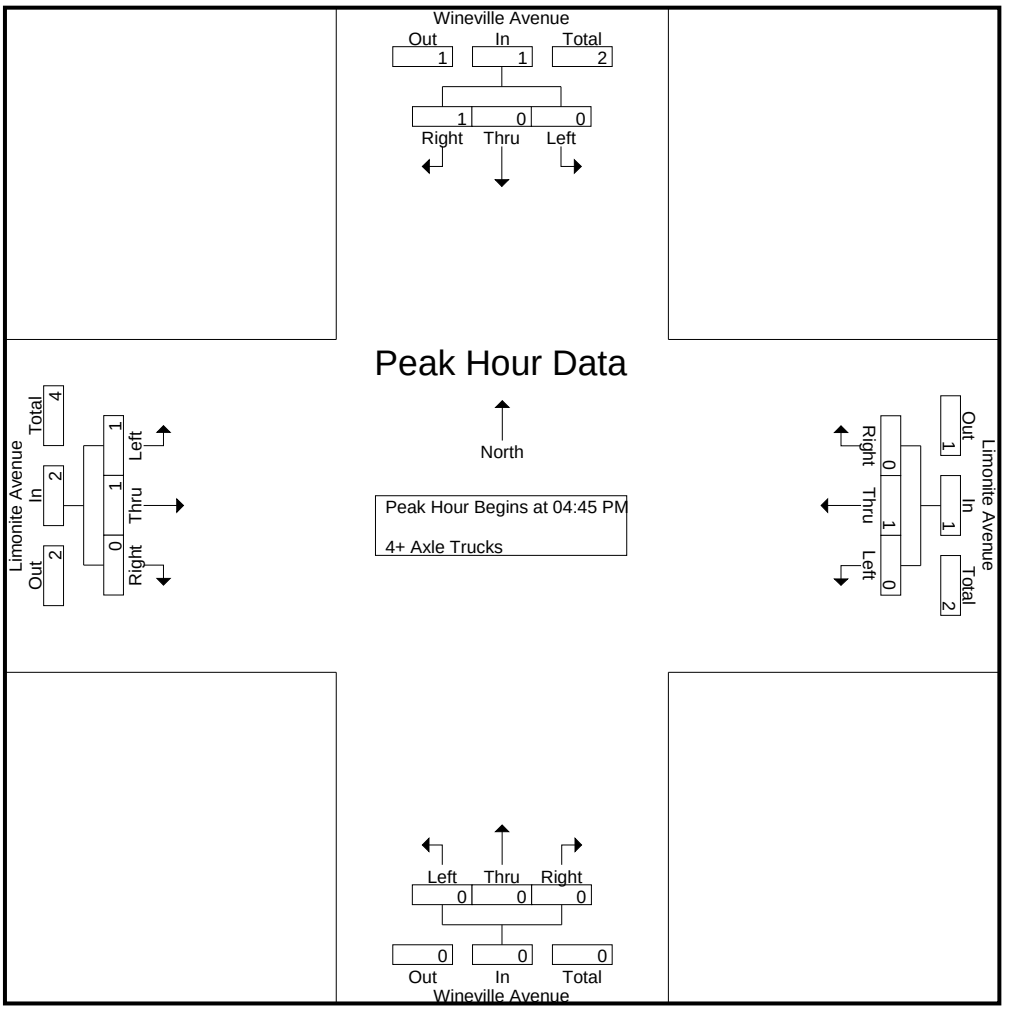
	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	1	5	0	0	0	0	1	5	0	6	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
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	1	3	1	5	5
Total	0	0	1	1	0	0	0	0	0	0	0	0	2	4	1	7	8
Grand Total	0	0	1	1	0	4	1	5	0	0	0	0	3	9	1	13	19
Apprch %	0	0	100		0	80	20		0	0	0		23.1	69.2	7.7		
Total %	0	0	5.3	5.3	0	21.1	5.3	26.3	0	0	0	0	15.8	47.4	5.3	68.4	

	Wineville Avenue Southbound				Limonite Avenue Westbound				Wineville Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
05:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	1	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
% App. Total	0	0	100		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.500

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 04_JVY_Wine_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2
% App. Total	0	0	100		0	100	0		0	0	0		50	50	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

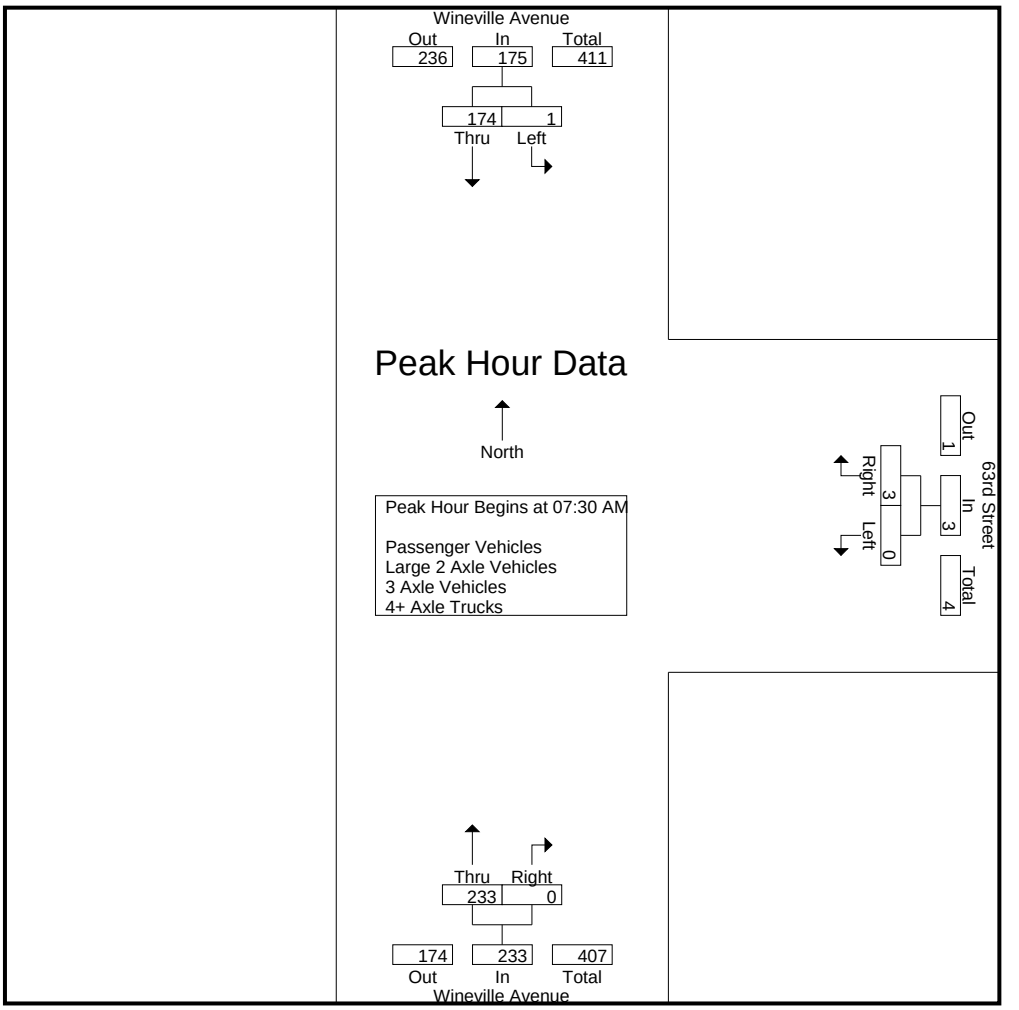
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	36	37	0	0	0	45	0	45	82
07:15 AM	0	41	41	0	0	0	61	1	62	103
07:30 AM	1	51	52	0	1	1	70	0	70	123
07:45 AM	0	29	29	0	0	0	67	0	67	96
Total	2	157	159	0	1	1	243	1	244	404
08:00 AM	0	33	33	0	1	1	46	0	46	80
08:15 AM	0	61	61	0	1	1	50	0	50	112
08:30 AM	1	32	33	0	0	0	45	0	45	78
08:45 AM	0	36	36	0	0	0	32	0	32	68
Total	1	162	163	0	2	2	173	0	173	338
Grand Total	3	319	322	0	3	3	416	1	417	742
Apprch %	0.9	99.1		0	100		99.8	0.2		
Total %	0.4	43	43.4	0	0.4	0.4	56.1	0.1	56.2	
Passenger Vehicles	3	304	307	0	3	3	408	1	409	719
% Passenger Vehicles	100	95.3	95.3	0	100	100	98.1	100	98.1	96.9
Large 2 Axle Vehicles	0	14	14	0	0	0	7	0	7	21
% Large 2 Axle Vehicles	0	4.4	4.3	0	0	0	1.7	0	1.7	2.8
3 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	0	0.2	0.1

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	51	52	0	**1**	**1**	**70**	0	**70**	**123**
07:45 AM	0	29	29	0	0	0	67	0	67	96
08:00 AM	0	33	33	0	1	1	46	0	46	80
08:15 AM	0	**61**	**61**	0	1	1	50	0	50	112
Total Volume	1	174	175	0	3	3	233	0	233	411
% App. Total	0.6	99.4		0	100		100	0		
PHF	.250	.713	.717	.000	.750	.750	.832	.000	.832	.835

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022
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			07:15 AM		
+0 mins.	**1**	51	52	0	**1**	**1**	61	**1**	62
+15 mins.	0	29	29	0	0	0	**70**	0	**70**
+30 mins.	0	33	33	0	1	1	67	0	67
+45 mins.	0	**61**	**61**	0	1	1	46	0	46
Total Volume	1	174	175	0	3	3	244	1	245
% App. Total	0.6	99.4		0	100		99.6	0.4	
PHF	.250	.713	.717	.000	.750	.750	.871	.250	.875

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

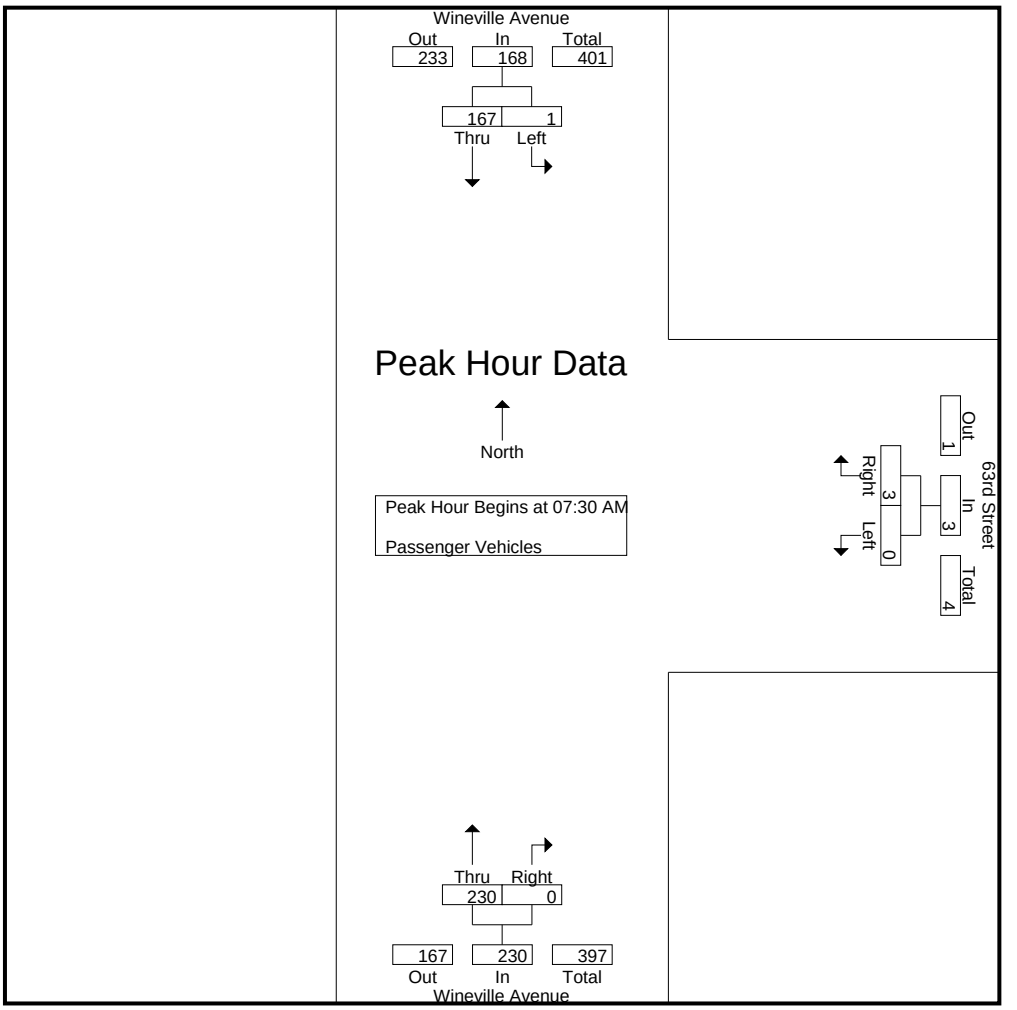
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	33	34	0	0	0	44	0	44	78
07:15 AM	0	39	39	0	0	0	59	1	60	99
07:30 AM	1	50	51	0	1	1	69	0	69	121
07:45 AM	0	28	28	0	0	0	67	0	67	95
Total	2	150	152	0	1	1	239	1	240	393
08:00 AM	0	29	29	0	1	1	45	0	45	75
08:15 AM	0	60	60	0	1	1	49	0	49	110
08:30 AM	1	31	32	0	0	0	44	0	44	76
08:45 AM	0	34	34	0	0	0	31	0	31	65
Total	1	154	155	0	2	2	169	0	169	326
Grand Total	3	304	307	0	3	3	408	1	409	719
Apprch %	1	99		0	100		99.8	0.2		
Total %	0.4	42.3	42.7	0	0.4	0.4	56.7	0.1	56.9	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**1**	50	51	0	**1**	**1**	**69**	0	**69**	**121**
07:45 AM	0	28	28	0	0	0	67	0	67	95
08:00 AM	0	29	29	0	1	1	45	0	45	75
08:15 AM	0	**60**	**60**	0	1	1	49	0	49	110
Total Volume	1	167	168	0	3	3	230	0	230	401
% App. Total	0.6	99.4		0	100		100	0		
PHF	.250	.696	.700	.000	.750	.750	.833	.000	.833	.829

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	50	51	0	**1**	**1**	**69**	0	**69**
+15 mins.	0	28	28	0	0	0	67	0	67
+30 mins.	0	29	29	0	1	1	45	0	45
+45 mins.	0	**60**	**60**	0	1	1	49	0	49
Total Volume	1	167	168	0	3	3	230	0	230
% App. Total	0.6	99.4		0	100		100	0	
PHF	.250	.696	.700	.000	.750	.750	.833	.000	.833

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

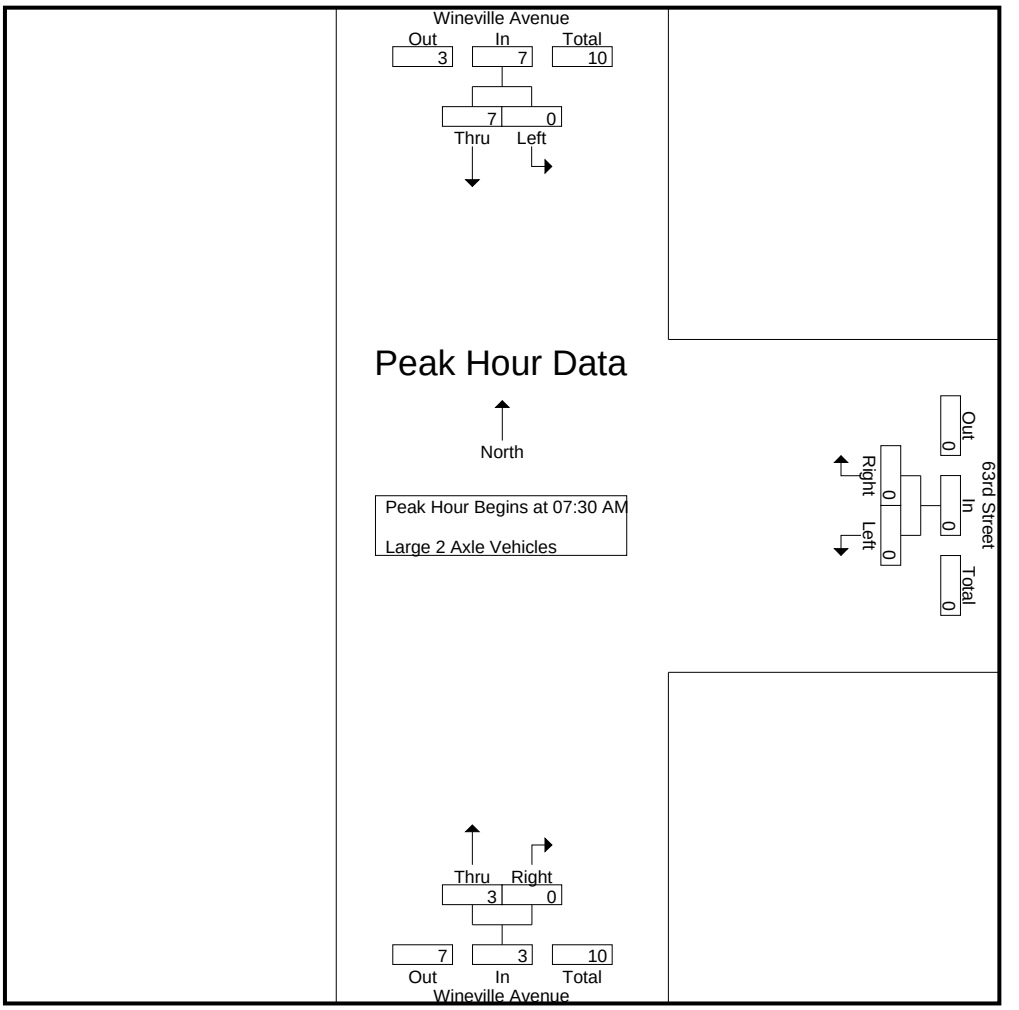
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	1	0	1	4
07:15 AM	0	1	1	0	0	0	2	0	2	3
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	6	6	0	0	0	4	0	4	10
08:00 AM	0	4	4	0	0	0	1	0	1	5
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	8	8	0	0	0	3	0	3	11
Grand Total	0	14	14	0	0	0	7	0	7	21
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	1	0	0	0	**1**	0	**1**	2
07:45 AM	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	**4**	**4**	0	0	0	1	0	1	**5**
08:15 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	7	7	0	0	0	3	0	3	10
% App. Total	0	100		0	0		100	0		
PHF	.000	.438	.438	.000	.000	.000	.750	.000	.750	.500

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	**1**	0	**1**
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	**4**	**4**	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	7	7	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.438	.438	.000	.000	.000	.750	.000	.750

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

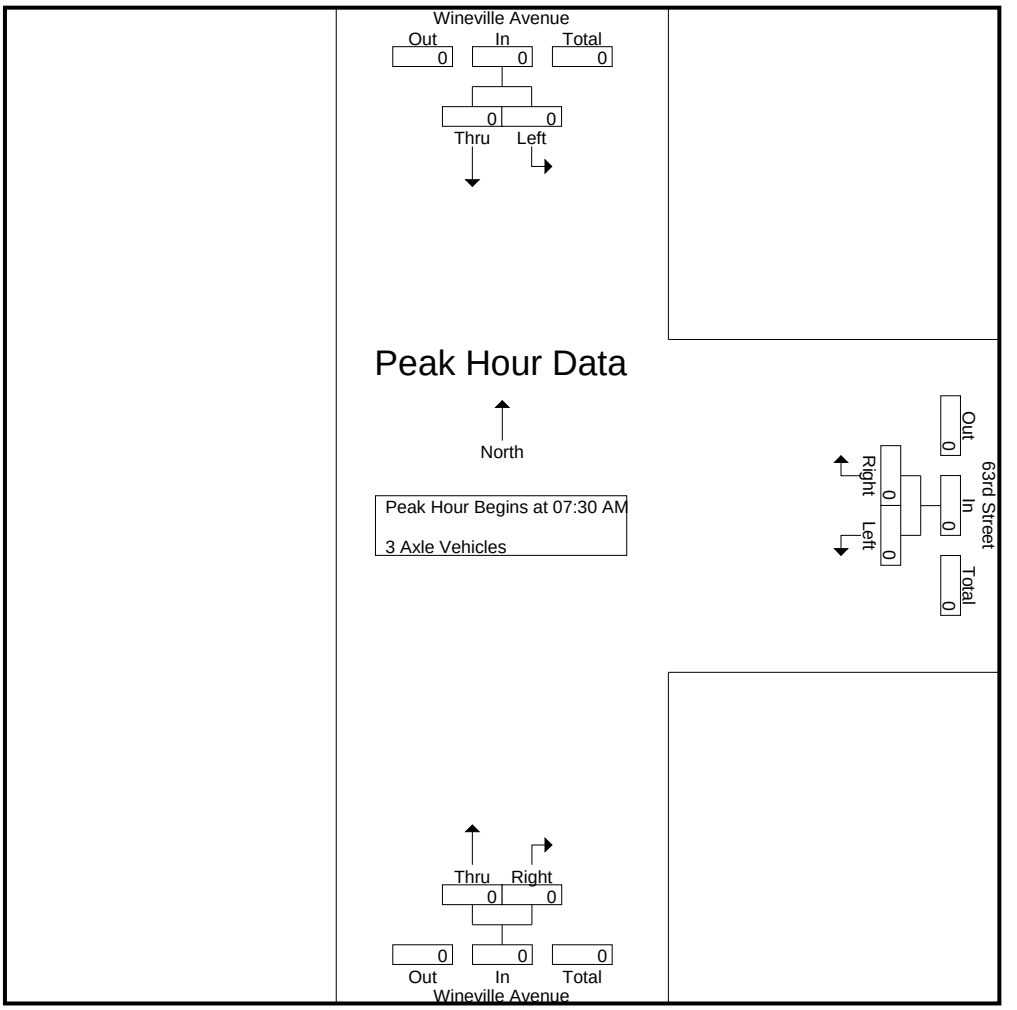
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Jurupa Valley
N/S: Wineville Avenue
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Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

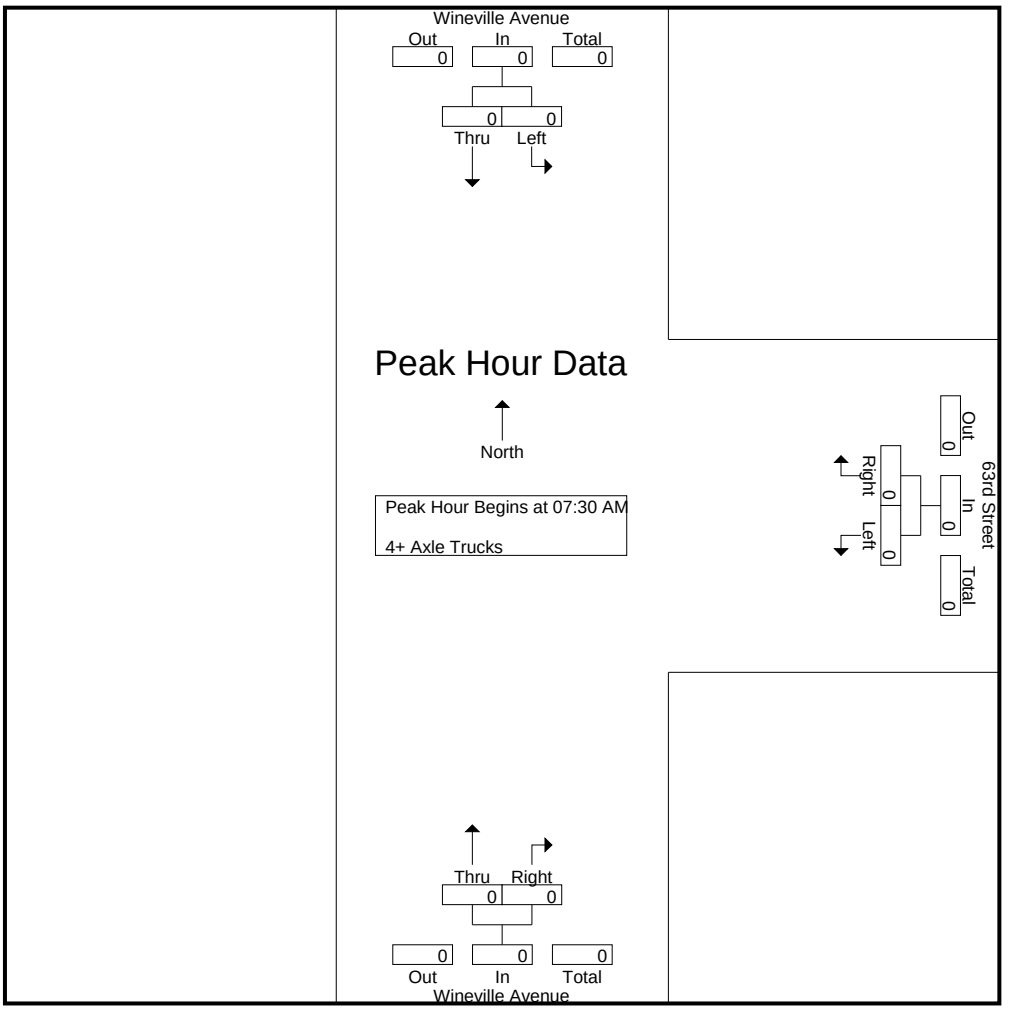
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 05_JVY_Wine_63rd AM
Site Code : 99922505
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Jurupa Valley
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E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

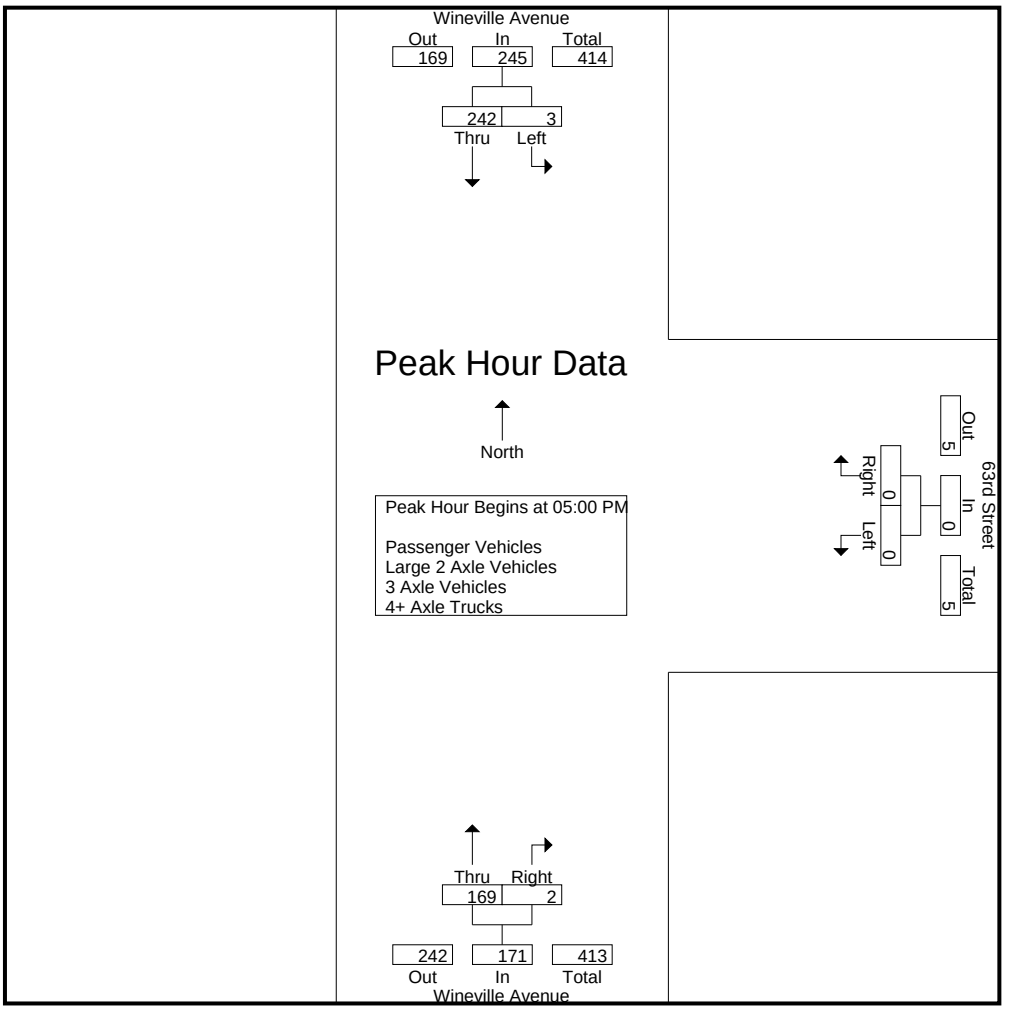
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	53	54	0	0	0	42	0	42	96
04:15 PM	1	52	53	0	0	0	29	0	29	82
04:30 PM	0	49	49	0	1	1	45	0	45	95
04:45 PM	2	55	57	0	0	0	36	0	36	93
Total	4	209	213	0	1	1	152	0	152	366
05:00 PM	0	72	72	0	0	0	35	0	35	107
05:15 PM	2	59	61	0	0	0	48	0	48	109
05:30 PM	0	66	66	0	0	0	39	0	39	105
05:45 PM	1	45	46	0	0	0	47	2	49	95
Total	3	242	245	0	0	0	169	2	171	416
Grand Total	7	451	458	0	1	1	321	2	323	782
Apprch %	1.5	98.5		0	100		99.4	0.6		
Total %	0.9	57.7	58.6	0	0.1	0.1	41	0.3	41.3	
Passenger Vehicles	7	444	451	0	1	1	319	1	320	772
% Passenger Vehicles	100	98.4	98.5	0	100	100	99.4	50	99.1	98.7
Large 2 Axle Vehicles	0	5	5	0	0	0	2	0	2	7
% Large 2 Axle Vehicles	0	1.1	1.1	0	0	0	0.6	0	0.6	0.9
3 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.2	0.2	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	1	0	0	0	0	1	1	2
% 4+ Axle Trucks	0	0.2	0.2	0	0	0	0	50	0.3	0.3

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**72**	**72**	0	0	0	35	0	35	107
05:15 PM	**2**	59	61	0	0	0	**48**	0	48	**109**
05:30 PM	0	66	66	0	0	0	39	0	39	105
05:45 PM	1	45	46	0	0	0	47	**2**	**49**	95
Total Volume	3	242	245	0	0	0	169	2	171	416
% App. Total	1.2	98.8		0	0		98.8	1.2		
PHF	.375	.840	.851	.000	.000	.000	.880	.250	.872	.954

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City of Jurupa Valley
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Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	**2**	55	57	0	0	0	35	0	35
+15 mins.	0	**72**	**72**	0	0	0	**48**	0	48
+30 mins.	2	59	61	0	**1**	**1**	39	0	39
+45 mins.	0	66	66	0	0	0	47	**2**	**49**
Total Volume	4	252	256	0	1	1	169	2	171
% App. Total	1.6	98.4		0	100		98.8	1.2	
PHF	.500	.875	.889	.000	.250	.250	.880	.250	.872

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

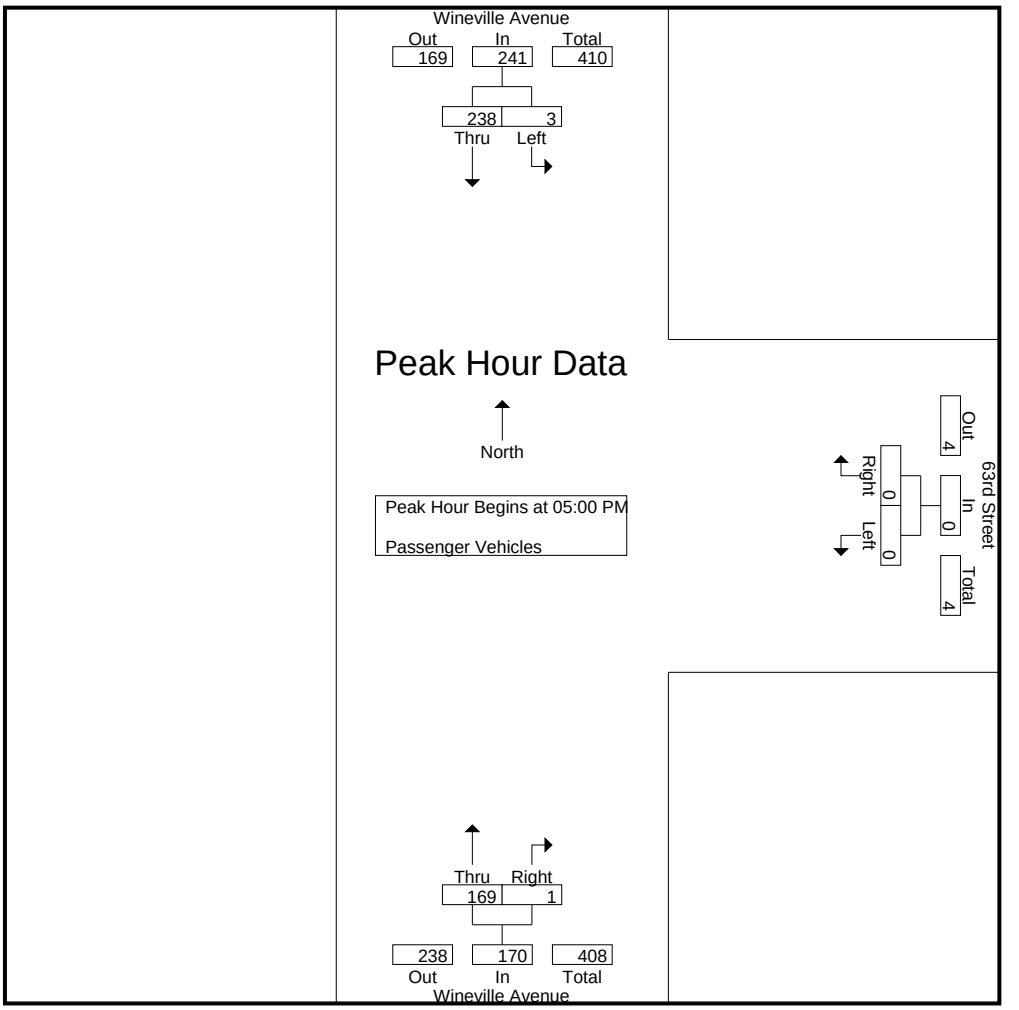
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	51	52	0	0	0	41	0	41	93
04:15 PM	1	51	52	0	0	0	29	0	29	81
04:30 PM	0	49	49	0	1	1	45	0	45	95
04:45 PM	2	55	57	0	0	0	35	0	35	92
Total	4	206	210	0	1	1	150	0	150	361
05:00 PM	0	71	71	0	0	0	35	0	35	106
05:15 PM	2	58	60	0	0	0	48	0	48	108
05:30 PM	0	65	65	0	0	0	39	0	39	104
05:45 PM	1	44	45	0	0	0	47	1	48	93
Total	3	238	241	0	0	0	169	1	170	411
Grand Total	7	444	451	0	1	1	319	1	320	772
Apprch %	1.6	98.4		0	100		99.7	0.3		
Total %	0.9	57.5	58.4	0	0.1	0.1	41.3	0.1	41.5	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**71**	**71**	0	0	0	35	0	35	106
05:15 PM	**2**	58	60	0	0	0	**48**	0	**48**	**108**
05:30 PM	0	65	65	0	0	0	39	0	39	104
05:45 PM	1	44	45	0	0	0	47	**1**	48	93
Total Volume	3	238	241	0	0	0	169	1	170	411
% App. Total	1.2	98.8		0	0		99.4	0.6		
PHF	.375	.838	.849	.000	.000	.000	.880	.250	.885	.951

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File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	**71**	**71**	0	0	0	35	0	35
+15 mins.	**2**	58	60	0	0	0	**48**	0	**48**
+30 mins.	0	65	65	0	0	0	39	0	39
+45 mins.	1	44	45	0	0	0	47	**1**	48
Total Volume	3	238	241	0	0	0	169	1	170
% App. Total	1.2	98.8		0	0		99.4	0.6	
PHF	.375	.838	.849	.000	.000	.000	.880	.250	.885

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City of Jurupa Valley
N/S: Wineville Avenue
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Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Large 2 Axle Vehicles

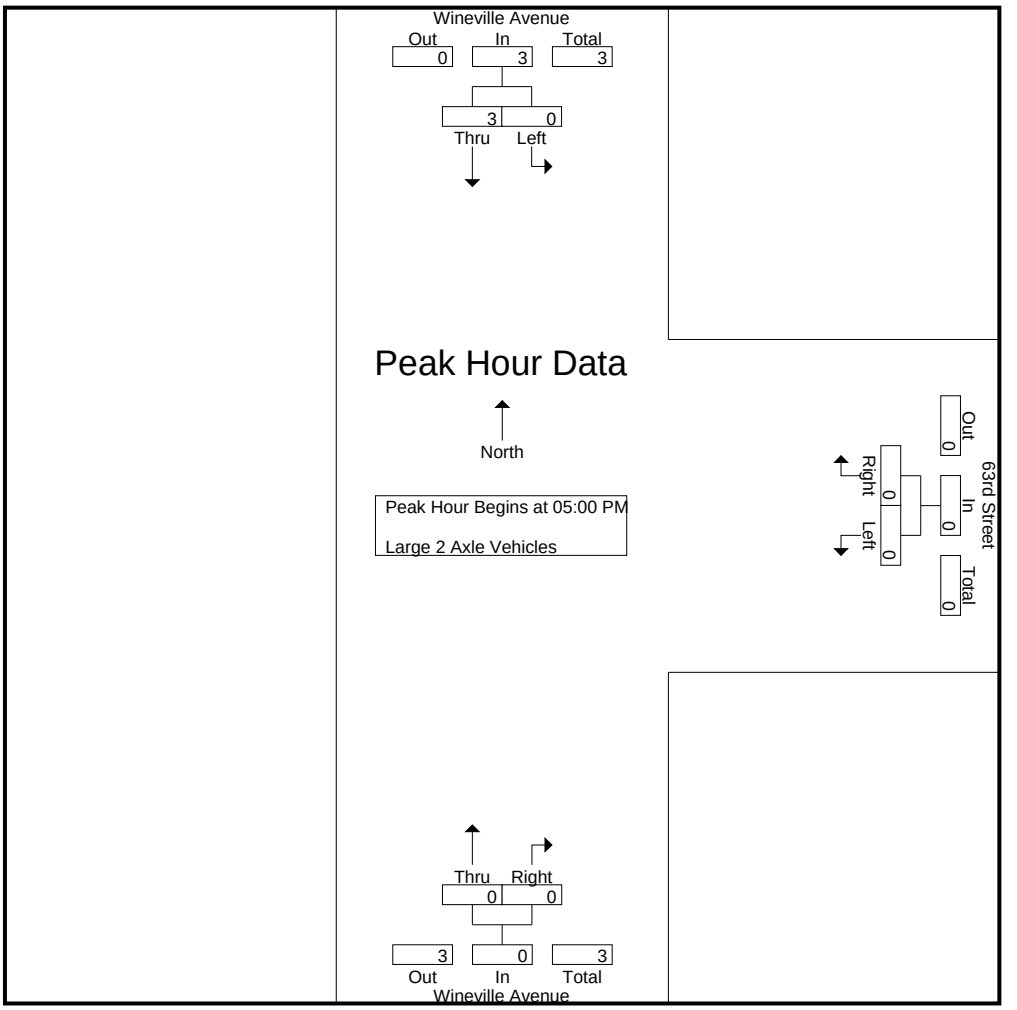
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	0	0	2	0	2	4
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	0	0	0	0	3
Grand Total	0	5	5	0	0	0	2	0	2	7
Apprch %	0	100		0	0		100	0		
Total %	0	71.4	71.4	0	0	0	28.6	0	28.6	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	0	0	0	3
% App. Total	0	100		0	0		0	0		
PHF	.000	.750	.750	.000	.000	.000	.000	.000	.000	.750

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File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.750	.750	.000	.000	.000	.000	.000	.000

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File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
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Groups Printed- 3 Axle Vehicles

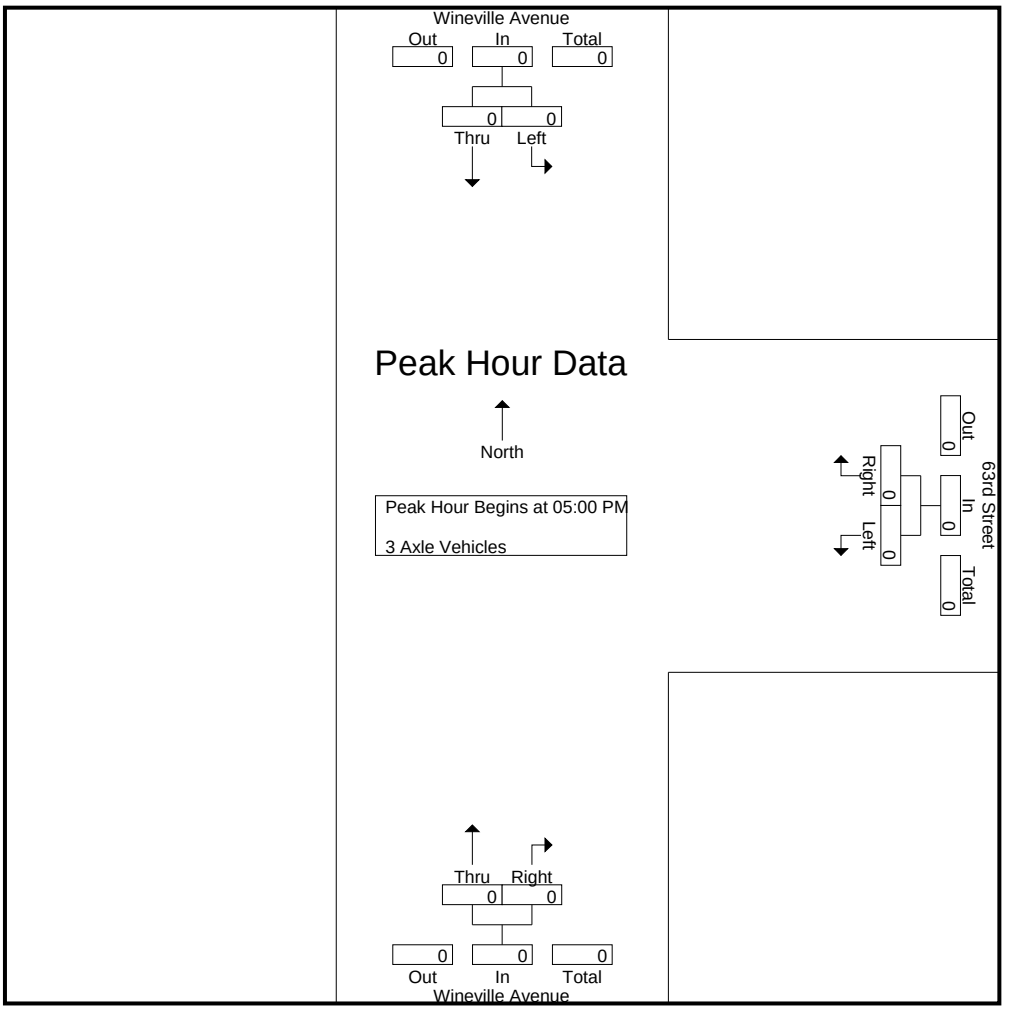
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

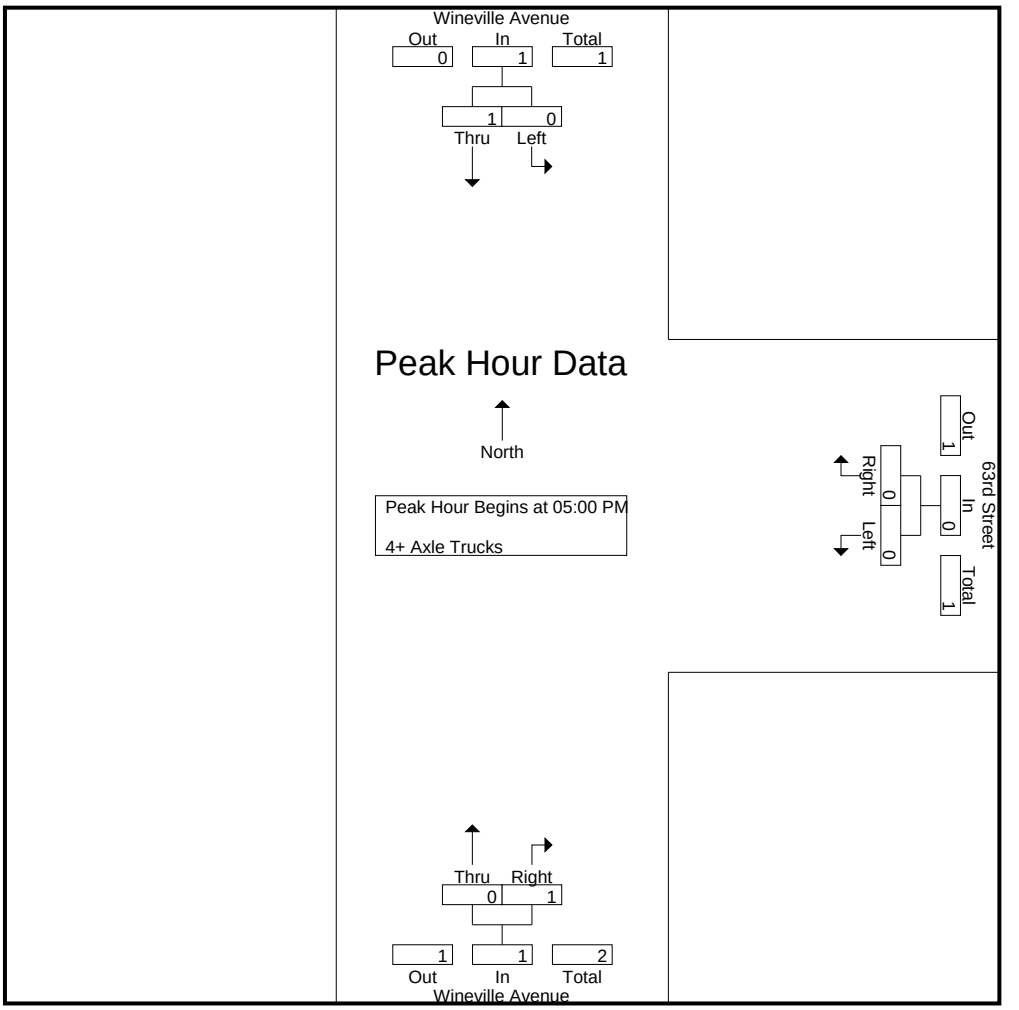
	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	0	1	1	2
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	0	1	1	0	0	0	0	1	1	2
Apprch %	0	100		0	0		0	100		
Total %	0	50	50	0	0	0	0	50	50	

	Wineville Avenue Southbound			63rd Street Westbound			Wineville Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	**1**	**1**	0	0	0	0	**1**	**1**	**2**
Total Volume	0	1	1	0	0	0	0	1	1	2
% App. Total	0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250	.250

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City of Jurupa Valley
N/S: Wineville Avenue
E/W: 63rd Street
Weather: Clear

File Name : 05_JVY_Wine_63rd PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

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

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

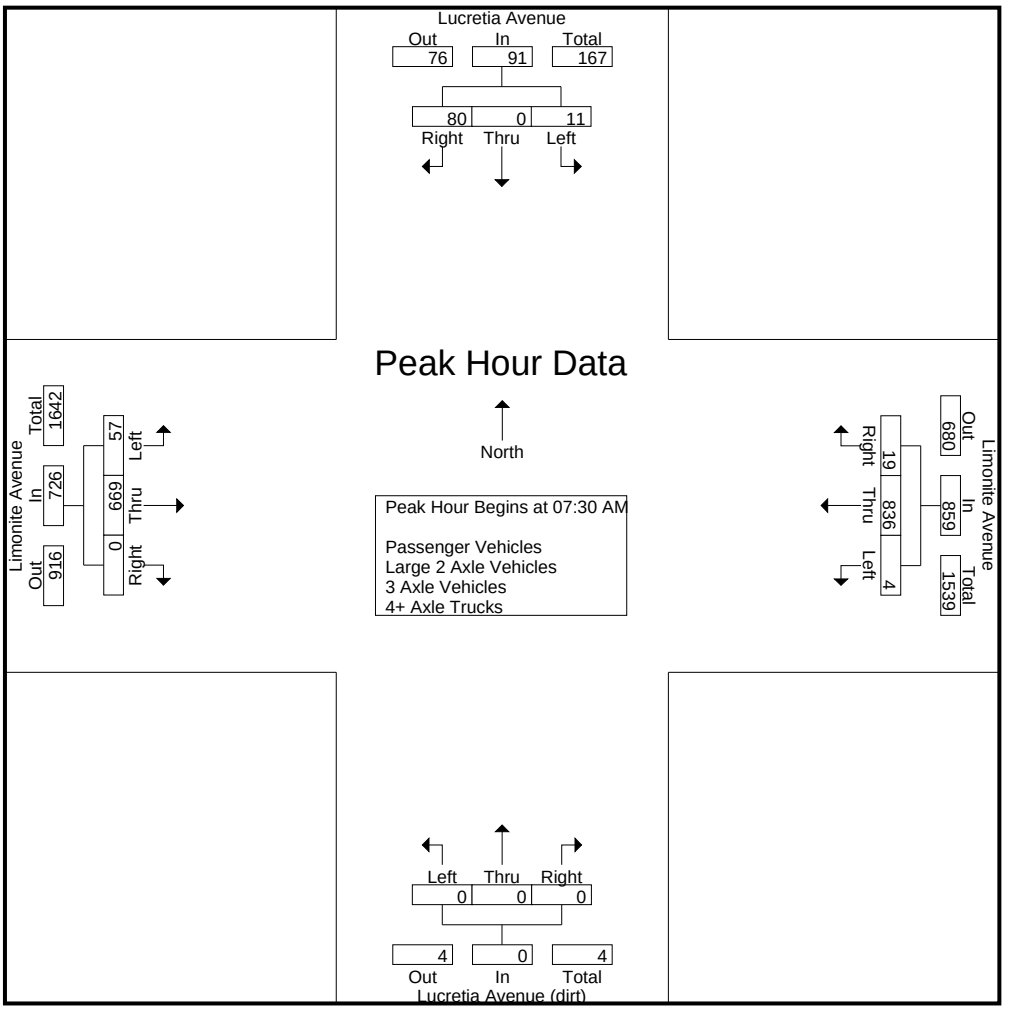
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	27	29	0	206	1	207	0	0	0	0	4	125	0	129	365
07:15 AM	1	0	20	21	0	231	2	233	0	0	0	0	5	167	0	172	426
07:30 AM	2	0	25	27	1	212	2	215	0	0	0	0	8	183	0	191	433
07:45 AM	2	0	15	17	0	213	3	216	0	0	0	0	11	176	0	187	420
Total	7	0	87	94	1	862	8	871	0	0	0	0	28	651	0	679	1644
08:00 AM	1	0	17	18	1	176	5	182	0	0	0	0	13	144	0	157	357
08:15 AM	6	0	23	29	2	235	9	246	0	0	0	0	25	166	0	191	466
08:30 AM	10	0	35	45	0	192	5	197	0	0	0	0	17	156	0	173	415
08:45 AM	5	0	21	26	1	185	3	189	0	0	0	0	14	153	0	167	382
Total	22	0	96	118	4	788	22	814	0	0	0	0	69	619	0	688	1620
Grand Total	29	0	183	212	5	1650	30	1685	0	0	0	0	97	1270	0	1367	3264
Apprch %	13.7	0	86.3		0.3	97.9	1.8		0	0	0		7.1	92.9	0		
Total %	0.9	0	5.6	6.5	0.2	50.6	0.9	51.6	0	0	0	0	3	38.9	0	41.9	
Passenger Vehicles	28	0	179	207	0	1609	30	1639	0	0	0	0	95	1224	0	1319	3165
% Passenger Vehicles	96.6	0	97.8	97.6	0	97.5	100	97.3	0	0	0	0	97.9	96.4	0	96.5	97
Large 2 Axle Vehicles	1	0	3	4	0	26	0	26	0	0	0	0	2	24	0	26	56
% Large 2 Axle Vehicles	3.4	0	1.6	1.9	0	1.6	0	1.5	0	0	0	0	2.1	1.9	0	1.9	1.7
3 Axle Vehicles	0	0	0	0	5	0	0	5	0	0	0	0	0	10	0	10	15
% 3 Axle Vehicles	0	0	0	0	100	0	0	0.3	0	0	0	0	0	0.8	0	0.7	0.5
4+ Axle Trucks	0	0	1	1	0	15	0	15	0	0	0	0	0	12	0	12	28
% 4+ Axle Trucks	0	0	0.5	0.5	0	0.9	0	0.9	0	0	0	0	0	0.9	0	0.9	0.9

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	2	0	**25**	27	1	212	2	215	0	0	0	0	8	**183**	0	**191**	433
07:45 AM	2	0	15	17	0	213	3	216	0	0	0	0	11	176	0	187	420
08:00 AM	1	0	17	18	1	176	5	182	0	0	0	0	13	144	0	157	357
08:15 AM	**6**	0	23	**29**	**2**	**235**	**9**	**246**	0	0	0	0	**25**	166	0	191	**466**
Total Volume	11	0	80	91	4	836	19	859	0	0	0	0	57	669	0	726	1676
% App. Total	12.1	0	87.9		0.5	97.3	2.2		0	0	0		7.9	92.1	0		
PHF	.458	.000	.800	.784	.500	.889	.528	.873	.000	.000	.000	.000	.570	.914	.000	.950	.899

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022



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

	08:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	1	0	17	18	0	206	1	207	0	0	0	0	8	**183**	0	**191**
+15 mins.	6	0	23	29	0	**231**	2	**233**	0	0	0	0	11	176	0	187
+30 mins.	**10**	0	**35**	**45**	**1**	212	2	215	0	0	0	0	13	144	0	157
+45 mins.	5	0	21	26	0	213	**3**	216	0	0	0	0	**25**	166	0	191
Total Volume	22	0	96	118	1	862	8	871	0	0	0	0	57	669	0	726
% App. Total	18.6	0	81.4		0.1	99	0.9		0	0	0		7.9	92.1	0	
PHF	.550	.000	.686	.656	.250	.933	.667	.935	.000	.000	.000	.000	.570	.914	.000	.950

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

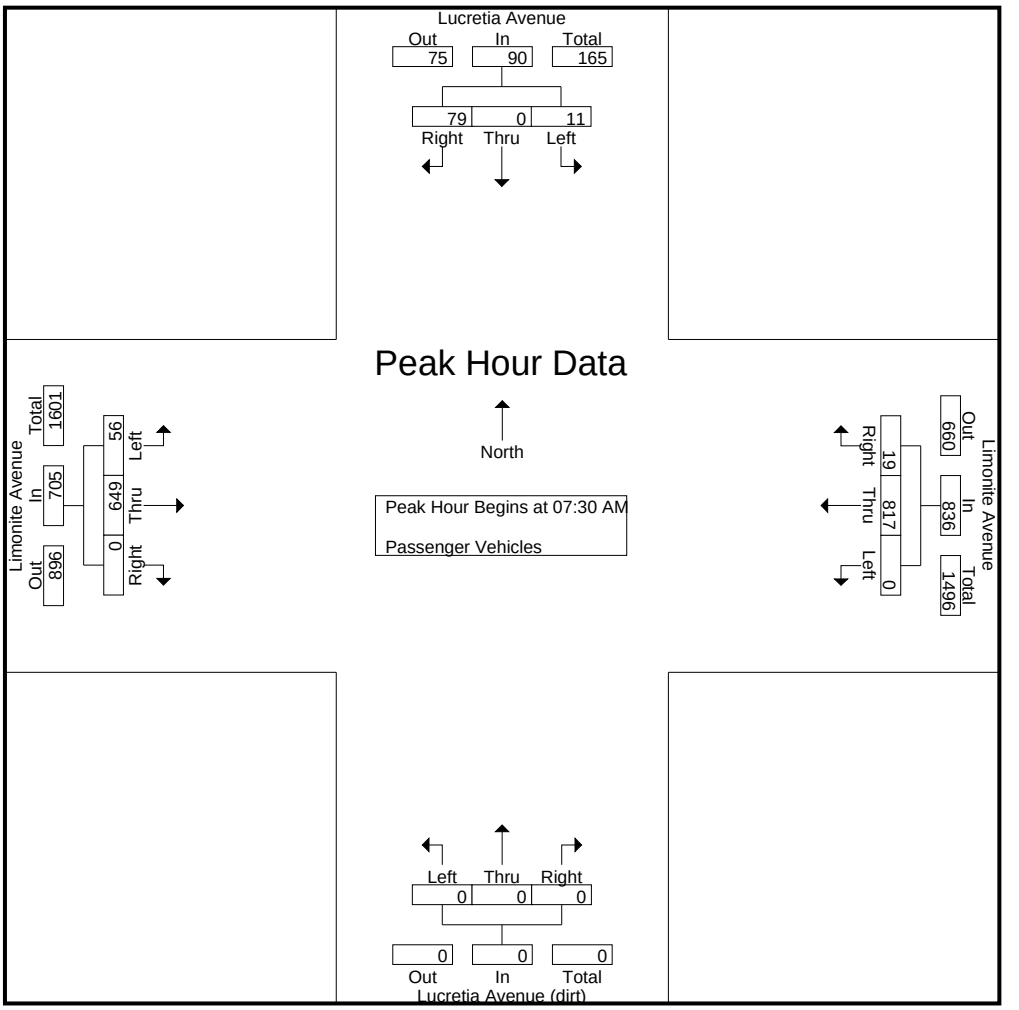
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	25	27	0	199	1	200	0	0	0	0	3	115	0	118	345
07:15 AM	0	0	19	19	0	222	2	224	0	0	0	0	5	159	0	164	407
07:30 AM	2	0	25	27	0	206	2	208	0	0	0	0	8	179	0	187	422
07:45 AM	2	0	15	17	0	209	3	212	0	0	0	0	11	167	0	178	407
Total	6	0	84	90	0	836	8	844	0	0	0	0	27	620	0	647	1581
08:00 AM	1	0	17	18	0	172	5	177	0	0	0	0	13	140	0	153	348
08:15 AM	6	0	22	28	0	230	9	239	0	0	0	0	24	163	0	187	454
08:30 AM	10	0	35	45	0	189	5	194	0	0	0	0	17	152	0	169	408
08:45 AM	5	0	21	26	0	182	3	185	0	0	0	0	14	149	0	163	374
Total	22	0	95	117	0	773	22	795	0	0	0	0	68	604	0	672	1584
Grand Total	28	0	179	207	0	1609	30	1639	0	0	0	0	95	1224	0	1319	3165
Apprch %	13.5	0	86.5		0	98.2	1.8		0	0	0		7.2	92.8	0		
Total %	0.9	0	5.7	6.5	0	50.8	0.9	51.8	0	0	0	0	3	38.7	0	41.7	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	0	**25**	27	0	206	2	208	0	0	0	0	8	**179**	0	**187**	422
07:45 AM	2	0	15	17	0	209	3	212	0	0	0	0	11	167	0	178	407
08:00 AM	1	0	17	18	0	172	5	177	0	0	0	0	13	140	0	153	348
08:15 AM	**6**	0	22	**28**	0	**230**	**9**	**239**	0	0	0	0	**24**	163	0	187	**454**
Total Volume	11	0	79	90	0	817	19	836	0	0	0	0	56	649	0	705	1631
% App. Total	12.2	0	87.8		0	97.7	2.3		0	0	0		7.9	92.1	0		
PHF	.458	.000	.790	.804	.000	.888	.528	.874	.000	.000	.000	.000	.583	.906	.000	.943	.898

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	0	**25**	27	0	206	2	208	0	0	0	0	8	**179**	0	**187**
+15 mins.	2	0	15	17	0	209	3	212	0	0	0	0	11	167	0	178
+30 mins.	1	0	17	18	0	172	5	177	0	0	0	0	13	140	0	153
+45 mins.	**6**	0	22	**28**	0	**230**	**9**	**239**	0	0	0	0	**24**	163	0	187
Total Volume	11	0	79	90	0	817	19	836	0	0	0	0	56	649	0	705
% App. Total	12.2	0	87.8		0	97.7	2.3		0	0	0		7.9	92.1	0	
PHF	.458	.000	.790	.804	.000	.888	.528	.874	.000	.000	.000	.000	.583	.906	.000	.943

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

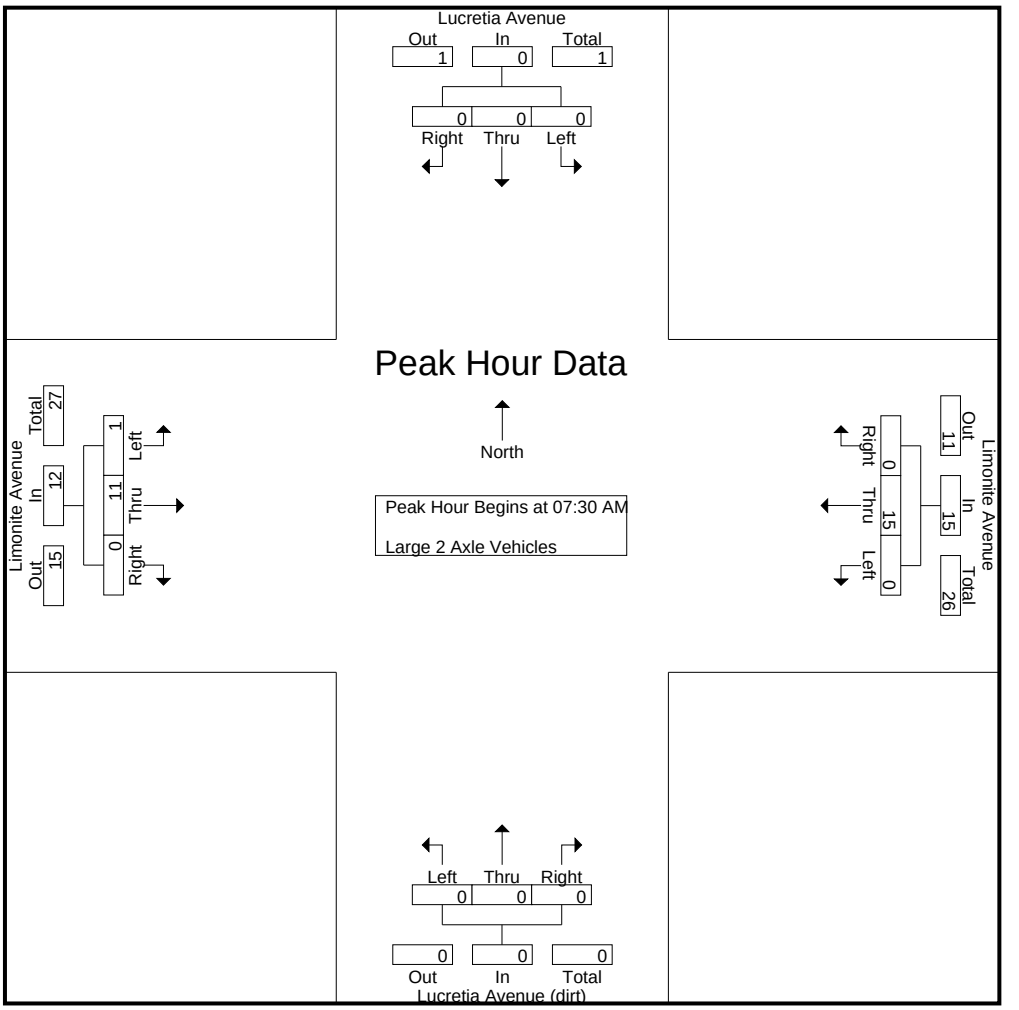
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	2	0	2	0	0	0	0	1	6	0	7	11
07:15 AM	1	0	1	2	0	7	0	7	0	0	0	0	0	4	0	4	13
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
Total	1	0	3	4	0	16	0	16	0	0	0	0	1	18	0	19	39
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	2	0	3	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	10	0	10	0	0	0	0	1	6	0	7	17
Grand Total	1	0	3	4	0	26	0	26	0	0	0	0	2	24	0	26	56
Apprch %	25	0	75		0	100	0		0	0	0		7.7	92.3	0		
Total %	1.8	0	5.4	7.1	0	46.4	0	46.4	0	0	0	0	3.6	42.9	0	46.4	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	2	0	2	7
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**	**8**
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	**1**	2	0	3	7
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	1	11	0	12	27
% App. Total	0	0	0		0	100	0		0	0	0		8.3	91.7	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.458	.000	.500	.844

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	**5**	0	**5**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	0	**6**
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	**1**	2	0	3
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	1	11	0	12
% App. Total	0	0	0		0	100	0		0	0	0		8.3	91.7	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.458	.000	.500

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

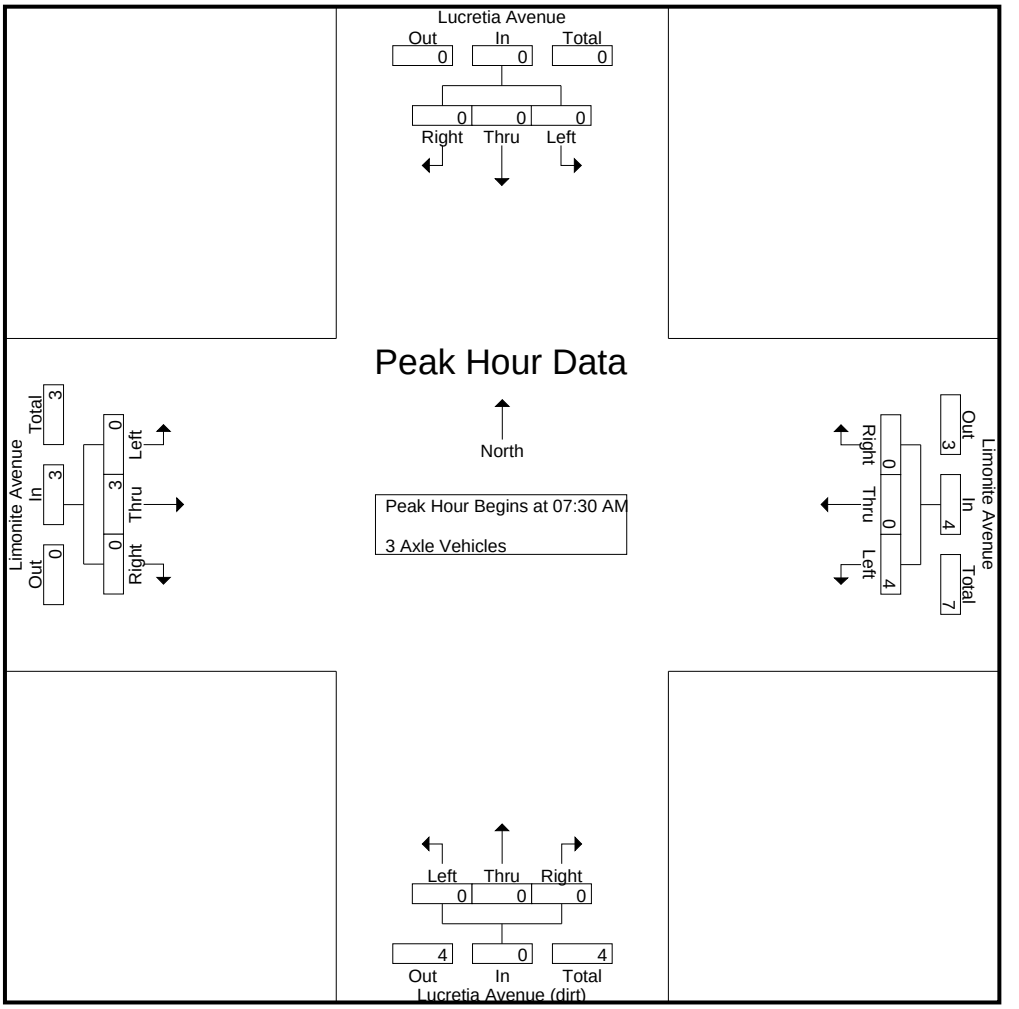
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0	7	8
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	1	3
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	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	3	7
Grand Total	0	0	0	0	5	0	0	5	0	0	0	0	0	10	0	10	15
Apprch %	0	0	0		100	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	66.7	0	66.7	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	1	0	1	**3**
Total Volume	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.583

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	3
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 4+ Axle Trucks

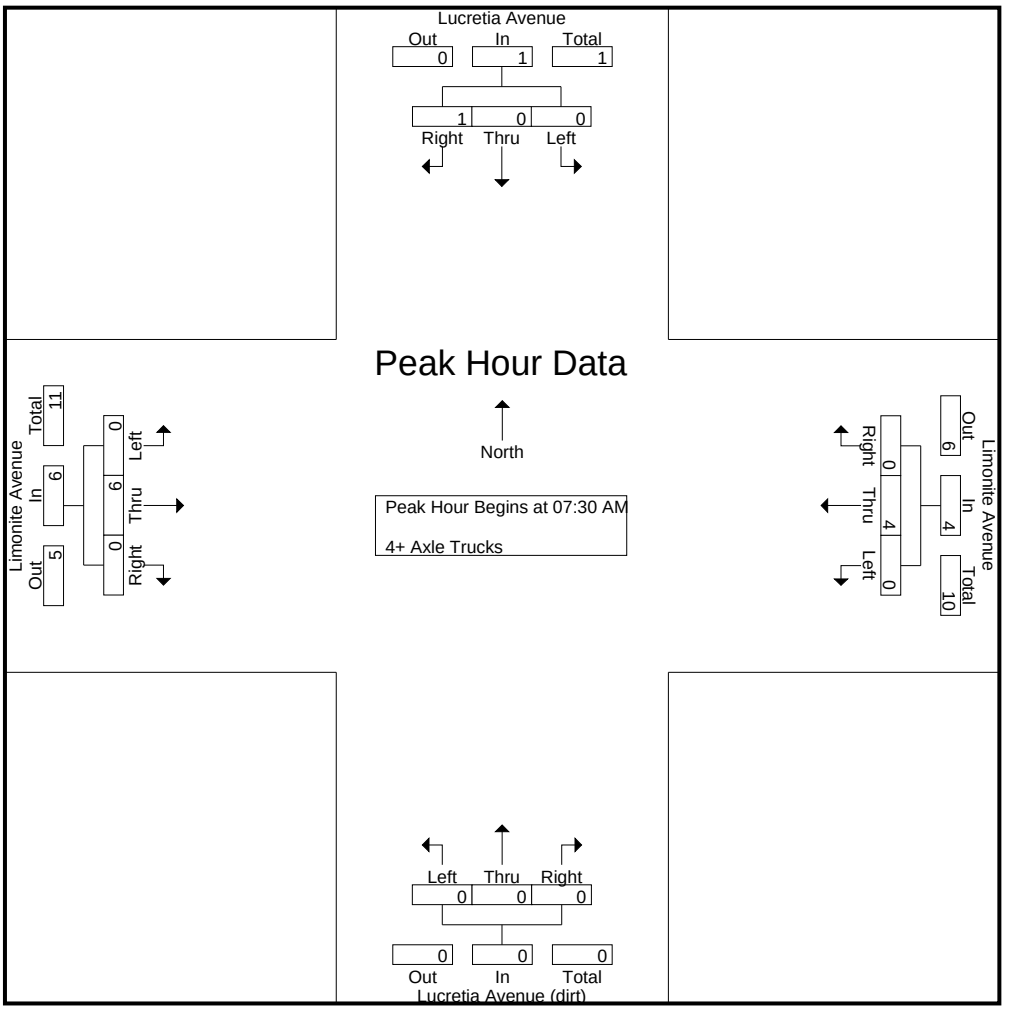
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	6	0	6	16
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	5	0	5	0	0	0	0	0	6	0	6	12
Grand Total	0	0	1	1	0	15	0	15	0	0	0	0	0	12	0	12	28
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	3.6	3.6	0	53.6	0	53.6	0	0	0	0	0	42.9	0	42.9	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	0	0	0	0	2	0	2	**3**
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
08:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6	11
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.917

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

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

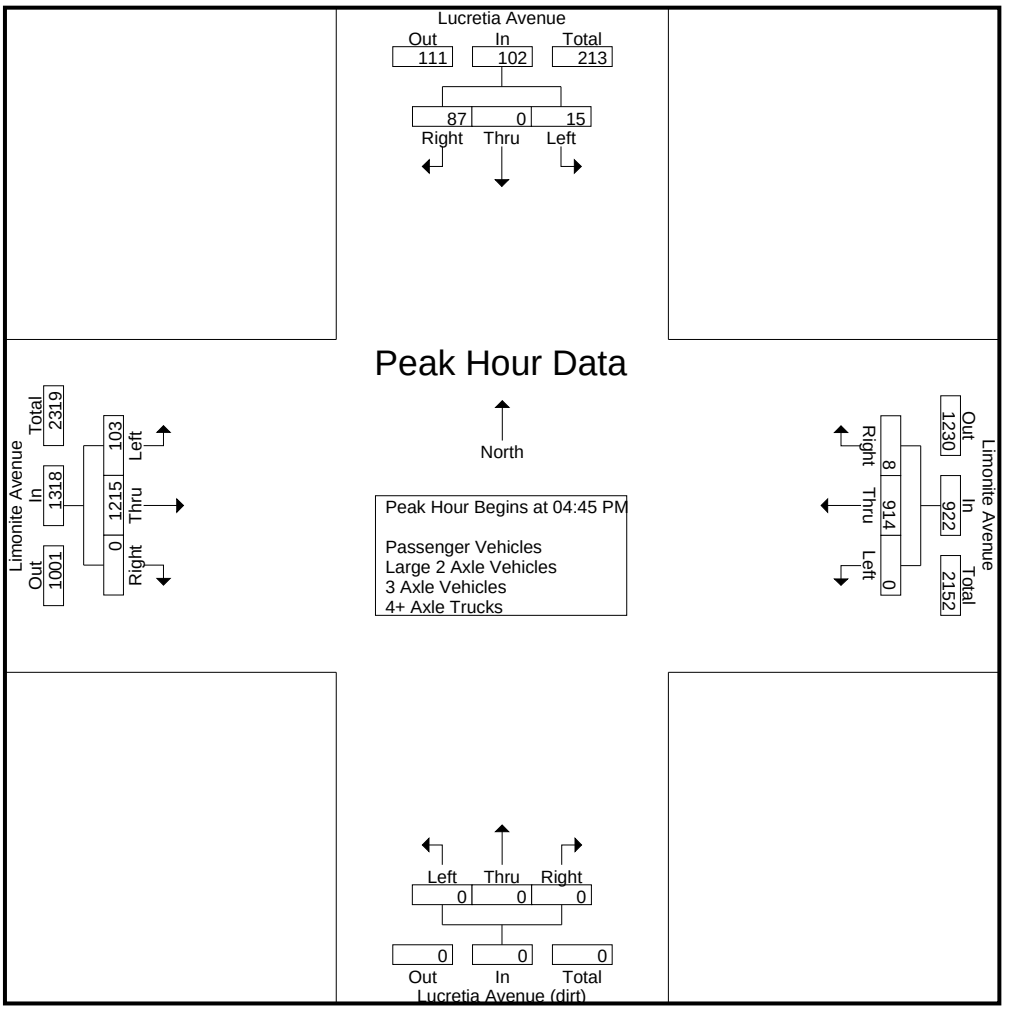
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	27	27	1	214	1	216	0	0	0	0	21	343	0	364	607
04:15 PM	1	0	17	18	0	207	2	209	0	0	0	0	35	301	0	336	563
04:30 PM	3	0	23	26	0	195	3	198	0	0	0	0	20	314	0	334	558
04:45 PM	4	0	19	23	0	222	2	224	0	0	0	0	27	309	0	336	583
Total	8	0	86	94	1	838	8	847	0	0	0	0	103	1267	0	1370	2311
05:00 PM	1	0	15	16	0	208	1	209	0	0	0	0	27	303	0	330	555
05:15 PM	8	0	23	31	0	253	3	256	0	0	0	0	24	315	0	339	626
05:30 PM	2	0	30	32	0	231	2	233	0	0	0	0	25	288	0	313	578
05:45 PM	1	0	19	20	0	215	4	219	0	0	0	0	24	290	0	314	553
Total	12	0	87	99	0	907	10	917	0	0	0	0	100	1196	0	1296	2312
Grand Total	20	0	173	193	1	1745	18	1764	0	0	0	0	203	2463	0	2666	4623
Apprch %	10.4	0	89.6		0.1	98.9	1		0	0	0		7.6	92.4	0		
Total %	0.4	0	3.7	4.2	0	37.7	0.4	38.2	0	0	0	0	4.4	53.3	0	57.7	
Passenger Vehicles	20	0	172	192	0	1730	18	1748	0	0	0	0	202	2414	0	2616	4556
% Passenger Vehicles	100	0	99.4	99.5	0	99.1	100	99.1	0	0	0	0	99.5	98	0	98.1	98.6
Large 2 Axle Vehicles	0	0	1	1	0	9	0	9	0	0	0	0	1	29	0	30	40
% Large 2 Axle Vehicles	0	0	0.6	0.5	0	0.5	0	0.5	0	0	0	0	0.5	1.2	0	1.1	0.9
3 Axle Vehicles	0	0	0	0	1	0	0	1	0	0	0	0	0	14	0	14	15
% 3 Axle Vehicles	0	0	0	0	100	0	0	0.1	0	0	0	0	0	0.6	0	0.5	0.3
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.3

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	4	0	19	23	0	222	2	224	0	0	0	0	**27**	309	0	336	583
05:00 PM	1	0	15	16	0	208	1	209	0	0	0	0	27	303	0	330	555
05:15 PM	**8**	0	23	31	0	**253**	**3**	**256**	0	0	0	0	24	**315**	0	**339**	**626**
05:30 PM	2	0	**30**	**32**	0	231	2	233	0	0	0	0	25	288	0	313	578
Total Volume	15	0	87	102	0	914	8	922	0	0	0	0	103	1215	0	1318	2342
% App. Total	14.7	0	85.3		0	99.1	0.9		0	0	0		7.8	92.2	0		
PHF	.469	.000	.725	.797	.000	.903	.667	.900	.000	.000	.000	.000	.954	.964	.000	.972	.935

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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:

	04:45 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	4	0	19	23	0	222	2	224	0	0	0	0	21	**343**	0	**364**
+15 mins.	1	0	15	16	0	208	1	209	0	0	0	0	**35**	301	0	336
+30 mins.	**8**	0	23	31	0	**253**	**3**	**256**	0	0	0	0	20	314	0	334
+45 mins.	2	0	**30**	**32**	0	231	2	233	0	0	0	0	27	309	0	336
Total Volume	15	0	87	102	0	914	8	922	0	0	0	0	103	1267	0	1370
% App. Total	14.7	0	85.3		0	99.1	0.9		0	0	0		7.5	92.5	0	
PHF	.469	.000	.725	.797	.000	.903	.667	.900	.000	.000	.000	.000	.736	.923	.000	.941

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

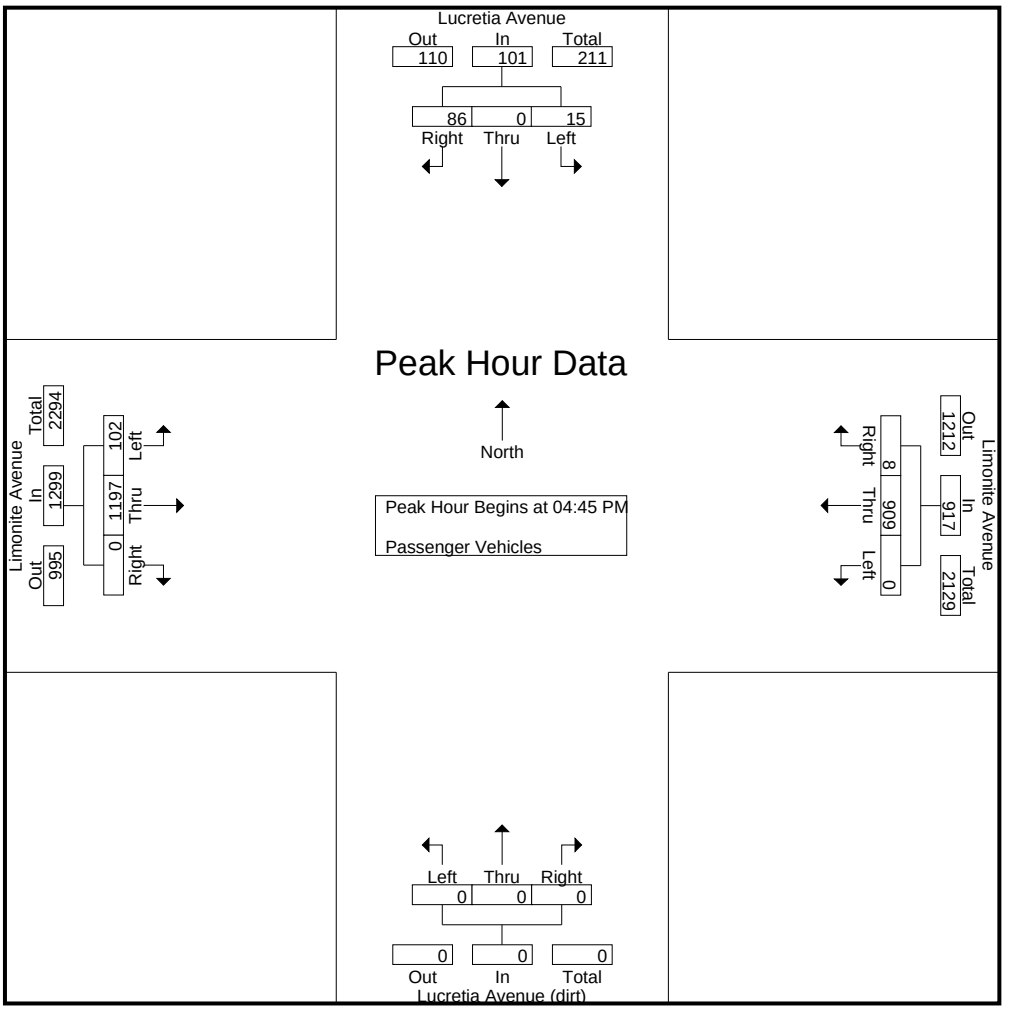
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	27	27	0	209	1	210	0	0	0	0	21	331	0	352	589
04:15 PM	1	0	17	18	0	204	2	206	0	0	0	0	35	294	0	329	553
04:30 PM	3	0	23	26	0	193	3	196	0	0	0	0	20	306	0	326	548
04:45 PM	4	0	19	23	0	221	2	223	0	0	0	0	27	304	0	331	577
Total	8	0	86	94	0	827	8	835	0	0	0	0	103	1235	0	1338	2267
05:00 PM	1	0	15	16	0	207	1	208	0	0	0	0	26	300	0	326	550
05:15 PM	8	0	22	30	0	251	3	254	0	0	0	0	24	307	0	331	615
05:30 PM	2	0	30	32	0	230	2	232	0	0	0	0	25	286	0	311	575
05:45 PM	1	0	19	20	0	215	4	219	0	0	0	0	24	286	0	310	549
Total	12	0	86	98	0	903	10	913	0	0	0	0	99	1179	0	1278	2289
Grand Total	20	0	172	192	0	1730	18	1748	0	0	0	0	202	2414	0	2616	4556
Apprch %	10.4	0	89.6		0	99	1		0	0	0		7.7	92.3	0		
Total %	0.4	0	3.8	4.2	0	38	0.4	38.4	0	0	0	0	4.4	53	0	57.4	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	4	0	19	23	0	221	2	223	0	0	0	0	**27**	304	0	**331**	577
05:00 PM	1	0	15	16	0	207	1	208	0	0	0	0	26	300	0	326	550
05:15 PM	**8**	0	22	30	0	**251**	**3**	**254**	0	0	0	0	24	**307**	0	331	**615**
05:30 PM	2	0	**30**	**32**	0	230	2	232	0	0	0	0	25	286	0	311	575
Total Volume	15	0	86	101	0	909	8	917	0	0	0	0	102	1197	0	1299	2317
% App. Total	14.9	0	85.1		0	99.1	0.9		0	0	0		7.9	92.1	0		
PHF	.469	.000	.717	.789	.000	.905	.667	.903	.000	.000	.000	.000	.944	.975	.000	.981	.942

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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.	4	0	19	23	0	221	2	223	0	0	0	0	**27**	304	0	**331**
+15 mins.	1	0	15	16	0	207	1	208	0	0	0	0	26	300	0	326
+30 mins.	**8**	0	22	30	0	**251**	**3**	**254**	0	0	0	0	24	**307**	0	331
+45 mins.	2	0	**30**	**32**	0	230	2	232	0	0	0	0	25	286	0	311
Total Volume	15	0	86	101	0	909	8	917	0	0	0	0	102	1197	0	1299
% App. Total	14.9	0	85.1		0	99.1	0.9		0	0	0		7.9	92.1	0	
PHF	.469	.000	.717	.789	.000	.905	.667	.903	.000	.000	.000	.000	.944	.975	.000	.981

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

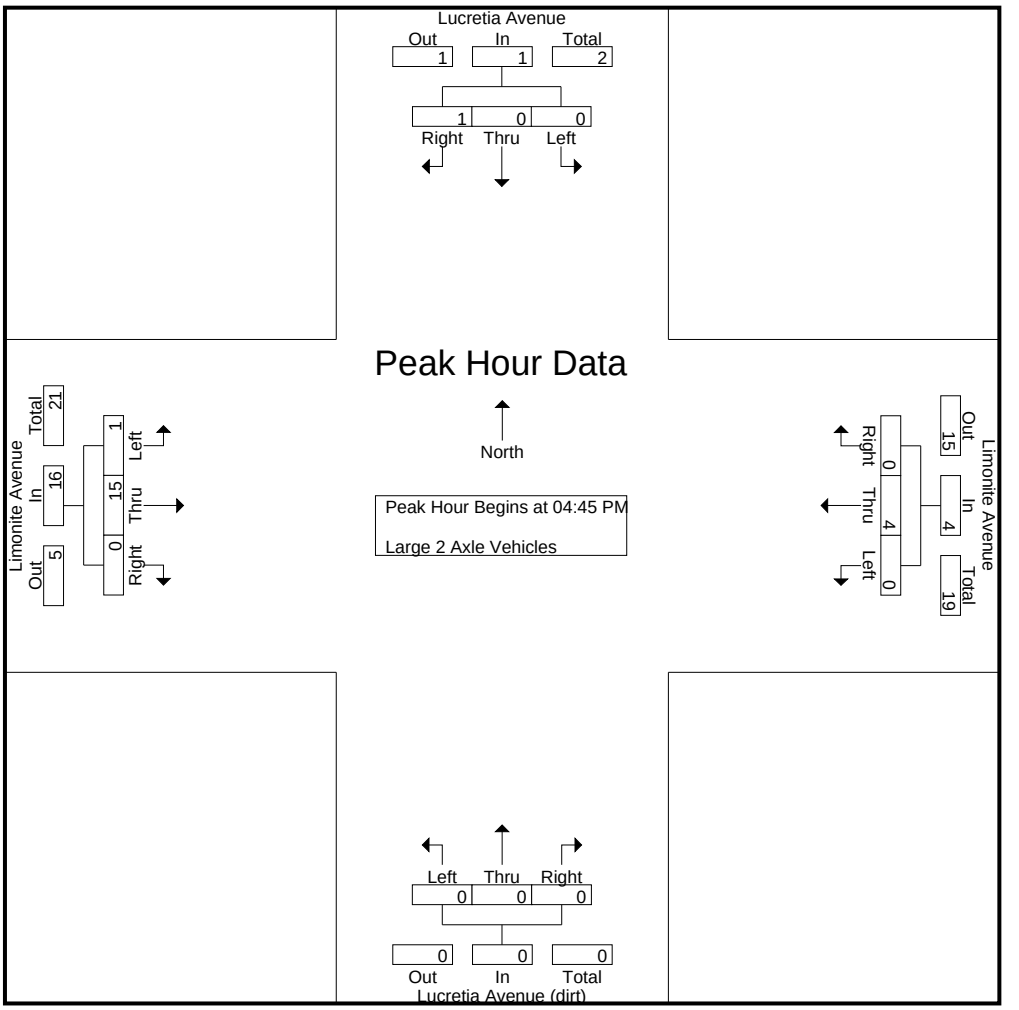
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	18	0	18	23
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
05:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	1	0	4	0	4	0	0	0	0	1	11	0	12	17
Grand Total	0	0	1	1	0	9	0	9	0	0	0	0	1	29	0	30	40
Apprch %	0	0	100		0	100	0		0	0	0		3.3	96.7	0		
Total %	0	0	2.5	2.5	0	22.5	0	22.5	0	0	0	0	2.5	72.5	0	75	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**5**	0	**5**	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	3	0	4	5
05:15 PM	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	0	5	0	5	**8**
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	1	15	0	16	21
% App. Total	0	0	100		0	100	0		0	0	0		6.2	93.8	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.800	.656

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Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**5**	0	**5**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	3	0	4
+30 mins.	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	1	15	0	16
% App. Total	0	0	100		0	100	0		0	0	0		6.2	93.8	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.800

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

City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

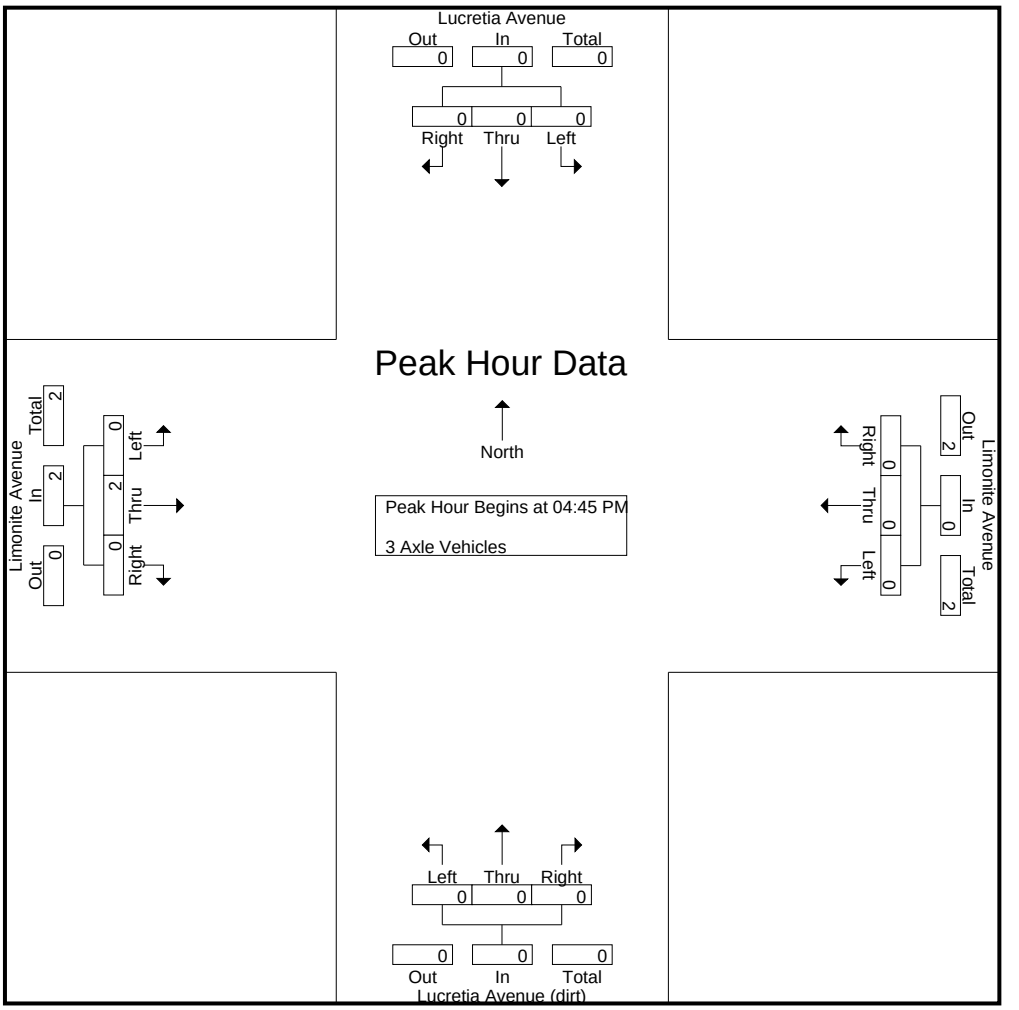
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
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	1	0	0	1	0	0	0	0	0	10	0	10	11
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	2	0	2	2
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	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	14	0	14	15
Apprch %	0	0	0		100	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	6.7	0	0	6.7	0	0	0	0	0	93.3	0	93.3	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**2**	0	**2**	**2**
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	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**2**	0	**2**
+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	2	0	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

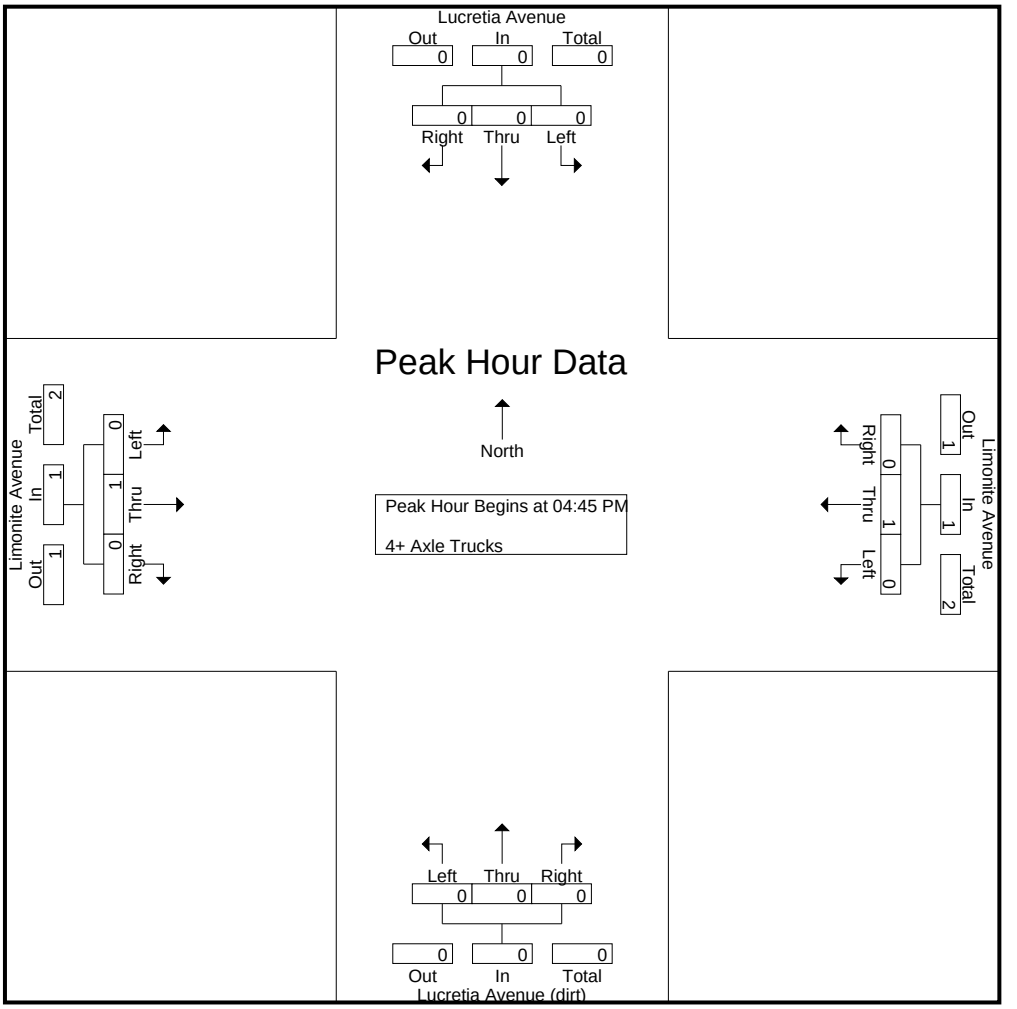
	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
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	1	0	1	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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Lucretia Avenue Southbound				Limonite Avenue Westbound				Lucretia Avenue (dirt) Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	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	**1**	0	**1**	1
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	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Jurupa Valley
N/S: Lucretia Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 06_JVY_Luc_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

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

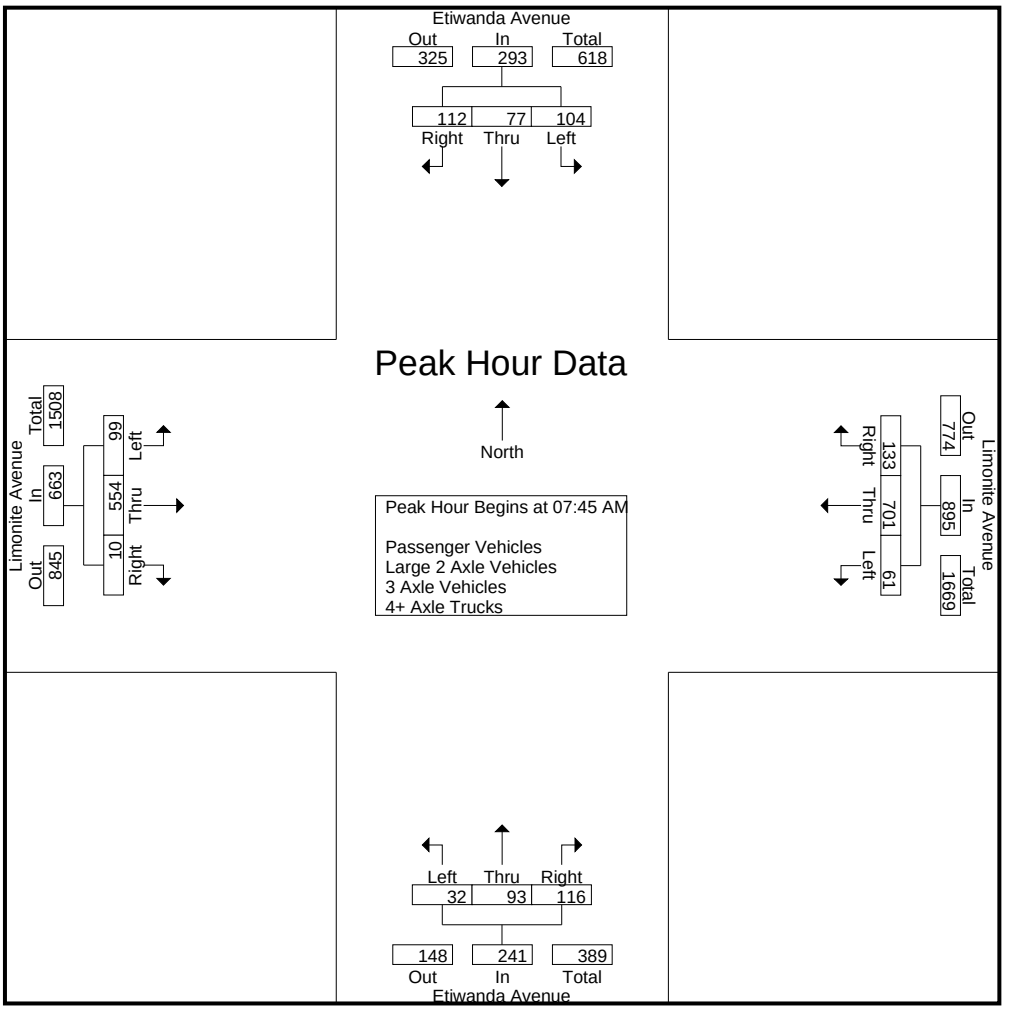
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	39	20	17	76	12	186	31	229	8	24	26	58	15	99	3	117	480
07:15 AM	33	19	31	83	14	195	33	242	8	17	30	55	16	129	2	147	527
07:30 AM	28	17	22	67	15	153	22	190	11	26	34	71	20	138	5	163	491
07:45 AM	22	16	33	71	14	174	40	228	5	21	37	63	22	176	4	202	564
Total	122	72	103	297	55	708	126	889	32	88	127	247	73	542	14	629	2062
08:00 AM	34	24	28	86	17	151	35	203	11	26	33	70	17	108	2	127	486
08:15 AM	25	13	33	71	16	204	31	251	8	20	23	51	29	143	1	173	546
08:30 AM	23	24	18	65	14	172	27	213	8	26	23	57	31	127	3	161	496
08:45 AM	31	18	36	85	25	131	26	182	13	33	27	73	32	105	5	142	482
Total	113	79	115	307	72	658	119	849	40	105	106	251	109	483	11	603	2010
Grand Total	235	151	218	604	127	1366	245	1738	72	193	233	498	182	1025	25	1232	4072
Apprch %	38.9	25	36.1		7.3	78.6	14.1		14.5	38.8	46.8		14.8	83.2	2		
Total %	5.8	3.7	5.4	14.8	3.1	33.5	6	42.7	1.8	4.7	5.7	12.2	4.5	25.2	0.6	30.3	
Passenger Vehicles	228	148	208	584	124	1335	228	1687	70	187	227	484	175	987	23	1185	3940
% Passenger Vehicles	97	98	95.4	96.7	97.6	97.7	93.1	97.1	97.2	96.9	97.4	97.2	96.2	96.3	92	96.2	96.8
Large 2 Axle Vehicles	5	3	5	13	1	24	8	33	1	4	5	10	2	22	2	26	82
% Large 2 Axle Vehicles	2.1	2	2.3	2.2	0.8	1.8	3.3	1.9	1.4	2.1	2.1	2	1.1	2.1	8	2.1	2
3 Axle Vehicles	1	0	2	3	0	1	4	5	0	0	1	1	4	6	0	10	19
% 3 Axle Vehicles	0.4	0	0.9	0.5	0	0.1	1.6	0.3	0	0	0.4	0.2	2.2	0.6	0	0.8	0.5
4+ Axle Trucks	1	0	3	4	2	6	5	13	1	2	0	3	1	10	0	11	31
% 4+ Axle Trucks	0.4	0	1.4	0.7	1.6	0.4	2	0.7	1.4	1	0	0.6	0.5	1	0	0.9	0.8

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	22	16	**33**	71	14	174	**40**	228	5	21	**37**	63	22	**176**	**4**	**202**	**564**
08:00 AM	**34**	**24**	28	**86**	**17**	151	35	203	**11**	**26**	33	**70**	17	108	2	127	486
08:15 AM	25	13	33	71	16	**204**	31	**251**	8	20	23	51	29	143	1	173	546
08:30 AM	23	24	18	65	14	172	27	213	8	26	23	57	**31**	127	3	161	496
Total Volume	104	77	112	293	61	701	133	895	32	93	116	241	99	554	10	663	2092
% App. Total	35.5	26.3	38.2		6.8	78.3	14.9		13.3	38.6	48.1		14.9	83.6	1.5		
PHF	.765	.802	.848	.852	.897	.859	.831	.891	.727	.894	.784	.861	.798	.787	.625	.821	.927

Counts Unlimited, Inc.
PO Box 1178
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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022



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

	07:15 AM				07:45 AM				07:15 AM				07:30 AM			
+0 mins.	33	19	31	83	14	174	**40**	228	8	17	30	55	20	138	**5**	163
+15 mins.	28	17	22	67	**17**	151	35	203	**11**	**26**	34	**71**	22	**176**	4	**202**
+30 mins.	22	16	**33**	71	16	**204**	31	**251**	5	21	**37**	63	17	108	2	127
+45 mins.	**34**	**24**	28	**86**	14	172	27	213	11	26	33	70	**29**	143	1	173
Total Volume	117	76	114	307	61	701	133	895	35	90	134	259	88	565	12	665
% App. Total	38.1	24.8	37.1		6.8	78.3	14.9		13.5	34.7	51.7		13.2	85	1.8	
PHF	.860	.792	.864	.892	.897	.859	.831	.891	.795	.865	.905	.912	.759	.803	.600	.823

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- Passenger Vehicles

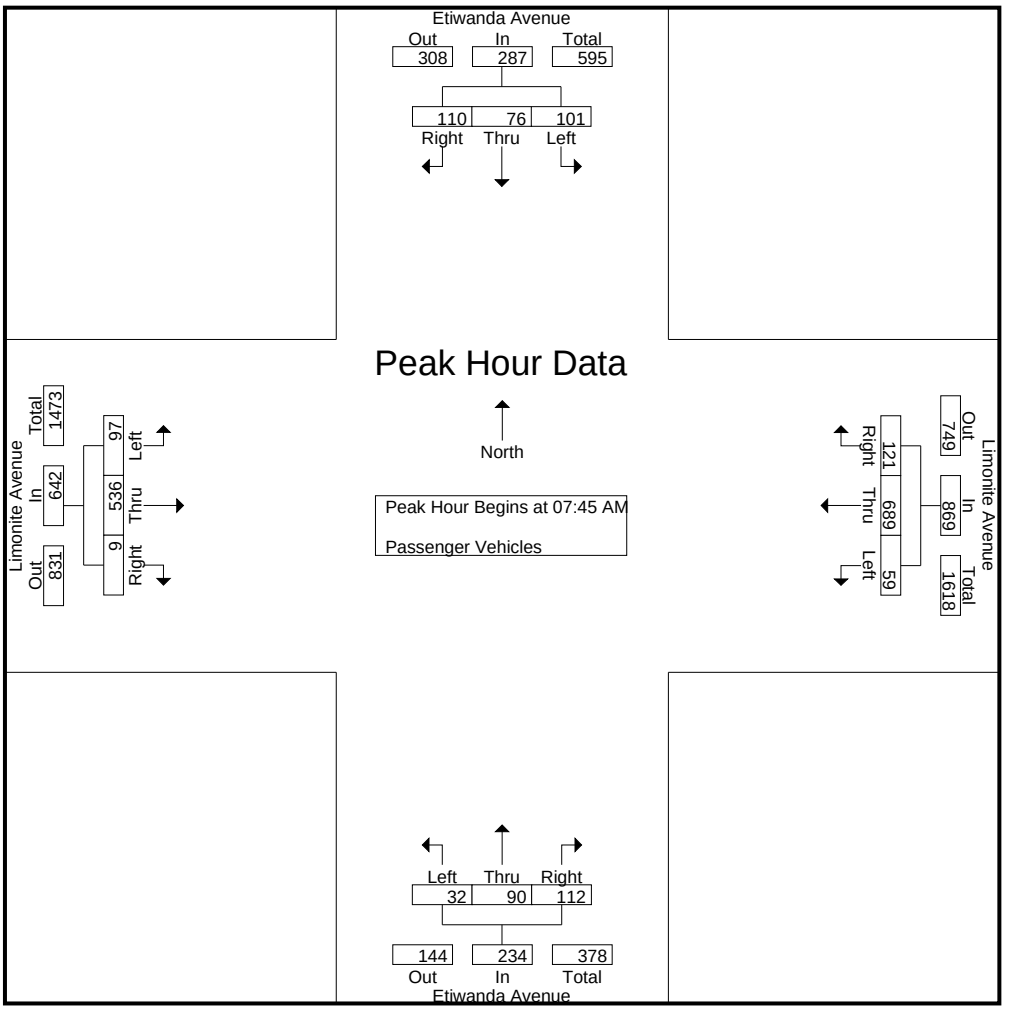
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	39	20	17	76	12	177	29	218	7	23	25	55	13	91	3	107	456
07:15 AM	32	19	27	78	14	191	33	238	8	17	30	55	15	122	1	138	509
07:30 AM	26	16	20	62	15	148	20	183	11	25	33	69	20	135	5	160	474
07:45 AM	20	16	32	68	13	173	37	223	5	21	36	62	21	170	3	194	547
Total	117	71	96	284	54	689	119	862	31	86	124	241	69	518	12	599	1986
08:00 AM	34	23	27	84	17	148	32	197	11	26	31	68	17	102	2	121	470
08:15 AM	24	13	33	70	15	200	25	240	8	20	22	50	28	140	1	169	529
08:30 AM	23	24	18	65	14	168	27	209	8	23	23	54	31	124	3	158	486
08:45 AM	30	17	34	81	24	130	25	179	12	32	27	71	30	103	5	138	469
Total	111	77	112	300	70	646	109	825	39	101	103	243	106	469	11	586	1954
Grand Total	228	148	208	584	124	1335	228	1687	70	187	227	484	175	987	23	1185	3940
Apprch %	39	25.3	35.6		7.4	79.1	13.5		14.5	38.6	46.9		14.8	83.3	1.9		
Total %	5.8	3.8	5.3	14.8	3.1	33.9	5.8	42.8	1.8	4.7	5.8	12.3	4.4	25.1	0.6	30.1	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	20	16	32	68	13	173	**37**	223	5	21	**36**	62	21	**170**	**3**	**194**	**547**
08:00 AM	**34**	23	27	**84**	**17**	148	32	197	**11**	**26**	31	**68**	17	102	2	121	470
08:15 AM	24	13	**33**	70	15	**200**	25	**240**	8	20	22	50	28	140	1	169	529
08:30 AM	23	**24**	18	65	14	168	27	209	8	23	23	54	**31**	124	3	158	486
Total Volume	101	76	110	287	59	689	121	869	32	90	112	234	97	536	9	642	2032
% App. Total	35.2	26.5	38.3		6.8	79.3	13.9		13.7	38.5	47.9		15.1	83.5	1.4		
PHF	.743	.792	.833	.854	.868	.861	.818	.905	.727	.865	.778	.860	.782	.788	.750	.827	.929

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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.	20	16	32	68	13	173	**37**	223	5	21	**36**	62	21	**170**	**3**	**194**
+15 mins.	**34**	23	27	**84**	**17**	148	32	197	**11**	**26**	31	**68**	17	102	2	121
+30 mins.	24	13	**33**	70	15	**200**	25	**240**	8	20	22	50	28	140	1	169
+45 mins.	23	**24**	18	65	14	168	27	209	8	23	23	54	**31**	124	3	158
Total Volume	101	76	110	287	59	689	121	869	32	90	112	234	97	536	9	642
% App. Total	35.2	26.5	38.3		6.8	79.3	13.9		13.7	38.5	47.9		15.1	83.5	1.4	
PHF	.743	.792	.833	.854	.868	.861	.818	.905	.727	.865	.778	.860	.782	.788	.750	.827

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

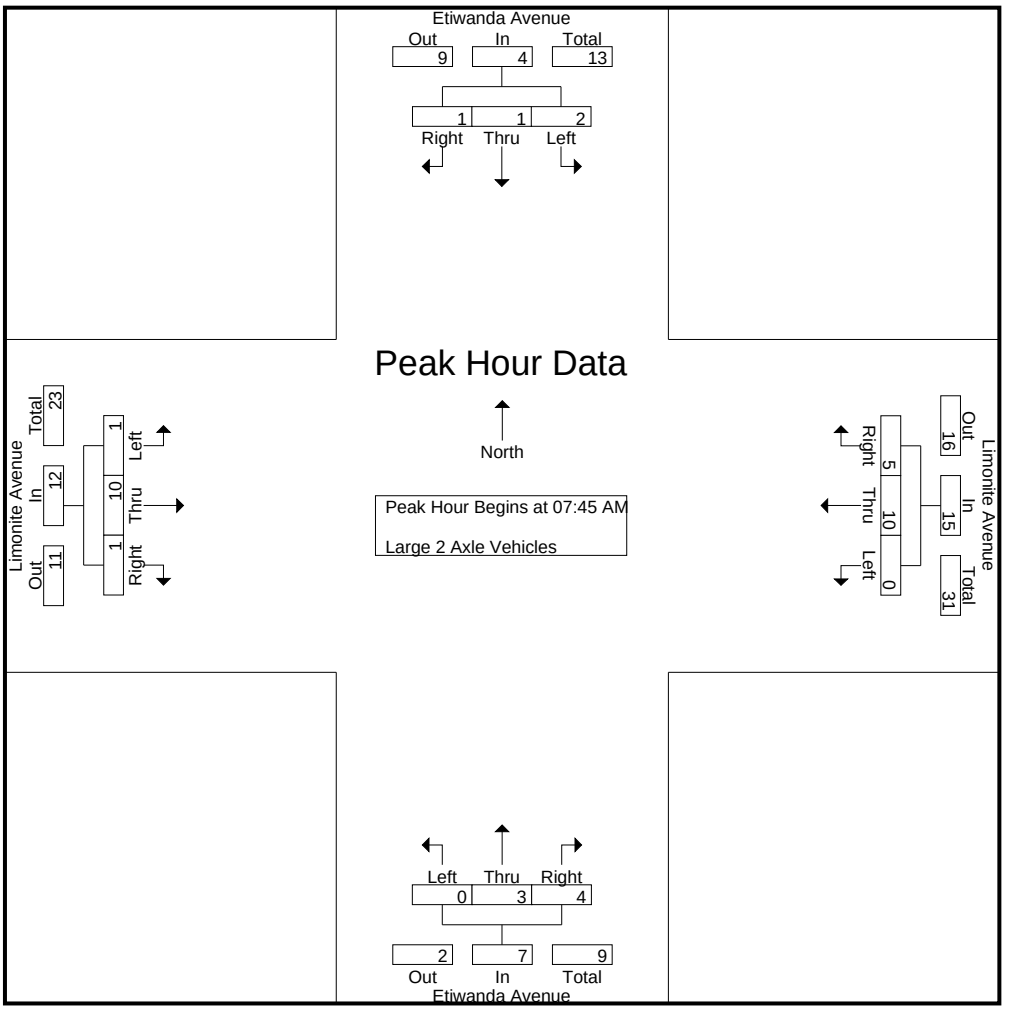
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	2	7	1	0	0	1	0	6	0	6	14
07:15 AM	1	0	3	4	0	3	0	3	0	0	0	0	0	4	1	5	12
07:30 AM	1	1	1	3	0	5	0	5	0	1	1	2	0	1	0	1	11
07:45 AM	1	0	0	1	0	1	1	2	0	0	1	1	0	6	1	7	11
Total	3	1	4	8	0	14	3	17	1	1	2	4	0	17	2	19	48
08:00 AM	0	1	1	2	0	3	1	4	0	0	2	2	0	1	0	1	9
08:15 AM	1	0	0	1	0	4	3	7	0	0	1	1	1	2	0	3	12
08:30 AM	0	0	0	0	0	2	0	2	0	3	0	3	0	1	0	1	6
08:45 AM	1	1	0	2	1	1	1	3	0	0	0	0	1	1	0	2	7
Total	2	2	1	5	1	10	5	16	0	3	3	6	2	5	0	7	34
Grand Total	5	3	5	13	1	24	8	33	1	4	5	10	2	22	2	26	82
Apprch %	38.5	23.1	38.5		3	72.7	24.2		10	40	50		7.7	84.6	7.7		
Total %	6.1	3.7	6.1	15.9	1.2	29.3	9.8	40.2	1.2	4.9	6.1	12.2	2.4	26.8	2.4	31.7	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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**	0	0	1	0	1	1	2	0	0	1	1	0	**6**	**1**	**7**	11
08:00 AM	0	**1**	**1**	**2**	0	3	1	4	0	0	**2**	2	0	1	0	1	9
08:15 AM	1	0	0	1	0	**4**	**3**	**7**	0	0	1	1	**1**	2	0	3	**12**
08:30 AM	0	0	0	0	0	2	0	2	0	**3**	0	**3**	0	1	0	1	6
Total Volume	2	1	1	4	0	10	5	15	0	3	4	7	1	10	1	12	38
% App. Total	50	25	25		0	66.7	33.3		0	42.9	57.1		8.3	83.3	8.3		
PHF	.500	.250	.250	.500	.000	.625	.417	.536	.000	.250	.500	.583	.250	.417	.250	.429	.792

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

City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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**	0	0	1	0	1	1	2	0	0	1	1	0	**6**	**1**	**7**
+15 mins.	0	**1**	**1**	**2**	0	3	1	4	0	0	**2**	2	0	1	0	1
+30 mins.	1	0	0	1	0	**4**	**3**	**7**	0	0	1	1	**1**	2	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	**3**	0	**3**	0	1	0	1
Total Volume	2	1	1	4	0	10	5	15	0	3	4	7	1	10	1	12
% App. Total	50	25	25		0	66.7	33.3		0	42.9	57.1		8.3	83.3	8.3	
PHF	.500	.250	.250	.500	.000	.625	.417	.536	.000	.250	.500	.583	.250	.417	.250	.429

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

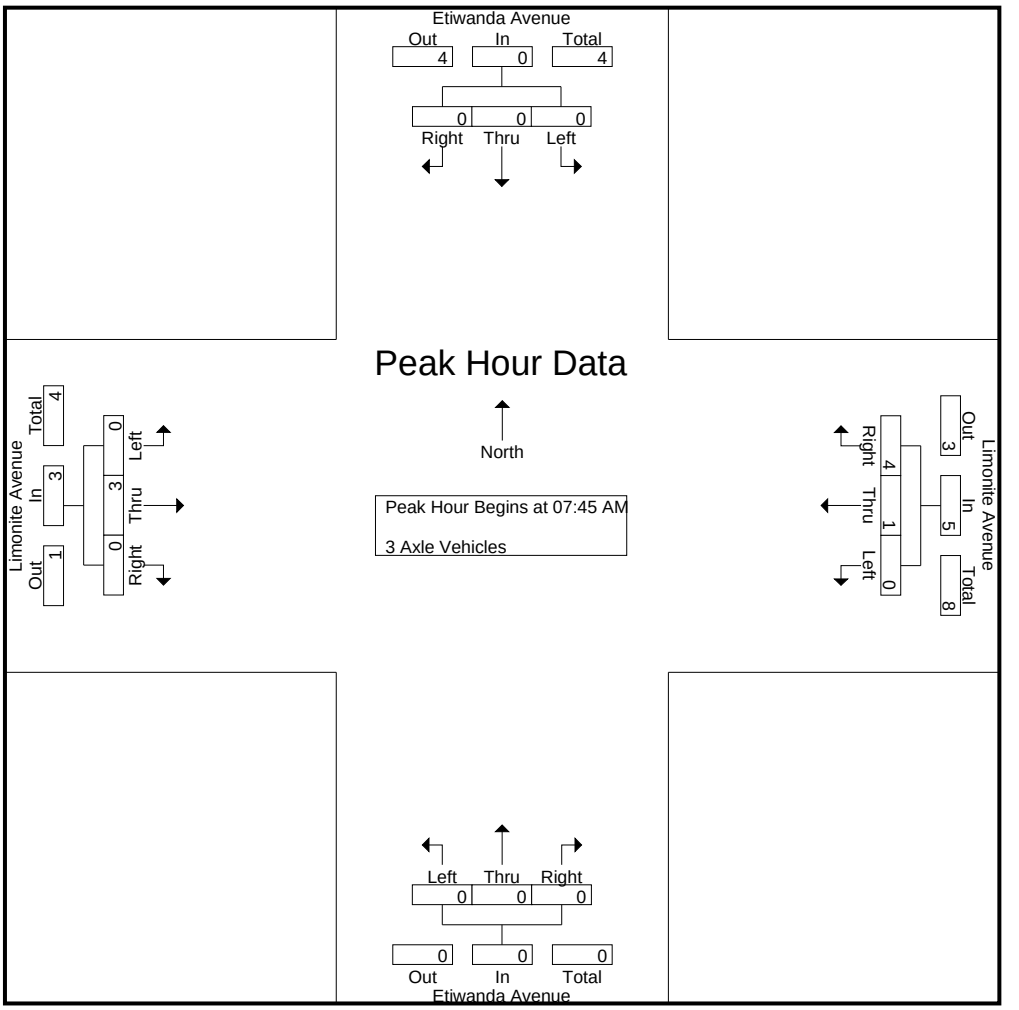
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	4	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	0	0	0	0	0	1	1	3	3	0	6	9
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	1	0	1	4	5	0	0	0	0	1	3	0	4	10
Grand Total	1	0	2	3	0	1	4	5	0	0	1	1	4	6	0	10	19
Apprch %	33.3	0	66.7		0	20	80		0	0	100		40	60	0		
Total %	5.3	0	10.5	15.8	0	5.3	21.1	26.3	0	0	5.3	5.3	21.1	31.6	0	52.6	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	0	0	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**	**3**
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	4	5	0	0	0	0	0	3	0	3	8
% App. Total	0	0	0		0	20	80		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.625	.000	.000	.000	.000	.000	.750	.000	.750	.667

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022



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	0	0	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	4	5	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	20	80		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.500	.625	.000	.000	.000	.000	.000	.750	.000	.750

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

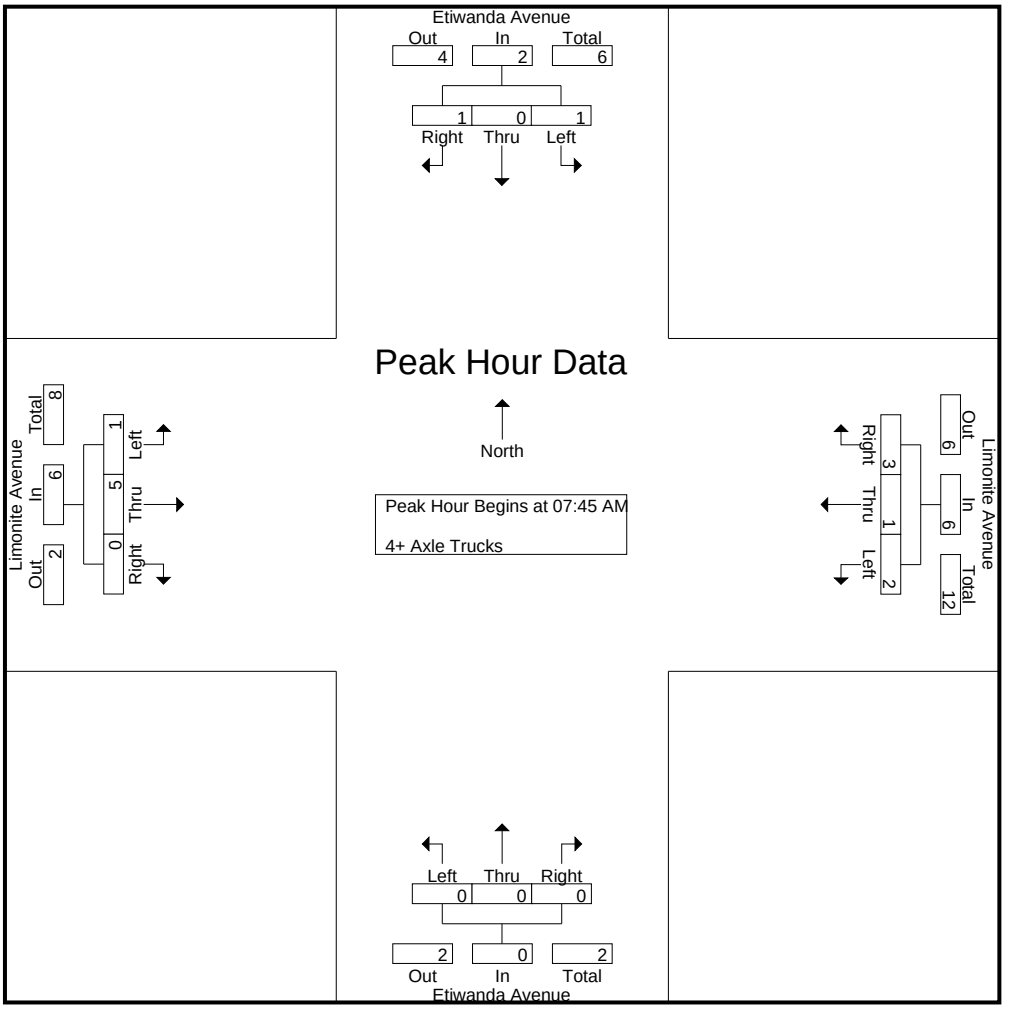
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	0	0	0	5
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	4
07:45 AM	1	0	1	2	1	0	2	3	0	0	0	0	1	0	0	1	6
Total	1	0	2	3	1	5	4	10	0	1	0	1	1	4	0	5	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	1	1	0	0	0	0	1	1	0	2	0	1	0	1	4
Total	0	0	1	1	1	1	1	3	1	1	0	2	0	6	0	6	12
Grand Total	1	0	3	4	2	6	5	13	1	2	0	3	1	10	0	11	31
Apprch %	25	0	75		15.4	46.2	38.5		33.3	66.7	0		9.1	90.9	0		
Total %	3.2	0	9.7	12.9	6.5	19.4	16.1	41.9	3.2	6.5	0	9.7	3.2	32.3	0	35.5	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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**	0	**1**	**2**	**1**	0	**2**	**3**	0	0	0	0	**1**	0	0	1	**6**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
08:15 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	1	2	2	1	3	6	0	0	0	0	1	5	0	6	14
% App. Total	50	0	50		33.3	16.7	50		0	0	0		16.7	83.3	0		
PHF	.250	.000	.250	.250	.500	.250	.375	.500	.000	.000	.000	.000	.250	.313	.000	.375	.583

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime AM
Site Code : 99922505
Start Date : 5/25/2022
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**	0	**1**	**2**	**1**	0	**2**	**3**	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**
+30 mins.	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1
Total Volume	1	0	1	2	2	1	3	6	0	0	0	0	1	5	0	6
% App. Total	50	0	50		33.3	16.7	50		0	0	0		16.7	83.3	0	
PHF	.250	.000	.250	.250	.500	.250	.375	.500	.000	.000	.000	.000	.250	.313	.000	.375

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

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

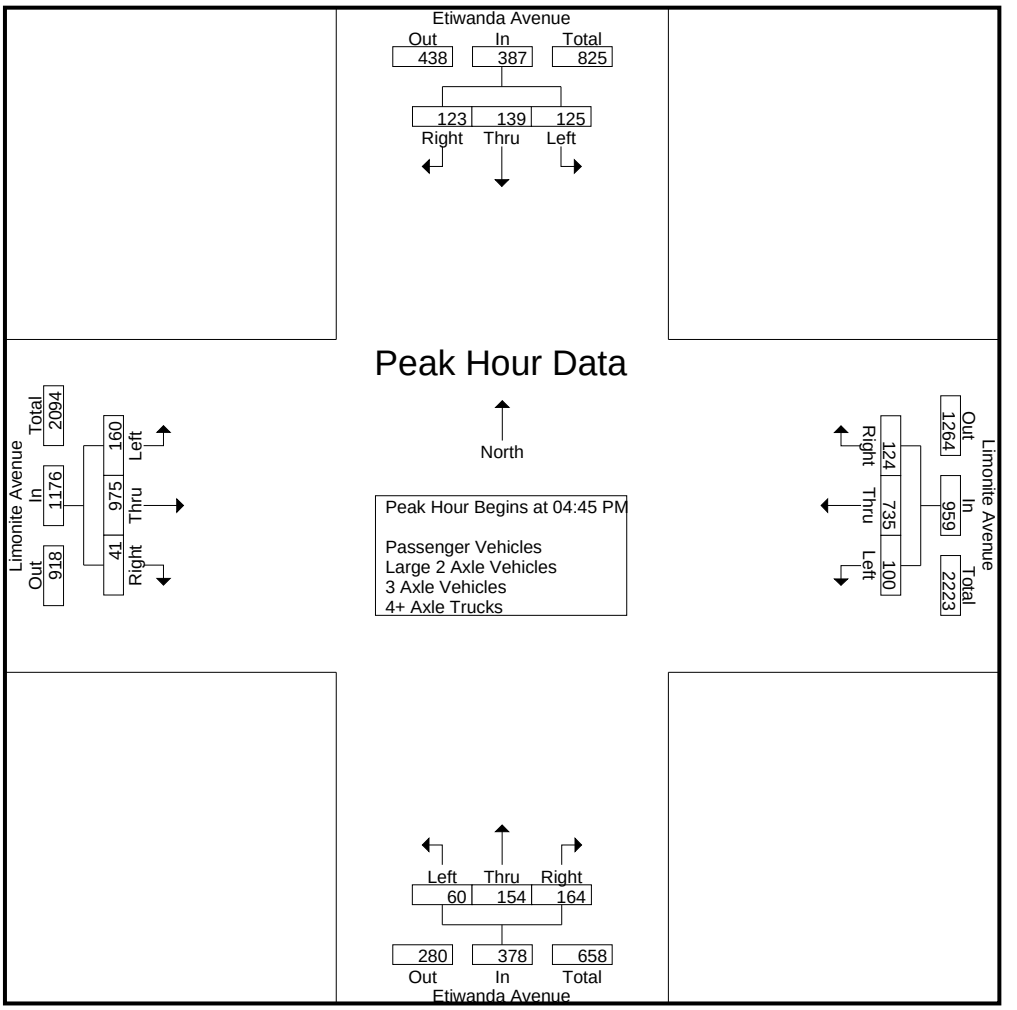
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	40	33	128	19	167	25	211	20	36	27	83	39	248	9	296	718
04:15 PM	37	32	37	106	29	155	32	216	17	33	40	90	43	289	6	338	750
04:30 PM	44	31	24	99	24	173	27	224	13	36	36	85	40	218	10	268	676
04:45 PM	37	36	24	97	24	166	40	230	19	41	37	97	51	246	6	303	727
Total	173	139	118	430	96	661	124	881	69	146	140	355	173	1001	31	1205	2871
05:00 PM	30	35	37	102	14	155	28	197	12	33	36	81	42	255	14	311	691
05:15 PM	36	32	40	108	28	199	26	253	15	42	44	101	30	232	9	271	733
05:30 PM	22	36	22	80	34	215	30	279	14	38	47	99	37	242	12	291	749
05:45 PM	37	33	28	98	35	159	26	220	17	34	33	84	34	214	12	260	662
Total	125	136	127	388	111	728	110	949	58	147	160	365	143	943	47	1133	2835
Grand Total	298	275	245	818	207	1389	234	1830	127	293	300	720	316	1944	78	2338	5706
Apprch %	36.4	33.6	30		11.3	75.9	12.8		17.6	40.7	41.7		13.5	83.1	3.3		
Total %	5.2	4.8	4.3	14.3	3.6	24.3	4.1	32.1	2.2	5.1	5.3	12.6	5.5	34.1	1.4	41	
Passenger Vehicles	295	274	243	812	206	1371	227	1804	124	288	297	709	302	1902	72	2276	5601
% Passenger Vehicles	99	99.6	99.2	99.3	99.5	98.7	97	98.6	97.6	98.3	99	98.5	95.6	97.8	92.3	97.3	98.2
Large 2 Axle Vehicles	1	0	2	3	1	12	5	18	2	3	3	8	6	25	2	33	62
% Large 2 Axle Vehicles	0.3	0	0.8	0.4	0.5	0.9	2.1	1	1.6	1	1	1.1	1.9	1.3	2.6	1.4	1.1
3 Axle Vehicles	1	1	0	2	0	1	2	3	0	1	0	1	5	8	2	15	21
% 3 Axle Vehicles	0.3	0.4	0	0.2	0	0.1	0.9	0.2	0	0.3	0	0.1	1.6	0.4	2.6	0.6	0.4
4+ Axle Trucks	1	0	0	1	0	5	0	5	1	1	0	2	3	9	2	14	22
% 4+ Axle Trucks	0.3	0	0	0.1	0	0.4	0	0.3	0.8	0.3	0	0.3	0.9	0.5	2.6	0.6	0.4

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**37**	**36**	24	97	24	166	**40**	230	**19**	41	37	97	**51**	246	6	303	727
05:00 PM	30	35	37	102	14	155	28	197	12	33	36	81	42	**255**	**14**	**311**	691
05:15 PM	36	32	**40**	**108**	28	199	26	253	15	**42**	44	**101**	30	232	9	271	733
05:30 PM	22	36	22	80	**34**	**215**	30	**279**	14	38	**47**	99	37	242	12	291	**749**
Total Volume	125	139	123	387	100	735	124	959	60	154	164	378	160	975	41	1176	2900
% App. Total	32.3	35.9	31.8		10.4	76.6	12.9		15.9	40.7	43.4		13.6	82.9	3.5		
PHF	.845	.965	.769	.896	.735	.855	.775	.859	.789	.917	.872	.936	.784	.956	.732	.945	.968

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 2



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

	04:00 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	**55**	**40**	33	**128**	24	166	**40**	230	**19**	41	37	97	43	**289**	6	**338**
+15 mins.	37	32	**37**	106	14	155	28	197	12	33	36	81	40	218	10	268
+30 mins.	44	31	24	99	28	199	26	253	15	**42**	44	**101**	**51**	246	6	303
+45 mins.	37	36	24	97	**34**	**215**	30	**279**	14	38	**47**	99	42	255	**14**	311
Total Volume	173	139	118	430	100	735	124	959	60	154	164	378	176	1008	36	1220
% App. Total	40.2	32.3	27.4		10.4	76.6	12.9		15.9	40.7	43.4		14.4	82.6	3	
PHF	.786	.869	.797	.840	.735	.855	.775	.859	.789	.917	.872	.936	.863	.872	.643	.902

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

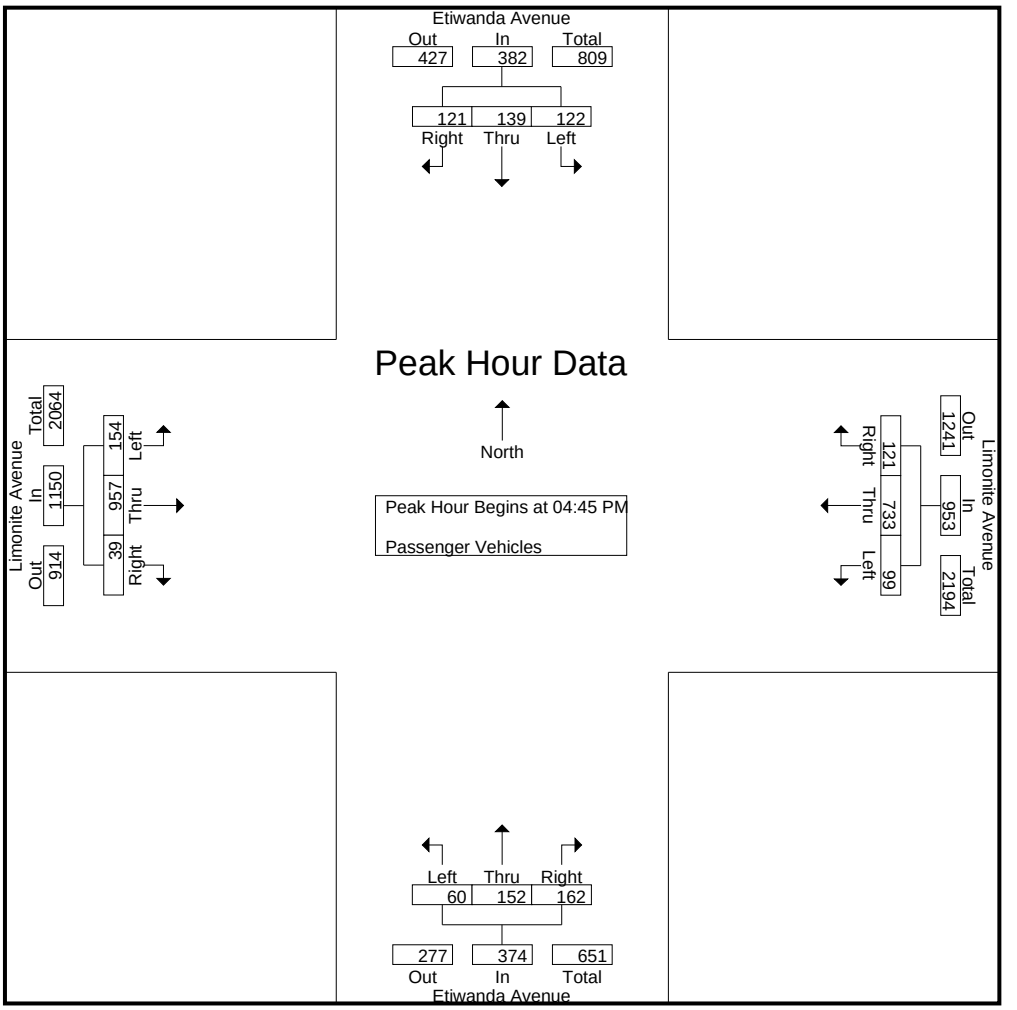
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	40	33	128	19	163	24	206	18	35	26	79	35	241	9	285	698
04:15 PM	37	31	37	105	29	150	31	210	17	32	40	89	41	281	6	328	732
04:30 PM	44	31	24	99	24	167	27	218	13	35	36	84	38	213	8	259	660
04:45 PM	35	36	24	95	24	166	39	229	19	41	36	96	48	243	6	297	717
Total	171	138	118	427	96	646	121	863	67	143	138	348	162	978	29	1169	2807
05:00 PM	30	35	36	101	14	155	28	197	12	32	36	80	41	251	14	306	684
05:15 PM	35	32	39	106	28	198	25	251	15	41	43	99	30	224	7	261	717
05:30 PM	22	36	22	80	33	214	29	276	14	38	47	99	35	239	12	286	741
05:45 PM	37	33	28	98	35	158	24	217	16	34	33	83	34	210	10	254	652
Total	124	136	125	385	110	725	106	941	57	145	159	361	140	924	43	1107	2794
Grand Total	295	274	243	812	206	1371	227	1804	124	288	297	709	302	1902	72	2276	5601
Apprch %	36.3	33.7	29.9		11.4	76	12.6		17.5	40.6	41.9		13.3	83.6	3.2		
Total %	5.3	4.9	4.3	14.5	3.7	24.5	4.1	32.2	2.2	5.1	5.3	12.7	5.4	34	1.3	40.6	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**35**	**36**	24	95	24	166	**39**	229	**19**	**41**	36	96	**48**	243	6	297	717
05:00 PM	30	35	36	101	14	155	28	197	12	32	36	80	41	**251**	**14**	**306**	684
05:15 PM	35	32	**39**	**106**	28	198	25	251	15	41	43	**99**	30	224	7	261	717
05:30 PM	22	36	22	80	**33**	**214**	29	**276**	14	38	**47**	99	35	239	12	286	**741**
Total Volume	122	139	121	382	99	733	121	953	60	152	162	374	154	957	39	1150	2859
% App. Total	31.9	36.4	31.7		10.4	76.9	12.7		16	40.6	43.3		13.4	83.2	3.4		
PHF	.871	.965	.776	.901	.750	.856	.776	.863	.789	.927	.862	.944	.802	.953	.696	.940	.965

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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.	**35**	**36**	24	95	24	166	**39**	229	**19**	**41**	36	96	**48**	243	6	297
+15 mins.	30	35	36	101	14	155	28	197	12	32	36	80	41	**251**	**14**	**306**
+30 mins.	35	32	**39**	**106**	28	198	25	251	15	41	43	**99**	30	224	7	261
+45 mins.	22	36	22	80	**33**	**214**	29	**276**	14	38	**47**	99	35	239	12	286
Total Volume	122	139	121	382	99	733	121	953	60	152	162	374	154	957	39	1150
% App. Total	31.9	36.4	31.7		10.4	76.9	12.7		16	40.6	43.3		13.4	83.2	3.4	
PHF	.871	.965	.776	.901	.750	.856	.776	.863	.789	.927	.862	.944	.802	.953	.696	.940

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

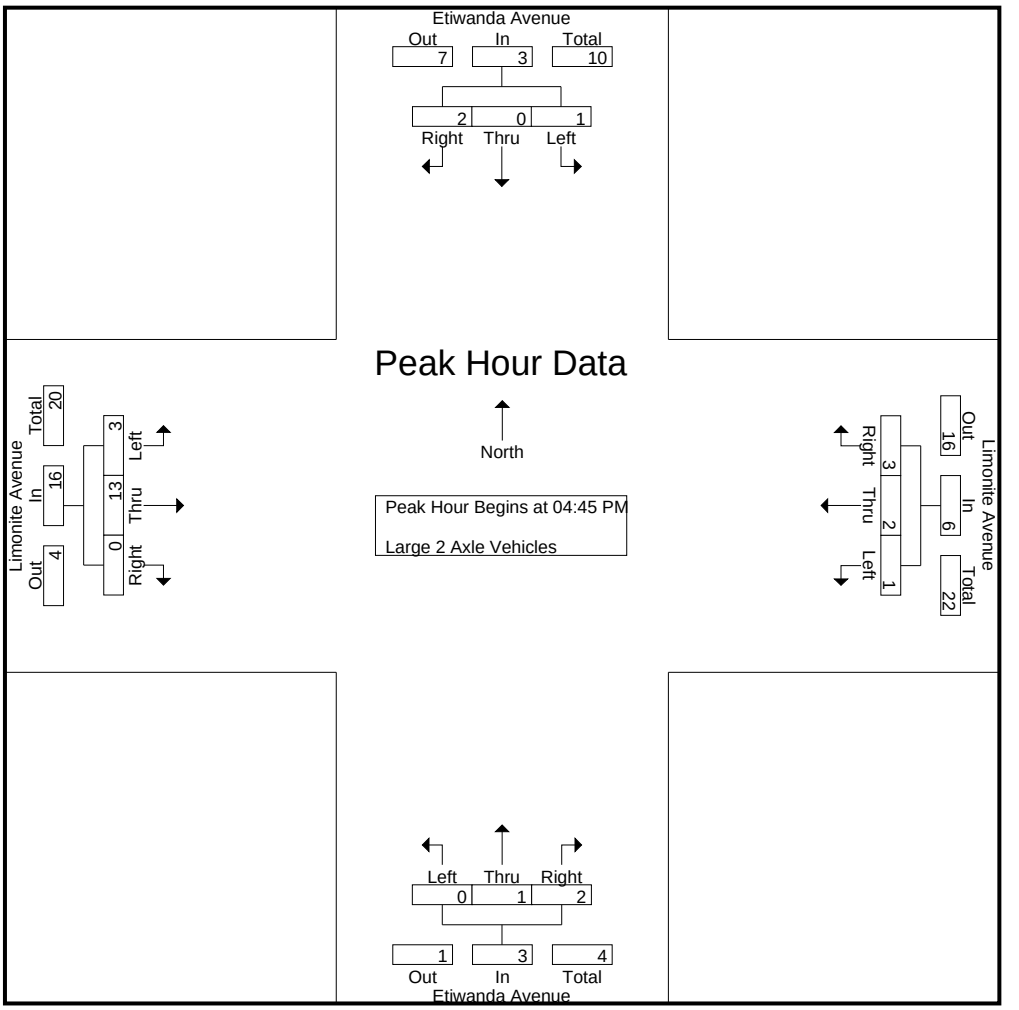
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	1	1	1	3	1	5	0	6	11
04:15 PM	0	0	0	0	0	3	1	4	0	1	0	1	1	4	0	5	10
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	2	0	3	7
04:45 PM	1	0	0	1	0	0	1	1	0	0	1	1	1	2	0	3	6
Total	1	0	0	1	0	9	2	11	1	2	2	5	4	13	0	17	34
05:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	1	3	0	4	6
05:15 PM	0	0	1	1	0	1	1	2	0	0	1	1	0	6	0	6	10
05:30 PM	0	0	0	0	1	1	1	3	0	0	0	0	1	2	0	3	6
05:45 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	2	3	6
Total	0	0	2	2	1	3	3	7	1	1	1	3	2	12	2	16	28
Grand Total	1	0	2	3	1	12	5	18	2	3	3	8	6	25	2	33	62
Apprch %	33.3	0	66.7		5.6	66.7	27.8		25	37.5	37.5		18.2	75.8	6.1		
Total %	1.6	0	3.2	4.8	1.6	19.4	8.1	29	3.2	4.8	4.8	12.9	9.7	40.3	3.2	53.2	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	**1**	1	0	0	**1**	**1**	**1**	2	0	3	6
05:00 PM	0	0	**1**	1	0	0	0	0	0	**1**	0	1	1	3	0	4	6
05:15 PM	0	0	1	1	0	**1**	1	2	0	0	1	1	0	**6**	0	**6**	**10**
05:30 PM	0	0	0	0	**1**	1	1	**3**	0	0	0	0	1	2	0	3	6
Total Volume	1	0	2	3	1	2	3	6	0	1	2	3	3	13	0	16	28
% App. Total	33.3	0	66.7		16.7	33.3	50		0	33.3	66.7		18.8	81.2	0		
PHF	.250	.000	.500	.750	.250	.500	.750	.500	.000	.250	.500	.750	.750	.542	.000	.667	.700

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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.	**1**	0	0	**1**	0	0	**1**	1	0	0	**1**	**1**	**1**	2	0	3
+15 mins.	0	0	**1**	1	0	0	0	0	0	**1**	0	1	1	3	0	4
+30 mins.	0	0	1	1	0	**1**	1	2	0	0	1	1	0	**6**	0	**6**
+45 mins.	0	0	0	0	**1**	1	1	**3**	0	0	0	0	1	2	0	3
Total Volume	1	0	2	3	1	2	3	6	0	1	2	3	3	13	0	16
% App. Total	33.3	0	66.7		16.7	33.3	50		0	33.3	66.7		18.8	81.2	0	
PHF	.250	.000	.500	.750	.250	.500	.750	.500	.000	.250	.500	.750	.750	.542	.000	.667

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022

Groups Printed- 3 Axle Vehicles

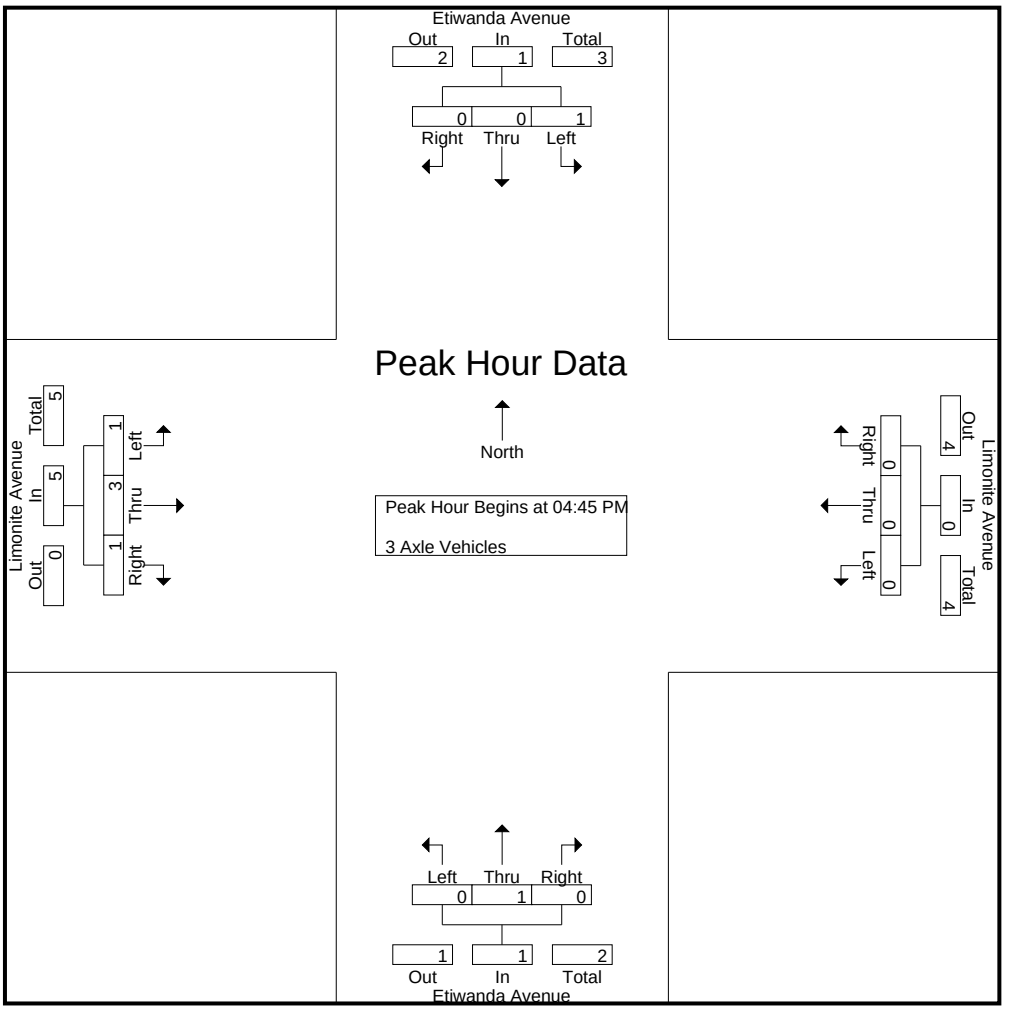
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	3	1	0	4	6
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
Total	1	1	0	2	0	1	1	2	0	0	0	0	5	5	1	11	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
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	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	0	1	1	0	1	0	1	0	3	1	4	6
Grand Total	1	1	0	2	0	1	2	3	0	1	0	1	5	8	2	15	21
Apprch %	50	50	0		0	33.3	66.7		0	100	0		33.3	53.3	13.3		
Total %	4.8	4.8	0	9.5	0	4.8	9.5	14.3	0	4.8	0	4.8	23.8	38.1	9.5	71.4	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	**1**	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	1	3	1	5	7
% App. Total	100	0	0		0	0	0		0	100	0		20	60	20		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.750	.250	.625	.583

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	**1**	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	1	3	1	5
% App. Total	100	0	0		0	0	0		0	100	0		20	60	20	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.750	.250	.625

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

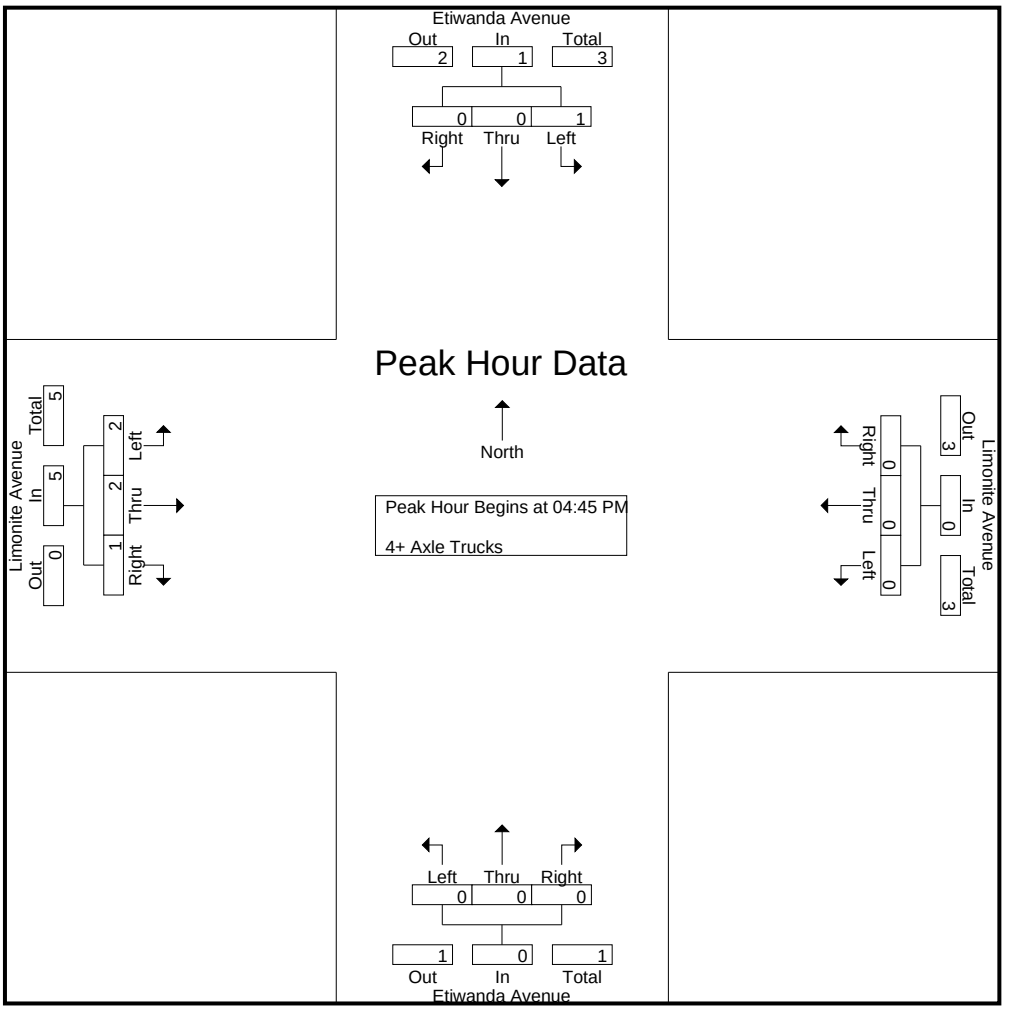
	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
04:30 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	2	1	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	5	0	5	1	1	0	2	2	5	1	8	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	4	1	6	7
Grand Total	1	0	0	1	0	5	0	5	1	1	0	2	3	9	2	14	22
Apprch %	100	0	0		0	100	0		50	50	0		21.4	64.3	14.3		
Total %	4.5	0	0	4.5	0	22.7	0	22.7	4.5	4.5	0	9.1	13.6	40.9	9.1	63.6	

	Etiwanda Avenue Southbound				Limonite Avenue Westbound				Etiwanda Avenue Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	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	**1**	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**3**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	2	2	1	5	6
% App. Total	100	0	0		0	0	0		0	0	0		40	40	20		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.250	.625	.500

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City of Jurupa Valley
N/S: Etiwanda Avenue
E/W: Limonite Avenue
Weather: Clear

File Name : 07_JVY_Eti_Lime PM
Site Code : 99922505
Start Date : 5/25/2022
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	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	2	2	1	5
% App. Total	100	0	0		0	0	0		0	0	0		40	40	20	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.250	.625

APPENDIX C:
VOLUME DEVELOPMENT WORKSHEETS

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . I-15 SB Ramps/Limonite Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	191	10	0	4	27	218	400	11	3	0	23	423
SBT	1	0	0	0	0	1	0	0	0	0	0	0
SBR	535	14	4	9	56	591	795	10	3	2	27	822
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	858	10	6	10	57	915	1,102	10	3	6	39	1,141
EBR	459	6	9	10	57	516	434	2	0	3	12	446
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	793	15	8	21	102	895	1,141	7	1	4	25	1,166
WBR	628	19	2	6	51	679	454	4	1	0	8	462
North Leg												
Approach	727	24	4	13	83	810	1,195	21	6	2	50	1,245
Departure	628	19	2	6	51	679	454	4	1	0	8	462
Total	1,355	43	6	19	134	1,489	1,649	25	7	2	58	1,707
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	460	6	9	10	57	517	434	2	0	3	12	446
Total	460	6	9	10	57	517	434	2	0	3	12	446
East Leg												
Approach	1,421	34	10	27	153	1,574	1,595	11	2	4	33	1,628
Departure	1,049	20	6	14	84	1,133	1,502	21	6	6	62	1,564
Total	2,470	54	16	41	237	2,707	3,097	32	8	10	95	3,192
West Leg												
Approach	1,317	16	15	20	114	1,431	1,536	12	3	9	51	1,587
Departure	1,328	29	12	30	158	1,486	1,936	17	4	6	52	1,988
Total	2,645	45	27	50	272	2,917	3,472	29	7	15	103	3,575
Total Approaches												
Approach	3,465	74	29	60	350	3,815	4,326	44	11	15	134	4,460
Departure	3,465	74	29	60	350	3,815	4,326	44	11	15	134	4,460
Total	6,930	148	58	120	700	7,630	8,652	88	22	30	268	8,920

translutions
the transportation solutions company

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . I-15 NB Ramps/Limonite Ave												
NBL	365	11	3	19	80	445	487	2	0	2	9	496
NBT	0	0	0	0	0	0	2	0	0	0	0	2
NBR	407	12	1	4	32	439	826	9	2	2	24	850
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	452	17	4	4	46	498	1,065	13	0	1	23	1,088
EBR	672	7	3	5	32	704	466	5	1	6	28	494
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,039	26	3	13	84	1,123	1,098	10	1	2	23	1,121
WBR	415	0	0	4	12	427	269	3	0	0	5	274
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	415	0	0	4	12	427	271	3	0	0	5	276
Total	415	0	0	4	12	427	271	3	0	0	5	276
South Leg												
Approach	772	23	4	23	112	884	1,315	11	2	4	33	1,348
Departure	672	7	3	5	32	704	466	5	1	6	28	494
Total	1,444	30	7	28	144	1,588	1,781	16	3	10	61	1,842
East Leg												
Approach	1,454	26	3	17	96	1,550	1,367	13	1	2	28	1,395
Departure	859	29	5	8	78	937	1,891	22	2	3	47	1,938
Total	2,313	55	8	25	174	2,487	3,258	35	3	5	75	3,333
West Leg												
Approach	1,124	24	7	9	78	1,202	1,531	18	1	7	51	1,582
Departure	1,404	37	6	32	164	1,568	1,585	12	1	4	32	1,617
Total	2,528	61	13	41	242	2,770	3,116	30	2	11	83	3,199
Total Approaches												
Approach	3,350	73	14	49	286	3,636	4,213	42	4	13	112	4,325
Departure	3,350	73	14	49	286	3,636	4,213	42	4	13	112	4,325
Total	6,700	146	28	98	572	7,272	8,426	84	8	26	224	8,650

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
3 . Pats Ranch Rd/Limonite Ave												
NBL	336	12	0	2	24	360	343	11	1	1	22	365
NBT	35	0	0	0	0	35	46	1	0	0	2	48
NBR	77	4	1	0	8	85	137	1	0	0	2	139
SBL	1	0	0	0	0	1	3	0	0	0	0	3
SBT	25	0	0	0	0	25	38	0	0	0	0	38
SBR	93	1	0	0	2	95	67	0	0	0	0	67
EBL	67	0	0	0	0	67	138	3	0	0	5	143
EBT	660	36	2	6	76	736	1,264	57	2	3	99	1,363
EBR	124	6	0	0	9	133	319	11	0	0	17	336
WBL	85	3	3	0	11	96	178	1	0	0	2	180
WBT	910	44	5	10	106	1,016	916	15	0	1	26	942
WBR	2	0	0	0	0	2	7	0	0	0	0	7
North Leg												
Approach	119	1	0	0	2	121	108	0	0	0	0	108
Departure	104	0	0	0	0	104	191	4	0	0	7	198
Total	223	1	0	0	2	225	299	4	0	0	7	306
South Leg												
Approach	448	16	1	2	32	480	526	13	1	1	26	552
Departure	234	9	3	0	20	254	535	12	0	0	19	554
Total	682	25	4	2	52	734	1,061	25	1	1	45	1,106
East Leg												
Approach	997	47	8	10	117	1,114	1,101	16	0	1	28	1,129
Departure	738	40	3	6	84	822	1,404	58	2	3	101	1,505
Total	1,735	87	11	16	201	1,936	2,505	74	2	4	129	2,634
West Leg												
Approach	851	42	2	6	85	936	1,721	71	2	3	121	1,842
Departure	1,339	57	5	12	132	1,471	1,326	26	1	2	48	1,374
Total	2,190	99	7	18	217	2,407	3,047	97	3	5	169	3,216
Total Approaches												
Approach	2,415	106	11	18	236	2,651	3,456	100	3	5	175	3,631
Departure	2,415	106	11	18	236	2,651	3,456	100	3	5	175	3,631
Total	4,830	212	22	36	472	5,302	6,912	200	6	10	350	7,262

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 . Wineville Ave/Limonite Ave												
NBL	88	6	1	0	11	99	82	1	0	0	2	84
NBT	81	3	0	0	5	86	42	0	0	0	0	42
NBR	49	1	0	0	2	51	34	1	0	0	2	36
SBL	59	0	1	0	2	61	112	0	0	0	0	112
SBT	63	1	0	0	2	65	93	0	0	0	0	93
SBR	152	1	2	2	12	164	170	0	0	1	3	173
EBL	111	2	1	0	5	116	170	2	0	1	6	176
EBT	575	20	2	6	52	627	1,131	25	2	1	45	1,176
EBR	71	5	0	0	8	79	114	8	0	0	12	126
WBL	31	1	0	0	2	33	41	0	0	0	0	41
WBT	764	12	3	5	39	803	830	4	0	1	9	839
WBR	83	1	1	0	4	87	92	0	0	0	0	92
North Leg												
Approach	274	2	3	2	16	290	375	0	0	1	3	378
Departure	275	6	2	0	14	289	304	2	0	1	6	310
Total	549	8	5	2	30	579	679	2	0	2	9	688
South Leg												
Approach	218	10	1	0	18	236	158	2	0	0	4	162
Departure	165	7	0	0	12	177	248	8	0	0	12	260
Total	383	17	1	0	30	413	406	10	0	0	16	422
East Leg												
Approach	878	14	4	5	45	923	963	4	0	1	9	972
Departure	683	21	3	6	56	739	1,277	26	2	1	47	1,324
Total	1,561	35	7	11	101	1,662	2,240	30	2	2	56	2,296
West Leg												
Approach	757	27	3	6	65	822	1,415	35	2	2	63	1,478
Departure	1,004	19	6	7	62	1,066	1,082	5	0	2	14	1,096
Total	1,761	46	9	13	127	1,888	2,497	40	2	4	77	2,574
Total Approaches												
Approach	2,127	53	11	13	144	2,271	2,911	41	2	4	79	2,990
Departure	2,127	53	11	13	144	2,271	2,911	41	2	4	79	2,990
Total	4,254	106	22	26	288	4,542	5,822	82	4	8	158	5,980

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
5 . Wineville Ave/63rd St												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	230	3	0	0	5	235	169	0	0	0	0	169
NBR	0	0	0	0	0	0	1	0	0	1	3	4
SBL	1	0	0	0	0	1	3	0	0	0	0	3
SBT	167	7	0	0	11	178	238	3	0	1	8	246
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	3	0	0	0	0	3	0	0	0	0	0	0
North Leg												
Approach	168	7	0	0	11	179	241	3	0	1	8	249
Departure	233	3	0	0	5	238	169	0	0	0	0	169
Total	401	10	0	0	16	417	410	3	0	1	8	418
South Leg												
Approach	230	3	0	0	5	235	170	0	0	1	3	173
Departure	167	7	0	0	11	178	238	3	0	1	8	246
Total	397	10	0	0	16	413	408	3	0	2	11	419
East Leg												
Approach	3	0	0	0	0	3	0	0	0	0	0	0
Departure	1	0	0	0	0	1	4	0	0	1	3	7
Total	4	0	0	0	0	4	4	0	0	1	3	7
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	401	10	0	0	16	417	411	3	0	2	11	422
Departure	401	10	0	0	16	417	411	3	0	2	11	422
Total	802	20	0	0	32	834	822	6	0	4	22	844

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
10 . Dwy. 5-Lucretia Ave/Limonite Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	11	0	0	0	0	11	15	0	0	0	0	15
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	79	0	0	1	3	82	86	1	0	0	2	88
EBL	56	1	0	0	2	58	102	1	0	0	2	104
EBT	649	11	3	6	41	690	1,197	15	2	1	30	1,227
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	4	0	8	8	0	0	0	0	0	0
WBT	817	15	0	4	35	852	909	4	0	1	9	918
WBR	19	0	0	0	0	19	8	0	0	0	0	8
North Leg												
Approach	90	0	0	1	3	93	101	1	0	0	2	103
Departure	75	1	0	0	2	77	110	1	0	0	2	112
Total	165	1	0	1	5	170	211	2	0	0	4	215
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	4	0	8	8	0	0	0	0	0	0
Total	0	0	4	0	8	8	0	0	0	0	0	0
East Leg												
Approach	836	15	4	4	43	879	917	4	0	1	9	926
Departure	660	11	3	6	41	701	1,212	15	2	1	30	1,242
Total	1,496	26	7	10	84	1,580	2,129	19	2	2	39	2,168
West Leg												
Approach	705	12	3	6	43	748	1,299	16	2	1	32	1,331
Departure	896	15	0	5	38	934	995	5	0	1	11	1,006
Total	1,601	27	3	11	81	1,682	2,294	21	2	2	43	2,337
Total Approaches												
Approach	1,631	27	7	11	89	1,720	2,317	21	2	2	43	2,360
Departure	1,631	27	7	11	89	1,720	2,317	21	2	2	43	2,360
Total	3,262	54	14	22	178	3,440	4,634	42	4	4	86	4,720

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
13 . Etiwanda Ave/Limonite Ave												
NBL	32	0	0	0	0	32	60	0	0	0	0	60
NBT	90	3	0	0	5	95	152	1	1	0	4	156
NBR	112	4	0	0	6	118	162	2	0	0	3	165
SBL	101	2	0	1	6	107	122	1	1	1	7	129
SBT	76	1	0	0	2	78	139	0	0	0	0	139
SBR	110	1	0	1	5	115	121	2	0	0	3	124
EBL	97	1	0	1	5	102	154	3	1	2	13	167
EBT	536	10	3	5	36	572	957	13	3	2	32	989
EBR	9	1	0	0	2	11	39	0	1	1	5	44
WBL	59	0	0	2	6	65	99	1	0	0	2	101
WBT	689	10	1	1	20	709	733	2	0	0	3	736
WBR	121	5	4	3	25	146	121	3	0	0	5	126
North Leg												
Approach	287	4	0	2	13	300	382	3	1	1	10	392
Departure	308	9	4	4	35	343	427	7	2	2	22	449
Total	595	13	4	6	48	643	809	10	3	3	32	841
South Leg												
Approach	234	7	0	0	11	245	374	3	1	0	7	381
Departure	144	2	0	2	10	154	277	1	1	1	7	284
Total	378	9	0	2	21	399	651	4	2	1	14	665
East Leg												
Approach	869	15	5	6	51	920	953	6	0	0	10	963
Departure	749	16	3	6	48	797	1,241	16	4	3	42	1,283
Total	1,618	31	8	12	99	1,717	2,194	22	4	3	52	2,246
West Leg												
Approach	642	12	3	6	43	685	1,150	16	5	5	50	1,200
Departure	831	11	1	2	25	856	914	4	0	0	6	920
Total	1,473	23	4	8	68	1,541	2,064	20	5	5	56	2,120
Total Approaches												
Approach	2,032	38	8	14	118	2,150	2,859	28	7	6	77	2,936
Departure	2,032	38	8	14	118	2,150	2,859	28	7	6	77	2,936
Total	4,064	76	16	28	236	4,300	5,718	56	14	12	154	5,872

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . I-15 SB Ramps/Limonite Ave								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	191	14	205	6.83%	400	14	414	3.38%
SBT	1	0	1	0.00%	0	0	0	0.00%
SBR	535	27	562	4.80%	795	15	810	1.85%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	858	26	884	2.94%	1,102	19	1,121	1.69%
EBR	459	25	484	5.17%	434	5	439	1.14%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	793	44	837	5.26%	1,141	12	1,153	1.04%
WBR	628	27	655	4.12%	454	5	459	1.09%
North Leg								
Approach	727	41	768	5.3%	1,195	29	1,224	2.4%
Departure	628	27	655	4.1%	454	5	459	1.1%
Total	1,355	68	1,423	4.8%	1,649	34	1,683	2.0%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	460	25	485	5.2%	434	5	439	1.1%
Total	460	25	485	5.2%	434	5	439	1.1%
East Leg								
Approach	1,421	71	1,492	4.8%	1,595	17	1,612	1.1%
Departure	1,049	40	1,089	3.7%	1,502	33	1,535	2.1%
Total	2,470	111	2,581	4.3%	3,097	50	3,147	1.6%
West Leg								
Approach	1,317	51	1,368	3.7%	1,536	24	1,560	1.5%
Departure	1,328	71	1,399	5.1%	1,936	27	1,963	1.4%
Total	2,645	122	2,767	4.4%	3,472	51	3,523	1.4%
Total Approaches								
Approach	3,465	163	3,628		4,326	70	4,396	
Departure	3,465	163	3,628		4,326	70	4,396	
Total	6,930	326	7,256	4.5%	8,652	140	8,792	1.6%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . I-15 NB Ramps/Limonite Ave								
NBL	365	33	398	8.29%	487	4	491	0.81%
NBT	0	0	0	0.00%	2	0	2	0.00%
NBR	407	17	424	4.01%	826	13	839	1.55%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	452	25	477	5.24%	1,065	14	1,079	1.30%
EBR	672	15	687	2.18%	466	12	478	2.51%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	1,039	42	1,081	3.89%	1,098	13	1,111	1.17%
WBR	415	4	419	0.95%	269	3	272	1.10%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	415	4	419	1.0%	271	3	274	1.1%
Total	415	4	419	1.0%	271	3	274	1.1%
South Leg								
Approach	772	50	822	6.1%	1,315	17	1,332	1.3%
Departure	672	15	687	2.2%	466	12	478	2.5%
Total	1,444	65	1,509	4.3%	1,781	29	1,810	1.6%
East Leg								
Approach	1,454	46	1,500	3.1%	1,367	16	1,383	1.2%
Departure	859	42	901	4.7%	1,891	27	1,918	1.4%
Total	2,313	88	2,401	3.7%	3,258	43	3,301	1.3%
West Leg								
Approach	1,124	40	1,164	3.4%	1,531	26	1,557	1.7%
Departure	1,404	75	1,479	5.1%	1,585	17	1,602	1.1%
Total	2,528	115	2,643	4.4%	3,116	43	3,159	1.4%
Total Approaches								
Approach	3,350	136	3,486		4,213	59	4,272	
Departure	3,350	136	3,486		4,213	59	4,272	
Total	6,700	272	6,972	3.9%	8,426	118	8,544	1.4%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Pats Ranch Rd/Limonite Ave								
NBL	336	14	350	4.00%	343	13	356	3.65%
NBT	35	0	35	0.00%	46	1	47	2.13%
NBR	77	5	82	6.10%	137	1	138	0.72%
SBL	1	0	1	0.00%	3	0	3	0.00%
SBT	25	0	25	0.00%	38	0	38	0.00%
SBR	93	1	94	1.06%	67	0	67	0.00%
EBL	67	0	67	0.00%	138	3	141	2.13%
EBT	660	44	704	6.25%	1,264	62	1,326	4.68%
EBR	124	6	130	4.62%	319	11	330	3.33%
WBL	85	6	91	6.59%	178	1	179	0.56%
WBT	910	59	969	6.09%	916	16	932	1.72%
WBR	2	0	2	0.00%	7	0	7	0.00%
North Leg								
Approach	119	1	120	0.8%	108	0	108	0.0%
Departure	104	0	104	0.0%	191	4	195	2.1%
Total	223	1	224	0.4%	299	4	303	1.3%
South Leg								
Approach	448	19	467	4.1%	526	15	541	2.8%
Departure	234	12	246	4.9%	535	12	547	2.2%
Total	682	31	713	4.3%	1,061	27	1,088	2.5%
East Leg								
Approach	997	65	1,062	6.1%	1,101	17	1,118	1.5%
Departure	738	49	787	6.2%	1,404	63	1,467	4.3%
Total	1,735	114	1,849	6.2%	2,505	80	2,585	3.1%
West Leg								
Approach	851	50	901	5.5%	1,721	76	1,797	4.2%
Departure	1,339	74	1,413	5.2%	1,326	29	1,355	2.1%
Total	2,190	124	2,314	5.4%	3,047	105	3,152	3.3%
Total Approaches								
Approach	2,415	135	2,550		3,456	108	3,564	
Departure	2,415	135	2,550		3,456	108	3,564	
Total	4,830	270	5,100	5.3%	6,912	216	7,128	3.0%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Wineville Ave/Limonite Ave								
NBL	88	7	95	7.37%	82	1	83	1.20%
NBT	81	3	84	3.57%	42	0	42	0.00%
NBR	49	1	50	2.00%	34	1	35	2.86%
SBL	59	1	60	1.67%	112	0	112	0.00%
SBT	63	1	64	1.56%	93	0	93	0.00%
SBR	152	5	157	3.18%	170	1	171	0.58%
EBL	111	3	114	2.63%	170	3	173	1.73%
EBT	575	28	603	4.64%	1,131	28	1,159	2.42%
EBR	71	5	76	6.58%	114	8	122	6.56%
WBL	31	1	32	3.13%	41	0	41	0.00%
WBT	764	20	784	2.55%	830	5	835	0.60%
WBR	83	2	85	2.35%	92	0	92	0.00%
North Leg								
Approach	274	7	281	2.5%	375	1	376	0.3%
Departure	275	8	283	2.8%	304	3	307	1.0%
Total	549	15	564	2.7%	679	4	683	0.6%
South Leg								
Approach	218	11	229	4.8%	158	2	160	1.3%
Departure	165	7	172	4.1%	248	8	256	3.1%
Total	383	18	401	4.5%	406	10	416	2.4%
East Leg								
Approach	878	23	901	2.6%	963	5	968	0.5%
Departure	683	30	713	4.2%	1,277	29	1,306	2.2%
Total	1,561	53	1,614	3.3%	2,240	34	2,274	1.5%
West Leg								
Approach	757	36	793	4.5%	1,415	39	1,454	2.7%
Departure	1,004	32	1,036	3.1%	1,082	7	1,089	0.6%
Total	1,761	68	1,829	3.7%	2,497	46	2,543	1.8%
Total Approaches								
Approach	2,127	77	2,204		2,911	47	2,958	
Departure	2,127	77	2,204		2,911	47	2,958	
Total	4,254	154	4,408	3.5%	5,822	94	5,916	1.6%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 . Wineville Ave/63rd St								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	230	3	233	1.29%	169	0	169	0.00%
NBR	0	0	0	0.00%	1	1	2	50.00%
SBL	1	0	1	0.00%	3	0	3	0.00%
SBT	167	7	174	4.02%	238	4	242	1.65%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	3	0	3	0.00%	0	0	0	0.00%
North Leg								
Approach	168	7	175	4.0%	241	4	245	1.6%
Departure	233	3	236	1.3%	169	0	169	0.0%
Total	401	10	411	2.4%	410	4	414	1.0%
South Leg								
Approach	230	3	233	1.3%	170	1	171	0.6%
Departure	167	7	174	4.0%	238	4	242	1.7%
Total	397	10	407	2.5%	408	5	413	1.2%
East Leg								
Approach	3	0	3	0.0%	0	0	0	0.0%
Departure	1	0	1	0.0%	4	1	5	20.0%
Total	4	0	4	0.0%	4	1	5	20.0%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	401	10	411		411	5	416	
Departure	401	10	411		411	5	416	
Total	802	20	822	2.4%	822	10	832	1.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 . Dwy. 5-Lucretia Ave/Limonite Ave								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	11	0	11	0.00%	15	0	15	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	79	1	80	1.25%	86	1	87	1.15%
EBL	56	1	57	1.75%	102	1	103	0.97%
EBT	649	20	669	2.99%	1,197	18	1,215	1.48%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	4	4	100.00%	0	0	0	0.00%
WBT	817	19	836	2.27%	909	5	914	0.55%
WBR	19	0	19	0.00%	8	0	8	0.00%
North Leg								
Approach	90	1	91	1.1%	101	1	102	1.0%
Departure	75	1	76	1.3%	110	1	111	0.9%
Total	165	2	167	1.2%	211	2	213	0.9%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	4	4	100.0%	0	0	0	0.0%
Total	0	4	4	100.0%	0	0	0	0.0%
East Leg								
Approach	836	23	859	2.7%	917	5	922	0.5%
Departure	660	20	680	2.9%	1,212	18	1,230	1.5%
Total	1,496	43	1,539	2.8%	2,129	23	2,152	1.1%
West Leg								
Approach	705	21	726	2.9%	1,299	19	1,318	1.4%
Departure	896	20	916	2.2%	995	6	1,001	0.6%
Total	1,601	41	1,642	2.5%	2,294	25	2,319	1.1%
Total Approaches								
Approach	1,631	45	1,676		2,317	25	2,342	
Departure	1,631	45	1,676		2,317	25	2,342	
Total	3,262	90	3,352	2.7%	4,634	50	4,684	1.1%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
13 . Etiwanda Ave/Limonite Ave								
NBL	32	0	32	0.00%	60	0	60	0.00%
NBT	90	3	93	3.23%	152	2	154	1.30%
NBR	112	4	116	3.45%	162	2	164	1.22%
SBL	101	3	104	2.88%	122	3	125	2.40%
SBT	76	1	77	1.30%	139	0	139	0.00%
SBR	110	2	112	1.79%	121	2	123	1.63%
EBL	97	2	99	2.02%	154	6	160	3.75%
EBT	536	18	554	3.25%	957	18	975	1.85%
EBR	9	1	10	10.00%	39	2	41	4.88%
WBL	59	2	61	3.28%	99	1	100	1.00%
WBT	689	12	701	1.71%	733	2	735	0.27%
WBR	121	12	133	9.02%	121	3	124	2.42%
North Leg								
Approach	287	6	293	2.0%	382	5	387	1.3%
Departure	308	17	325	5.2%	427	11	438	2.5%
Total	595	23	618	3.7%	809	16	825	1.9%
South Leg								
Approach	234	7	241	2.9%	374	4	378	1.1%
Departure	144	4	148	2.7%	277	3	280	1.1%
Total	378	11	389	2.8%	651	7	658	1.1%
East Leg								
Approach	869	26	895	2.9%	953	6	959	0.6%
Departure	749	25	774	3.2%	1,241	23	1,264	1.8%
Total	1,618	51	1,669	3.1%	2,194	29	2,223	1.3%
West Leg								
Approach	642	21	663	3.2%	1,150	26	1,176	2.2%
Departure	831	14	845	1.7%	914	4	918	0.4%
Total	1,473	35	1,508	2.3%	2,064	30	2,094	1.4%
Total Approaches								
Approach	2,032	60	2,092		2,859	41	2,900	
Departure	2,032	60	2,092		2,859	41	2,900	
Total	4,064	120	4,184	2.9%	5,718	82	5,800	1.4%

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 I-15 SB Ramps/Limonite Ave						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	218	13	231	423	5	428
SBT	1		1	0		0
SBR	591		591	822		822
EBL	0		0	0		0
EBT	915	56	971	1,141	13	1,154
EBR	516		516	446		446
WBL	0		0	0		0
WBT	895	-3	892	1,166	-8	1,158
WBR	679	-3	676	462	-3	459
North Leg						
Approach	810	13	823	1,245	5	1,250
Departure	679	-3	676	462	-3	459
Total	1,489	10	1,499	1,707	2	1,709
South Leg						
Approach	0	0	0	0	0	0
Departure	517	0	517	446	0	446
Total	517	0	517	446	0	446
East Leg						
Approach	1,574	-6	1,568	1,628	-11	1,617
Departure	1,133	69	1,202	1,564	18	1,582
Total	2,707	63	2,770	3,192	7	3,199
West Leg						
Approach	1,431	56	1,487	1,587	13	1,600
Departure	1,486	-3	1,483	1,988	-8	1,980
Total	2,917	53	2,970	3,575	5	3,580
Total Approaches						
Approach	3,815	63	3,878	4,460	7	4,467
Departure	3,815	63	3,878	4,460	7	4,467
Total	7,630	126	7,756	8,920	14	8,934

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-15 NB Ramps/Limonite Ave						
NBL	445		445	496		496
NBT	0		0	2		2
NBR	439		439	850		850
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	498		498	1,088		1,088
EBR	704		704	494		494
WBL	0		0	0		0
WBT	1,123		1,123	1,121		1,121
WBR	427		427	274		274
North Leg						
Approach	0	0	0	0	0	0
Departure	427	0	427	276	0	276
Total	427	0	427	276	0	276
South Leg						
Approach	884	0	884	1,348	0	1,348
Departure	704	0	704	494	0	494
Total	1,588	0	1,588	1,842	0	1,842
East Leg						
Approach	1,550	0	1,550	1,395	0	1,395
Departure	937	0	937	1,938	0	1,938
Total	2,487	0	2,487	3,333	0	3,333
West Leg						
Approach	1,202	0	1,202	1,582	0	1,582
Departure	1,568	0	1,568	1,617	0	1,617
Total	2,770	0	2,770	3,199	0	3,199
Total Approaches						
Approach	3,636	0	3,636	4,325	0	4,325
Departure	3,636	0	3,636	4,325	0	4,325
Total	7,272	0	7,272	8,650	0	8,650

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 Pats Ranch Rd/Limonite Ave						
NBL	360		360	365		365
NBT	35		35	48		48
NBR	85		85	139		139
SBL	1		1	3		3
SBT	25		25	38		38
SBR	95		95	67		67
EBL	67		67	143		143
EBT	736		736	1,363		1,363
EBR	133		133	336		336
WBL	96		96	180		180
WBT	1,016		1,016	942		942
WBR	2		2	7		7
North Leg						
Approach	121	0	121	108	0	108
Departure	104	0	104	198	0	198
Total	225	0	225	306	0	306
South Leg						
Approach	480	0	480	552	0	552
Departure	254	0	254	554	0	554
Total	734	0	734	1,106	0	1,106
East Leg						
Approach	1,114	0	1,114	1,129	0	1,129
Departure	822	0	822	1,505	0	1,505
Total	1,936	0	1,936	2,634	0	2,634
West Leg						
Approach	936	0	936	1,842	0	1,842
Departure	1,471	0	1,471	1,374	0	1,374
Total	2,407	0	2,407	3,216	0	3,216
Total Approaches						
Approach	2,651	0	2,651	3,631	0	3,631
Departure	2,651	0	2,651	3,631	0	3,631
Total	5,302	0	5,302	7,262	0	7,262

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4 Wineville Ave/Limonite Ave						
NBL	99	4	103	84	3	87
NBT	86		86	42		42
NBR	51		51	36		36
SBL	61		61	112		112
SBT	65		65	93		93
SBR	164	7	171	173	5	178
EBL	116		116	176	3	179
EBT	627		627	1,176	21	1,197
EBR	79		79	126	2	128
WBL	33		33	41		41
WBT	803	36	839	839	25	864
WBR	87		87	92		92
North Leg						
Approach	290	7	297	378	5	383
Departure	289	0	289	310	3	313
Total	579	7	586	688	8	696
South Leg						
Approach	236	4	240	162	3	165
Departure	177	0	177	260	2	262
Total	413	4	417	422	5	427
East Leg						
Approach	923	36	959	972	25	997
Departure	739	0	739	1,324	21	1,345
Total	1,662	36	1,698	2,296	46	2,342
West Leg						
Approach	822	0	822	1,478	26	1,504
Departure	1,066	47	1,113	1,096	33	1,129
Total	1,888	47	1,935	2,574	59	2,633
Total Approaches						
Approach	2,271	47	2,318	2,990	59	3,049
Departure	2,271	47	2,318	2,990	59	3,049
Total	4,542	94	4,636	5,980	118	6,098

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4 Wineville Ave/Limonite Ave						
NBL	103		103	87		87
NBT	86		86	42		42
NBR	51		51	36		36
SBL	61		61	112		112
SBT	65		65	93		93
SBR	171		171	178		178
EBL	116		116	179		179
EBT	627		627	1,197		1,197
EBR	79		79	128		128
WBL	33		33	41		41
WBT	839		839	864		864
WBR	87		87	92		92
North Leg						
Approach	297	0	297	383	0	383
Departure	289	0	289	313	0	313
Total	586	0	586	696	0	696
South Leg						
Approach	240	0	240	165	0	165
Departure	177	0	177	262	0	262
Total	417	0	417	427	0	427
East Leg						
Approach	959	0	959	997	0	997
Departure	739	0	739	1,345	0	1,345
Total	1,698	0	1,698	2,342	0	2,342
West Leg						
Approach	822	0	822	1,504	0	1,504
Departure	1,113	0	1,113	1,129	0	1,129
Total	1,935	0	1,935	2,633	0	2,633
Total Approaches						
Approach	2,318	0	2,318	3,049	0	3,049
Departure	2,318	0	2,318	3,049	0	3,049
Total	4,636	0	4,636	6,098	0	6,098

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
10 Dwy. 5-Lucretia Ave/Limonite Ave						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	11		11	15		15
SBT	0		0	0		0
SBR	82	2	84	88	-1	87
EBL	58	-1	57	104	1	105
EBT	690	-8	682	1,227	13	1,240
EBR	0		0	0		0
WBL	8		8	0		0
WBT	852	23	875	918	-8	910
WBR	19		19	8		8
North Leg						
Approach	93	2	95	103	-1	102
Departure	77	-1	76	112	1	113
Total	170	1	171	215	0	215
South Leg						
Approach	0	0	0	0	0	0
Departure	8	0	8	0	0	0
Total	8	0	8	0	0	0
East Leg						
Approach	879	23	902	926	-8	918
Departure	701	-8	693	1,242	13	1,255
Total	1,580	15	1,595	2,168	5	2,173
West Leg						
Approach	748	-9	739	1,331	14	1,345
Departure	934	25	959	1,006	-9	997
Total	1,682	16	1,698	2,337	5	2,342
Total Approaches						
Approach	1,720	16	1,736	2,360	5	2,365
Departure	1,720	16	1,736	2,360	5	2,365
Total	3,440	32	3,472	4,720	10	4,730

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
10 Dwy. 5-Lucretia Ave/Limonite Ave						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	11		11	15		15
SBT	0		0	0		0
SBR	84		84	87		87
EBL	57		57	105		105
EBT	682		682	1,240		1,240
EBR	0		0	0		0
WBL	8		8	0		0
WBT	875		875	910		910
WBR	19		19	8		8
North Leg						
Approach	95	0	95	102	0	102
Departure	76	0	76	113	0	113
Total	171	0	171	215	0	215
South Leg						
Approach	0	0	0	0	0	0
Departure	8	0	8	0	0	0
Total	8	0	8	0	0	0
East Leg						
Approach	902	0	902	918	0	918
Departure	693	0	693	1,255	0	1,255
Total	1,595	0	1,595	2,173	0	2,173
West Leg						
Approach	739	0	739	1,345	0	1,345
Departure	959	0	959	997	0	997
Total	1,698	0	1,698	2,342	0	2,342
Total Approaches						
Approach	1,736	0	1,736	2,365	0	2,365
Departure	1,736	0	1,736	2,365	0	2,365
Total	3,472	0	3,472	4,730	0	4,730

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Table C-3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
13 Etiwanda Ave/Limonite Ave						
NBL	32	2	34	60		60
NBT	95		95	156		156
NBR	118		118	165		165
SBL	107		107	129		129
SBT	78		78	139		139
SBR	115	6	121	124		124
EBL	102	1	103	167	8	175
EBT	572	7	579	989	45	1,034
EBR	11		11	44	2	46
WBL	65		65	101		101
WBT	709	38	747	736	-2	734
WBR	146		146	126		126
North Leg						
Approach	300	6	306	392	0	392
Departure	343	1	344	449	8	457
Total	643	7	650	841	8	849
South Leg						
Approach	245	2	247	381	0	381
Departure	154	0	154	284	2	286
Total	399	2	401	665	2	667
East Leg						
Approach	920	38	958	963	-2	961
Departure	797	7	804	1,283	45	1,328
Total	1,717	45	1,762	2,246	43	2,289
West Leg						
Approach	685	8	693	1,200	55	1,255
Departure	856	46	902	920	-2	918
Total	1,541	54	1,595	2,120	53	2,173
Total Approaches						
Approach	2,150	54	2,204	2,936	53	2,989
Departure	2,150	54	2,204	2,936	53	2,989
Total	4,300	108	4,408	5,872	106	5,978

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Table C-3
Table B-2- Volume Balancing to Maintain Conservation of Flow For Existing Conditions

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
4 Wineville Ave/Limonite Ave						
NBL	103		103	87		87
NBT	86		86	42		42
NBR	51		51	36		36
SBL	61		61	112		112
SBT	65		65	93		93
SBR	171		171	178		178
EBL	116		116	179		179
EBT	627		627	1,197		1,197
EBR	79		79	128		128
WBL	33		33	41		41
WBT	839		839	864		864
WBR	87		87	92		92
North Leg						
Approach	297	0	297	383	0	383
Departure	289	0	289	313	0	313
Total	586	0	586	696	0	696
South Leg						
Approach	240	0	240	165	0	165
Departure	177	0	177	262	0	262
Total	417	0	417	427	0	427
East Leg						
Approach	959	0	959	997	0	997
Departure	739	0	739	1,345	0	1,345
Total	1,698	0	1,698	2,342	0	2,342
West Leg						
Approach	822	0	822	1,504	0	1,504
Departure	1,113	0	1,113	1,129	0	1,129
Total	1,935	0	1,935	2,633	0	2,633
Total Approaches						
Approach	2,318	0	2,318	3,049	0	3,049
Departure	2,318	0	2,318	3,049	0	3,049
Total	4,636	0	4,636	6,098	0	6,098

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Table C-3
Table B-2- Volume Balancing to Maintain Conservation of Flow For Existing Conditions

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
5 Wineville Ave/63rd St						
NBL	0		0	0		0
NBT	235	2	237	169	-4	165
NBR	0		0	4		4
SBL	1		1	3		3
SBT	178	-2	176	246	13	259
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	0		0	0		0
WBT	0		0	0		0
WBR	3		3	0		0
North Leg						
Approach	179	-2	177	249	13	262
Departure	238	2	240	169	-4	165
Total	417	0	417	418	9	427
South Leg						
Approach	235	2	237	173	-4	169
Departure	178	-2	176	246	13	259
Total	413	0	413	419	9	428
East Leg						
Approach	3	0	3	0	0	0
Departure	1	0	1	7	0	7
Total	4	0	4	7	0	7
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	417	0	417	422	9	431
Departure	417	0	417	422	9	431
Total	834	0	834	844	18	862

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Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
1 . I-15 SB Ramps/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	231	0	9	240	428	0	17	445
SBT	1	0	0	1	0	0	0	0
SBR	591	0	0	591	822	0	0	822
EBL	0	0	0	0	0	0	0	0
EBT	971	0	16	987	1,154	0	24	1,178
EBR	516	0	0	516	446	0	0	446
WBL	0	0	0	0	0	0	0	0
WBT	892	0	22	914	1,158	0	17	1,175
WBR	676	0	13	689	459	0	9	468
North Leg								
Approach	823	0	9	832	1,250	0	17	1,267
Departure	676	0	13	689	459	0	9	468
Total	1,499	0	22	1,521	1,709	0	26	1,735
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	517	0	0	517	446	0	0	446
Total	517	0	0	517	446	0	0	446
East Leg								
Approach	1,568	0	35	1,603	1,617	0	26	1,643
Departure	1,202	0	25	1,227	1,582	0	41	1,623
Total	2,770	0	60	2,830	3,199	0	67	3,266
West Leg								
Approach	1,487	0	16	1,503	1,600	0	24	1,624
Departure	1,483	0	22	1,505	1,980	0	17	1,997
Total	2,970	0	38	3,008	3,580	0	41	3,621
Total Approaches								
Approach	3,878	0	60	3,938	4,467	0	67	4,534
Departure	3,878	0	60	3,938	4,467	0	67	4,534
Total	7,756	0	120	7,876	8,934	0	134	9,068

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
2 . I-15 NB Ramps/Limonite Ave								
NBL	445	0	0	445	496	0	0	496
NBT	0	0	0	0	2	0	0	2
NBR	439	0	8	447	850	0	13	863
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	498	0	25	523	1,088	0	42	1,130
EBR	704	0	0	704	494	0	0	494
WBL	0	0	0	0	0	0	0	0
WBT	1,123	0	36	1,159	1,121	0	26	1,147
WBR	427	0	17	444	274	0	13	287
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	427	0	17	444	276	0	13	289
Total	427	0	17	444	276	0	13	289
South Leg								
Approach	884	0	8	892	1,348	0	13	1,361
Departure	704	0	0	704	494	0	0	494
Total	1,588	0	8	1,596	1,842	0	13	1,855
East Leg								
Approach	1,550	0	53	1,603	1,395	0	39	1,434
Departure	937	0	33	970	1,938	0	55	1,993
Total	2,487	0	86	2,573	3,333	0	94	3,427
West Leg								
Approach	1,202	0	25	1,227	1,582	0	42	1,624
Departure	1,568	0	36	1,604	1,617	0	26	1,643
Total	2,770	0	61	2,831	3,199	0	68	3,267
Total Approaches								
Approach	3,636	0	86	3,722	4,325	0	94	4,419
Departure	3,636	0	86	3,722	4,325	0	94	4,419
Total	7,272	0	172	7,444	8,650	0	188	8,838

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Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
3 . Pats Ranch Rd/Limonite Ave								
NBL	360	0	0	360	365	0	0	365
NBT	35	0	0	35	48	0	0	48
NBR	85	0	6	91	139	0	11	150
SBL	1	0	2	3	3	0	2	5
SBT	25	0	0	25	38	0	0	38
SBR	95	0	0	95	67	0	0	67
EBL	54	0	0	54	116	0	0	116
EBT	736	0	30	766	1,363	0	55	1,418
EBR	133	0	0	133	336	0	0	336
WBL	96	0	11	107	180	0	7	187
WBT	1,016	0	52	1,068	942	0	35	977
WBR	2	0	2	4	7	0	2	9
North Leg								
Approach	121	0	2	123	108	0	2	110
Departure	91	0	2	93	171	0	2	173
Total	212	0	4	216	279	0	4	283
South Leg								
Approach	480	0	6	486	552	0	11	563
Departure	254	0	11	265	554	0	7	561
Total	734	0	17	751	1,106	0	18	1,124
East Leg								
Approach	1,114	0	65	1,179	1,129	0	44	1,173
Departure	822	0	38	860	1,505	0	68	1,573
Total	1,936	0	103	2,039	2,634	0	112	2,746
West Leg								
Approach	923	0	30	953	1,815	0	55	1,870
Departure	1,471	0	52	1,523	1,374	0	35	1,409
Total	2,394	0	82	2,476	3,189	0	90	3,279
Total Approaches								
Approach	2,638	0	103	2,741	3,604	0	112	3,716
Departure	2,638	0	103	2,741	3,604	0	112	3,716
Total	5,276	0	206	5,482	7,208	0	224	7,432

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Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
4 . Wineville Ave/Limonite Ave								
NBL	103	0	44	147	87	0	37	124
NBT	86	0	11	97	42	0	9	51
NBR	51	0	1	52	36	0	3	39
SBL	61	0	6	67	112	0	11	123
SBT	65	0	6	71	93	0	7	100
SBR	171	0	0	171	178	0	0	178
EBL	116	0	0	116	179	0	0	179
EBT	627	0	36	663	1,197	0	63	1,260
EBR	79	0	2	81	128	0	5	133
WBL	33	0	3	36	41	0	2	43
WBT	839	0	22	861	864	0	8	872
WBR	87	0	5	92	92	0	3	95
North Leg								
Approach	297	0	12	309	383	0	18	401
Departure	289	0	16	305	313	0	12	325
Total	586	0	28	614	696	0	30	726
South Leg								
Approach	240	0	56	296	165	0	49	214
Departure	177	0	11	188	262	0	14	276
Total	417	0	67	484	427	0	63	490
East Leg								
Approach	959	0	30	989	997	0	13	1,010
Departure	739	0	43	782	1,345	0	77	1,422
Total	1,698	0	73	1,771	2,342	0	90	2,432
West Leg								
Approach	822	0	38	860	1,504	0	68	1,572
Departure	1,113	0	66	1,179	1,129	0	45	1,174
Total	1,935	0	104	2,039	2,633	0	113	2,746
Total Approaches								
Approach	2,318	0	136	2,454	3,049	0	148	3,197
Departure	2,318	0	136	2,454	3,049	0	148	3,197
Total	4,636	0	272	4,908	6,098	0	296	6,394

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Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
5 . Wineville Ave/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	237	0	-1	236	165	0	0	165
NBR	0	0	9	9	4	0	12	16
SBL	1	0	10	11	3	0	15	18
SBT	176	0	1	177	259	0	-1	258
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	0	0	10	10	0	0	10	10
WBT	0	0	0	0	0	0	0	0
WBR	3	0	56	59	0	0	48	48
North Leg								
Approach	177	0	11	188	262	0	14	276
Departure	240	0	55	295	165	0	48	213
Total	417	0	66	483	427	0	62	489
South Leg								
Approach	237	0	8	245	169	0	12	181
Departure	176	0	11	187	259	0	9	268
Total	413	0	19	432	428	0	21	449
East Leg								
Approach	3	0	66	69	0	0	58	58
Departure	1	0	19	20	7	0	27	34
Total	4	0	85	89	7	0	85	92
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	417	0	85	502	431	0	84	515
Departure	417	0	85	502	431	0	84	515
Total	834	0	170	1,004	862	0	168	1,030

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Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
6 . Dwy. 1/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	20	20	0	0	27	27
EBL	0	0	9	9	0	0	13	13
EBT	0	1	8	9	0	7	13	20
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	3	45	48	0	0	31	31
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	20	20	0	0	27	27
Departure	0	0	9	9	0	0	13	13
Total	0	0	29	29	0	0	40	40
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	0	3	45	48	0	0	31	31
Departure	0	1	8	9	0	7	13	20
Total	0	4	53	57	0	7	44	51
West Leg								
Approach	0	1	17	18	0	7	26	33
Departure	0	3	65	68	0	0	58	58
Total	0	4	82	86	0	7	84	91
Total Approaches								
Approach	0	4	82	86	0	7	84	91
Departure	0	4	82	86	0	7	84	91
Total	0	8	164	172	0	14	168	182

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
7 . Dwy. 2/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	26	26	0	3	25	28
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	739	0	12	751	1,345	0	38	1,383
EBR	0	0	29	29	0	0	37	37
WBL	0	0	26	26	0	0	36	36
WBT	959	0	30	989	997	0	12	1,009
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	26	26	0	3	25	28
Departure	0	0	55	55	0	0	73	73
Total	0	0	81	81	0	3	98	101
East Leg								
Approach	959	0	56	1,015	997	0	48	1,045
Departure	739	0	38	777	1,345	3	63	1,411
Total	1,698	0	94	1,792	2,342	3	111	2,456
West Leg								
Approach	739	0	41	780	1,345	0	75	1,420
Departure	959	0	30	989	997	0	12	1,009
Total	1,698	0	71	1,769	2,342	0	87	2,429
Total Approaches								
Approach	1,698	0	123	1,821	2,342	3	148	2,493
Departure	1,698	0	123	1,821	2,342	3	148	2,493
Total	3,396	0	246	3,642	4,684	6	296	4,986

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
8 . Dwy. 3-Frank Ave/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	2	2	0	0	2	2
NBR	0	0	0	0	0	0	0	0
SBL	0	0	5	5	0	0	14	14
SBT	0	0	2	2	0	0	2	2
SBR	0	0	35	35	0	0	24	24
EBL	0	0	17	17	0	3	17	20
EBT	0	0	2	2	0	4	6	10
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	0	10	10	0	0	7	7
WBR	0	0	8	8	0	0	6	6
North Leg								
Approach	0	0	42	42	0	0	40	40
Departure	0	0	27	27	0	3	25	28
Total	0	0	69	69	0	3	65	68
South Leg								
Approach	0	0	2	2	0	0	2	2
Departure	0	0	2	2	0	0	2	2
Total	0	0	4	4	0	0	4	4
East Leg								
Approach	0	0	18	18	0	0	13	13
Departure	0	0	7	7	0	4	20	24
Total	0	0	25	25	0	4	33	37
West Leg								
Approach	0	0	19	19	0	7	23	30
Departure	0	0	45	45	0	0	31	31
Total	0	0	64	64	0	7	54	61
Total Approaches								
Approach	0	0	81	81	0	7	78	85
Departure	0	0	81	81	0	7	78	85
Total	0	0	162	162	0	14	156	170

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
9 . Dwy. 4/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	6	6	0	0	4	4
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	739	0	34	773	1,345	0	59	1,404
EBR	0	0	4	4	0	0	4	4
WBL	0	0	0	0	0	0	0	0
WBT	959	0	56	1,015	997	0	48	1,045
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	6	6	0	0	4	4
Departure	0	0	4	4	0	0	4	4
Total	0	0	10	10	0	0	8	8
East Leg								
Approach	959	0	56	1,015	997	0	48	1,045
Departure	739	0	40	779	1,345	0	63	1,408
Total	1,698	0	96	1,794	2,342	0	111	2,453
West Leg								
Approach	739	0	38	777	1,345	0	63	1,408
Departure	959	0	56	1,015	997	0	48	1,045
Total	1,698	0	94	1,792	2,342	0	111	2,453
Total Approaches								
Approach	1,698	0	100	1,798	2,342	0	115	2,457
Departure	1,698	0	100	1,798	2,342	0	115	2,457
Total	3,396	0	200	3,596	4,684	0	230	4,914

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
10 . Dwy. 5-Lucretia Ave/Limonite Ave								
NBL	0	4	37	41	0	6	25	31
NBT	0	0	0	0	0	0	0	0
NBR	0	10	10	20	0	15	7	22
SBL	11	0	0	11	15	0	0	15
SBT	0	0	0	0	0	0	0	0
SBR	84	0	0	84	87	0	0	87
EBL	57	0	0	57	105	0	0	105
EBT	682	0	31	713	1,240	0	33	1,273
EBR	0	0	9	9	0	0	29	29
WBL	8	0	7	15	0	0	24	24
WBT	875	0	19	894	910	0	23	933
WBR	19	0	0	19	8	0	0	8
North Leg								
Approach	95	0	0	95	102	0	0	102
Departure	76	0	0	76	113	0	0	113
Total	171	0	0	171	215	0	0	215
South Leg								
Approach	0	14	47	61	0	21	32	53
Departure	8	0	16	24	0	0	53	53
Total	8	14	63	85	0	21	85	106
East Leg								
Approach	902	0	26	928	918	0	47	965
Departure	693	10	41	744	1,255	15	40	1,310
Total	1,595	10	67	1,672	2,173	15	87	2,275
West Leg								
Approach	739	0	40	779	1,345	0	62	1,407
Departure	959	4	56	1,019	997	6	48	1,051
Total	1,698	4	96	1,798	2,342	6	110	2,458
Total Approaches								
Approach	1,736	14	113	1,863	2,365	21	141	2,527
Departure	1,736	14	113	1,863	2,365	21	141	2,527
Total	3,472	28	226	3,726	4,730	42	282	5,054

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
11 . Dwy. 6/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	0	10	0	10	0	15	0	15
NBR	0	0	0	0	0	0	0	0
SBL	0	0	6	6	0	0	19	19
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	10	0	0	10	15	0	0	15
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	4	0	0	4	6	0	0	6
WBR	0	4	16	20	0	6	11	17
North Leg								
Approach	0	0	6	6	0	0	19	19
Departure	0	14	16	30	0	21	11	32
Total	0	14	22	36	0	21	30	51
South Leg								
Approach	0	10	0	10	0	15	0	15
Departure	0	0	0	0	0	0	0	0
Total	0	10	0	10	0	15	0	15
East Leg								
Approach	4	4	16	24	6	6	11	23
Departure	10	0	6	16	15	0	19	34
Total	14	4	22	40	21	6	30	57
West Leg								
Approach	10	0	0	10	15	0	0	15
Departure	4	0	0	4	6	0	0	6
Total	14	0	0	14	21	0	0	21
Total Approaches								
Approach	14	14	22	50	21	21	30	72
Departure	14	14	22	50	21	21	30	72
Total	28	28	44	100	42	42	60	144

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
12 . Dwy. 7/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	11	11	0	0	7	7
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	693	0	43	736	1,255	0	29	1,284
EBR	0	0	5	5	0	0	15	15
WBL	0	0	0	0	0	0	0	0
WBT	902	0	26	928	918	0	47	965
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	11	11	0	0	7	7
Departure	0	0	5	5	0	0	15	15
Total	0	0	16	16	0	0	22	22
East Leg								
Approach	902	0	26	928	918	0	47	965
Departure	693	0	54	747	1,255	0	36	1,291
Total	1,595	0	80	1,675	2,173	0	83	2,256
West Leg								
Approach	693	0	48	741	1,255	0	44	1,299
Departure	902	0	26	928	918	0	47	965
Total	1,595	0	74	1,669	2,173	0	91	2,264
Total Approaches								
Approach	1,595	0	85	1,680	2,173	0	98	2,271
Departure	1,595	0	85	1,680	2,173	0	98	2,271
Total	3,190	0	170	3,360	4,346	0	196	4,542

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	Adjust.	Project Trips	Exist With Project	Exist PCE Volume	Adjust.	Project Trips	Exist With Project
13 . Etiwanda Ave/Limonite Ave								
NBL	34	0	8	42	60	0	13	73
NBT	95	0	0	95	156	0	0	156
NBR	118	0	0	118	165	0	0	165
SBL	107	0	0	107	129	0	0	129
SBT	78	0	0	78	139	0	0	139
SBR	121	0	10	131	124	0	16	140
EBL	103	0	15	118	175	0	10	185
EBT	579	0	19	598	1,034	0	14	1,048
EBR	11	0	13	24	46	0	9	55
WBL	65	0	0	65	101	0	0	101
WBT	747	0	11	758	734	0	20	754
WBR	146	0	0	146	126	0	0	126
North Leg								
Approach	306	0	10	316	392	0	16	408
Departure	344	0	15	359	457	0	10	467
Total	650	0	25	675	849	0	26	875
South Leg								
Approach	247	0	8	255	381	0	13	394
Departure	154	0	13	167	286	0	9	295
Total	401	0	21	422	667	0	22	689
East Leg								
Approach	958	0	11	969	961	0	20	981
Departure	804	0	19	823	1,328	0	14	1,342
Total	1,762	0	30	1,792	2,289	0	34	2,323
West Leg								
Approach	693	0	47	740	1,255	0	33	1,288
Departure	902	0	29	931	918	0	49	967
Total	1,595	0	76	1,671	2,173	0	82	2,255
Total Approaches								
Approach	2,204	0	76	2,280	2,989	0	82	3,071
Departure	2,204	0	76	2,280	2,989	0	82	3,071
Total	4,408	0	152	4,560	5,978	0	164	6,142

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
1 . I-15 SB Ramps/Limonite Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	231	9	240	0	9	249	428	17	445	0	17	462
SBT	1	0	1	0	0	1	0	0	0	0	0	0
SBR	591	24	615	0	0	615	822	33	855	0	0	855
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	971	39	1,010	0	16	1,026	1,154	46	1,200	0	24	1,224
EBR	516	21	537	0	0	537	446	18	464	0	0	464
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	892	36	928	0	22	950	1,158	46	1,204	0	17	1,221
WBR	676	27	703	0	13	716	459	18	477	0	9	486
North Leg												
Approach	823	33	856	0	9	865	1,250	50	1,300	0	17	1,317
Departure	676	27	703	0	13	716	459	18	477	0	9	486
Total	1,499	60	1,559	0	22	1,581	1,709	68	1,777	0	26	1,803
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	517	21	538	0	0	538	446	18	464	0	0	464
Total	517	21	538	0	0	538	446	18	464	0	0	464
East Leg												
Approach	1,568	63	1,631	0	35	1,666	1,617	64	1,681	0	26	1,707
Departure	1,202	48	1,250	0	25	1,275	1,582	63	1,645	0	41	1,686
Total	2,770	111	2,881	0	60	2,941	3,199	127	3,326	0	67	3,393
West Leg												
Approach	1,487	60	1,547	0	16	1,563	1,600	64	1,664	0	24	1,688
Departure	1,483	60	1,543	0	22	1,565	1,980	79	2,059	0	17	2,076
Total	2,970	120	3,090	0	38	3,128	3,580	143	3,723	0	41	3,764
Total Approaches												
Approach	3,878	156	4,034	0	60	4,094	4,467	178	4,645	0	67	4,712
Departure	3,878	156	4,034	0	60	4,094	4,467	178	4,645	0	67	4,712
Total	7,756	312	8,068	0	120	8,188	8,934	356	9,290	0	134	9,424

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
2 . I-15 NB Ramps/Limonite Ave												
NBL	445	18	463	0	0	463	496	20	516	0	0	516
NBT	0	0	0	0	0	0	2	0	2	0	0	2
NBR	439	18	457	0	8	465	850	34	884	0	13	897
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	498	20	518	0	25	543	1,088	44	1,132	0	42	1,174
EBR	704	28	732	0	0	732	494	20	514	0	0	514
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,123	45	1,168	0	36	1,204	1,121	45	1,166	0	26	1,192
WBR	427	17	444	0	17	461	274	11	285	0	13	298
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	427	17	444	0	17	461	276	11	287	0	13	300
Total	427	17	444	0	17	461	276	11	287	0	13	300
South Leg												
Approach	884	36	920	0	8	928	1,348	54	1,402	0	13	1,415
Departure	704	28	732	0	0	732	494	20	514	0	0	514
Total	1,588	64	1,652	0	8	1,660	1,842	74	1,916	0	13	1,929
East Leg												
Approach	1,550	62	1,612	0	53	1,665	1,395	56	1,451	0	39	1,490
Departure	937	38	975	0	33	1,008	1,938	78	2,016	0	55	2,071
Total	2,487	100	2,587	0	86	2,673	3,333	134	3,467	0	94	3,561
West Leg												
Approach	1,202	48	1,250	0	25	1,275	1,582	64	1,646	0	42	1,688
Departure	1,568	63	1,631	0	36	1,667	1,617	65	1,682	0	26	1,708
Total	2,770	111	2,881	0	61	2,942	3,199	129	3,328	0	68	3,396
Total Approaches												
Approach	3,636	146	3,782	0	86	3,868	4,325	174	4,499	0	94	4,593
Departure	3,636	146	3,782	0	86	3,868	4,325	174	4,499	0	94	4,593
Total	7,272	292	7,564	0	172	7,736	8,650	348	8,998	0	188	9,186

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
3 . Pats Ranch Rd/Limonite Ave												
NBL	360	14	374	0	0	374	365	15	380	0	0	380
NBT	35	1	36	0	0	36	48	2	50	0	0	50
NBR	85	3	88	0	6	94	139	6	145	0	11	156
SBL	1	0	1	0	2	3	3	0	3	0	2	5
SBT	25	1	26	0	0	26	38	2	40	0	0	40
SBR	95	4	99	0	0	99	67	3	70	0	0	70
EBL	54	2	56	0	0	56	116	5	121	0	0	121
EBT	736	29	765	0	30	795	1,363	55	1,418	0	55	1,473
EBR	133	5	138	0	0	138	336	13	349	0	0	349
WBL	96	4	100	0	11	111	180	7	187	0	7	194
WBT	1,016	41	1,057	0	52	1,109	942	38	980	0	35	1,015
WBR	2	0	2	0	2	4	7	0	7	0	2	9
North Leg												
Approach	121	5	126	0	2	128	108	5	113	0	2	115
Departure	91	3	94	0	2	96	171	7	178	0	2	180
Total	212	8	220	0	4	224	279	12	291	0	4	295
South Leg												
Approach	480	18	498	0	6	504	552	23	575	0	11	586
Departure	254	10	264	0	11	275	554	22	576	0	7	583
Total	734	28	762	0	17	779	1,106	45	1,151	0	18	1,169
East Leg												
Approach	1,114	45	1,159	0	65	1,224	1,129	45	1,174	0	44	1,218
Departure	822	32	854	0	38	892	1,505	61	1,566	0	68	1,634
Total	1,936	77	2,013	0	103	2,116	2,634	106	2,740	0	112	2,852
West Leg												
Approach	923	36	959	0	30	989	1,815	73	1,888	0	55	1,943
Departure	1,471	59	1,530	0	52	1,582	1,374	56	1,430	0	35	1,465
Total	2,394	95	2,489	0	82	2,571	3,189	129	3,318	0	90	3,408
Total Approaches												
Approach	2,638	104	2,742	0	103	2,845	3,604	146	3,750	0	112	3,862
Departure	2,638	104	2,742	0	103	2,845	3,604	146	3,750	0	112	3,862
Total	5,276	208	5,484	0	206	5,690	7,208	292	7,500	0	224	7,724

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
4 . Wineville Ave/Limonite Ave												
NBL	103	4	107	0	44	151	87	3	90	0	37	127
NBT	86	3	89	0	11	100	42	2	44	0	9	53
NBR	51	2	53	0	1	54	36	1	37	0	3	40
SBL	61	2	63	0	6	69	112	4	116	0	11	127
SBT	65	3	68	0	6	74	93	4	97	0	7	104
SBR	171	7	178	0	0	178	178	7	185	0	0	185
EBL	116	5	121	0	0	121	179	7	186	0	0	186
EBT	627	25	652	0	36	688	1,197	48	1,245	0	63	1,308
EBR	79	3	82	0	2	84	128	5	133	0	5	138
WBL	33	1	34	0	3	37	41	2	43	0	2	45
WBT	839	34	873	0	22	895	864	35	899	0	8	907
WBR	87	3	90	0	5	95	92	4	96	0	3	99
North Leg												
Approach	297	12	309	0	12	321	383	15	398	0	18	416
Departure	289	11	300	0	16	316	313	13	326	0	12	338
Total	586	23	609	0	28	637	696	28	724	0	30	754
South Leg												
Approach	240	9	249	0	56	305	165	6	171	0	49	220
Departure	177	7	184	0	11	195	262	11	273	0	14	287
Total	417	16	433	0	67	500	427	17	444	0	63	507
East Leg												
Approach	959	38	997	0	30	1,027	997	41	1,038	0	13	1,051
Departure	739	29	768	0	43	811	1,345	53	1,398	0	77	1,475
Total	1,698	67	1,765	0	73	1,838	2,342	94	2,436	0	90	2,526
West Leg												
Approach	822	33	855	0	38	893	1,504	60	1,564	0	68	1,632
Departure	1,113	45	1,158	0	66	1,224	1,129	45	1,174	0	45	1,219
Total	1,935	78	2,013	0	104	2,117	2,633	105	2,738	0	113	2,851
Total Approaches												
Approach	2,318	92	2,410	0	136	2,546	3,049	122	3,171	0	148	3,319
Departure	2,318	92	2,410	0	136	2,546	3,049	122	3,171	0	148	3,319
Total	4,636	184	4,820	0	272	5,092	6,098	244	6,342	0	296	6,638

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
5 . Wineville Ave/63rd St												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	237	9	246	0	-1	245	165	7	172	0	0	172
NBR	0	0	0	0	9	9	4	0	4	0	12	16
SBL	1	0	1	0	10	11	3	0	3	0	15	18
SBT	176	7	183	0	1	184	259	10	269	0	-1	268
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	10	10	0	0	0	0	10	10
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	3	0	3	0	56	59	0	0	0	0	48	48
North Leg												
Approach	177	7	184	0	11	195	262	10	272	0	14	286
Departure	240	9	249	0	55	304	165	7	172	0	48	220
Total	417	16	433	0	66	499	427	17	444	0	62	506
South Leg												
Approach	237	9	246	0	8	254	169	7	176	0	12	188
Departure	176	7	183	0	11	194	259	10	269	0	9	278
Total	413	16	429	0	19	448	428	17	445	0	21	466
East Leg												
Approach	3	0	3	0	66	69	0	0	0	0	58	58
Departure	1	0	1	0	19	20	7	0	7	0	27	34
Total	4	0	4	0	85	89	7	0	7	0	85	92
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	417	16	433	0	85	518	431	17	448	0	84	532
Departure	417	16	433	0	85	518	431	17	448	0	84	532
Total	834	32	866	0	170	1,036	862	34	896	0	168	1,064

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
6 . Dwy. 1/63rd St												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	20	20	0	0	0	0	27	27
EBL	0	0	0	0	9	9	0	0	0	0	13	13
EBT	0	0	0	1	8	9	0	0	0	7	13	20
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	3	45	48	0	0	0	0	31	31
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	20	20	0	0	0	0	27	27
Departure	0	0	0	0	9	9	0	0	0	0	13	13
Total	0	0	0	0	29	29	0	0	0	0	40	40
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	3	45	48	0	0	0	0	31	31
Departure	0	0	0	1	8	9	0	0	0	7	13	20
Total	0	0	0	4	53	57	0	0	0	7	44	51
West Leg												
Approach	0	0	0	1	17	18	0	0	0	7	26	33
Departure	0	0	0	3	65	68	0	0	0	0	58	58
Total	0	0	0	4	82	86	0	0	0	7	84	91
Total Approaches												
Approach	0	0	0	4	82	86	0	0	0	7	84	91
Departure	0	0	0	4	82	86	0	0	0	7	84	91
Total	0	0	0	8	164	172	0	0	0	14	168	182

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
7 . Dwy. 2/Limonite Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	26	26	0	0	0	3	25	28
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	739	30	769	0	12	781	1,345	54	1,399	0	38	1,437
EBR	0	0	0	0	29	29	0	0	0	0	37	37
WBL	0	0	0	0	26	26	0	0	0	0	36	36
WBT	959	38	997	0	30	1,027	997	40	1,037	0	12	1,049
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	26	26	0	0	0	3	25	28
Departure	0	0	0	0	55	55	0	0	0	0	73	73
Total	0	0	0	0	81	81	0	0	0	3	98	101
East Leg												
Approach	959	38	997	0	56	1,053	997	40	1,037	0	48	1,085
Departure	739	30	769	0	38	807	1,345	54	1,399	3	63	1,465
Total	1,698	68	1,766	0	94	1,860	2,342	94	2,436	3	111	2,550
West Leg												
Approach	739	30	769	0	41	810	1,345	54	1,399	0	75	1,474
Departure	959	38	997	0	30	1,027	997	40	1,037	0	12	1,049
Total	1,698	68	1,766	0	71	1,837	2,342	94	2,436	0	87	2,523
Total Approaches												
Approach	1,698	68	1,766	0	123	1,889	2,342	94	2,436	3	148	2,587
Departure	1,698	68	1,766	0	123	1,889	2,342	94	2,436	3	148	2,587
Total	3,396	136	3,532	0	246	3,778	4,684	188	4,872	6	296	5,174

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
8 . Dwy. 3-Frank Ave/63rd St												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	2	2	0	0	0	0	2	2
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	5	5	0	0	0	0	14	14
SBT	0	0	0	0	2	2	0	0	0	0	2	2
SBR	0	0	0	0	35	35	0	0	0	0	24	24
EBL	0	0	0	0	17	17	0	0	0	3	17	20
EBT	0	0	0	0	2	2	0	0	0	4	6	10
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	10	10	0	0	0	0	7	7
WBR	0	0	0	0	8	8	0	0	0	0	6	6
North Leg												
Approach	0	0	0	0	42	42	0	0	0	0	40	40
Departure	0	0	0	0	27	27	0	0	0	3	25	28
Total	0	0	0	0	69	69	0	0	0	3	65	68
South Leg												
Approach	0	0	0	0	2	2	0	0	0	0	2	2
Departure	0	0	0	0	2	2	0	0	0	0	2	2
Total	0	0	0	0	4	4	0	0	0	0	4	4
East Leg												
Approach	0	0	0	0	18	18	0	0	0	0	13	13
Departure	0	0	0	0	7	7	0	0	0	4	20	24
Total	0	0	0	0	25	25	0	0	0	4	33	37
West Leg												
Approach	0	0	0	0	19	19	0	0	0	7	23	30
Departure	0	0	0	0	45	45	0	0	0	0	31	31
Total	0	0	0	0	64	64	0	0	0	7	54	61
Total Approaches												
Approach	0	0	0	0	81	81	0	0	0	7	78	85
Departure	0	0	0	0	81	81	0	0	0	7	78	85
Total	0	0	0	0	162	162	0	0	0	14	156	170

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
9 . Dwy. 4/Limonite Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	6	6	0	0	0	0	4	4
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	739	30	769	0	34	803	1,345	54	1,399	0	59	1,458
EBR	0	0	0	0	4	4	0	0	0	0	4	4
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	959	38	997	0	56	1,053	997	40	1,037	0	48	1,085
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	6	6	0	0	0	0	4	4
Departure	0	0	0	0	4	4	0	0	0	0	4	4
Total	0	0	0	0	10	10	0	0	0	0	8	8
East Leg												
Approach	959	38	997	0	56	1,053	997	40	1,037	0	48	1,085
Departure	739	30	769	0	40	809	1,345	54	1,399	0	63	1,462
Total	1,698	68	1,766	0	96	1,862	2,342	94	2,436	0	111	2,547
West Leg												
Approach	739	30	769	0	38	807	1,345	54	1,399	0	63	1,462
Departure	959	38	997	0	56	1,053	997	40	1,037	0	48	1,085
Total	1,698	68	1,766	0	94	1,860	2,342	94	2,436	0	111	2,547
Total Approaches												
Approach	1,698	68	1,766	0	100	1,866	2,342	94	2,436	0	115	2,551
Departure	1,698	68	1,766	0	100	1,866	2,342	94	2,436	0	115	2,551
Total	3,396	136	3,532	0	200	3,732	4,684	188	4,872	0	230	5,102

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
10 . Dwy. 5-Lucretia Ave/Limonite Ave												
NBL	0	0	0	4	37	41	0	0	0	6	25	31
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	10	10	20	0	0	0	15	7	22
SBL	11	0	11	0	0	11	15	1	16	0	0	16
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	84	3	87	0	0	87	87	3	90	0	0	90
EBL	57	2	59	0	0	59	105	4	109	0	0	109
EBT	682	27	709	0	31	740	1,240	50	1,290	0	33	1,323
EBR	0	0	0	0	9	9	0	0	0	0	29	29
WBL	8	0	8	0	7	15	0	0	0	0	24	24
WBT	875	35	910	0	19	929	910	36	946	0	23	969
WBR	19	1	20	0	0	20	8	0	8	0	0	8
North Leg												
Approach	95	3	98	0	0	98	102	4	106	0	0	106
Departure	76	3	79	0	0	79	113	4	117	0	0	117
Total	171	6	177	0	0	177	215	8	223	0	0	223
South Leg												
Approach	0	0	0	14	47	61	0	0	0	21	32	53
Departure	8	0	8	0	16	24	0	0	0	0	53	53
Total	8	0	8	14	63	85	0	0	0	21	85	106
East Leg												
Approach	902	36	938	0	26	964	918	36	954	0	47	1,001
Departure	693	27	720	10	41	771	1,255	51	1,306	15	40	1,361
Total	1,595	63	1,658	10	67	1,735	2,173	87	2,260	15	87	2,362
West Leg												
Approach	739	29	768	0	40	808	1,345	54	1,399	0	62	1,461
Departure	959	38	997	4	56	1,057	997	39	1,036	6	48	1,090
Total	1,698	67	1,765	4	96	1,865	2,342	93	2,435	6	110	2,551
Total Approaches												
Approach	1,736	68	1,804	14	113	1,931	2,365	94	2,459	21	141	2,621
Departure	1,736	68	1,804	14	113	1,931	2,365	94	2,459	21	141	2,621
Total	3,472	136	3,608	28	226	3,862	4,730	188	4,918	42	282	5,242

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
11 . Dwy. 6/63rd St												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	10	0	10	0	0	0	15	0	15
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	6	6	0	0	0	0	19	19
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	10	0	10	0	0	10	15	1	16	0	0	16
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	4	0	4	0	0	4	6	0	6	0	0	6
WBR	0	0	0	4	16	20	0	0	0	6	11	17
North Leg												
Approach	0	0	0	0	6	6	0	0	0	0	19	19
Departure	0	0	0	14	16	30	0	0	0	21	11	32
Total	0	0	0	14	22	36	0	0	0	21	30	51
South Leg												
Approach	0	0	0	10	0	10	0	0	0	15	0	15
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	10	0	10	0	0	0	15	0	15
East Leg												
Approach	4	0	4	4	16	24	6	0	6	6	11	23
Departure	10	0	10	0	6	16	15	1	16	0	19	35
Total	14	0	14	4	22	40	21	1	22	6	30	58
West Leg												
Approach	10	0	10	0	0	10	15	1	16	0	0	16
Departure	4	0	4	0	0	4	6	0	6	0	0	6
Total	14	0	14	0	0	14	21	1	22	0	0	22
Total Approaches												
Approach	14	0	14	14	22	50	21	1	22	21	30	73
Departure	14	0	14	14	22	50	21	1	22	21	30	73
Total	28	0	28	28	44	100	42	2	44	42	60	146

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
12 . Dwy. 7/Limonite Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	11	11	0	0	0	0	7	7
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	693	28	721	0	43	764	1,255	50	1,305	0	29	1,334
EBR	0	0	0	0	5	5	0	0	0	0	15	15
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	902	36	938	0	26	964	918	37	955	0	47	1,002
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	11	11	0	0	0	0	7	7
Departure	0	0	0	0	5	5	0	0	0	0	15	15
Total	0	0	0	0	16	16	0	0	0	0	22	22
East Leg												
Approach	902	36	938	0	26	964	918	37	955	0	47	1,002
Departure	693	28	721	0	54	775	1,255	50	1,305	0	36	1,341
Total	1,595	64	1,659	0	80	1,739	2,173	87	2,260	0	83	2,343
West Leg												
Approach	693	28	721	0	48	769	1,255	50	1,305	0	44	1,349
Departure	902	36	938	0	26	964	918	37	955	0	47	1,002
Total	1,595	64	1,659	0	74	1,733	2,173	87	2,260	0	91	2,351
Total Approaches												
Approach	1,595	64	1,659	0	85	1,744	2,173	87	2,260	0	98	2,358
Departure	1,595	64	1,659	0	85	1,744	2,173	87	2,260	0	98	2,358
Total	3,190	128	3,318	0	170	3,488	4,346	174	4,520	0	196	4,716

Table C-5: Opening Year Background Conditions Without and With Project Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Adjust.	Project Trips	OY With Project
13 . Etiwanda Ave/Limonite Ave												
NBL	34	1	35	0	8	43	60	2	62	0	13	75
NBT	95	4	99	0	0	99	156	6	162	0	0	162
NBR	118	5	123	0	0	123	165	7	172	0	0	172
SBL	107	4	111	0	0	111	129	5	134	0	0	134
SBT	78	3	81	0	0	81	139	6	145	0	0	145
SBR	121	5	126	0	10	136	124	5	129	0	16	145
EBL	103	4	107	0	15	122	175	7	182	0	10	192
EBT	579	23	602	0	19	621	1,034	41	1,075	0	14	1,089
EBR	11	0	11	0	13	24	46	2	48	0	9	57
WBL	65	3	68	0	0	68	101	4	105	0	0	105
WBT	747	30	777	0	11	788	734	29	763	0	20	783
WBR	146	6	152	0	0	152	126	5	131	0	0	131
North Leg												
Approach	306	12	318	0	10	328	392	16	408	0	16	424
Departure	344	14	358	0	15	373	457	18	475	0	10	485
Total	650	26	676	0	25	701	849	34	883	0	26	909
South Leg												
Approach	247	10	257	0	8	265	381	15	396	0	13	409
Departure	154	6	160	0	13	173	286	12	298	0	9	307
Total	401	16	417	0	21	438	667	27	694	0	22	716
East Leg												
Approach	958	39	997	0	11	1,008	961	38	999	0	20	1,019
Departure	804	32	836	0	19	855	1,328	53	1,381	0	14	1,395
Total	1,762	71	1,833	0	30	1,863	2,289	91	2,380	0	34	2,414
West Leg												
Approach	693	27	720	0	47	767	1,255	50	1,305	0	33	1,338
Departure	902	36	938	0	29	967	918	36	954	0	49	1,003
Total	1,595	63	1,658	0	76	1,734	2,173	86	2,259	0	82	2,341
Total Approaches												
Approach	2,204	88	2,292	0	76	2,368	2,989	119	3,108	0	82	3,190
Departure	2,204	88	2,292	0	76	2,368	2,989	119	3,108	0	82	3,190
Total	4,408	176	4,584	0	152	4,736	5,978	238	6,216	0	164	6,380

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Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
1 . I-15 SB Ramps/Limonite Ave																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	231	9	240	159	399	0	9	408	428	17	445	230	675	0	17	692
SBT	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0
SBR	591	24	615	163	778	0	0	778	822	33	855	300	1,155	0	0	1,155
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	971	39	1,010	354	1,364	0	16	1,380	1,154	46	1,200	545	1,745	0	24	1,769
EBR	516	21	537	213	750	0	0	750	446	18	464	321	785	0	0	785
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	892	36	928	315	1,243	0	22	1,265	1,158	46	1,204	606	1,810	0	17	1,827
WBR	676	27	703	173	876	0	13	889	459	18	477	198	675	0	9	684
North Leg																
Approach	823	33	856	322	1,178	0	9	1,187	1,250	50	1,300	530	1,830	0	17	1,847
Departure	676	27	703	173	876	0	13	889	459	18	477	198	675	0	9	684
Total	1,499	60	1,559	495	2,054	0	22	2,076	1,709	68	1,777	728	2,505	0	26	2,531
South Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	517	21	538	213	751	0	0	751	446	18	464	321	785	0	0	785
Total	517	21	538	213	751	0	0	751	446	18	464	321	785	0	0	785
East Leg																
Approach	1,568	63	1,631	488	2,119	0	35	2,154	1,617	64	1,681	804	2,485	0	26	2,511
Departure	1,202	48	1,250	513	1,763	0	25	1,788	1,582	63	1,645	775	2,420	0	41	2,461
Total	2,770	111	2,881	1,001	3,882	0	60	3,942	3,199	127	3,326	1,579	4,905	0	67	4,972
West Leg																
Approach	1,487	60	1,547	567	2,114	0	16	2,130	1,600	64	1,664	866	2,530	0	24	2,554
Departure	1,483	60	1,543	478	2,021	0	22	2,043	1,980	79	2,059	906	2,965	0	17	2,982
Total	2,970	120	3,090	1,045	4,135	0	38	4,173	3,580	143	3,723	1,772	5,495	0	41	5,536
Total Approaches																
Approach	3,878	156	4,034	1,377	5,411	0	60	5,471	4,467	178	4,645	2,200	6,845	0	67	6,912
Departure	3,878	156	4,034	1,377	5,411	0	60	5,471	4,467	178	4,645	2,200	6,845	0	67	6,912
Total	7,756	312	8,068	2,754	10,822	0	120	10,942	8,934	356	9,290	4,400	13,690	0	134	13,824

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Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
2 . I-15 NB Ramps/Limonite Ave																
NBL	445	18	463	153	616	0	0	616	496	20	516	345	861	0	0	861
NBT	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2
NBR	439	18	457	148	605	0	8	613	850	34	884	200	1,084	0	13	1,097
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	498	20	518	328	846	0	25	871	1,088	44	1,132	486	1,618	0	42	1,660
EBR	704	28	732	183	915	0	0	915	494	20	514	293	807	0	0	807
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,123	45	1,168	335	1,503	0	36	1,539	1,121	45	1,166	458	1,624	0	26	1,650
WBR	427	17	444	202	646	0	17	663	274	11	285	217	502	0	13	515
North Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	427	17	444	202	646	0	17	663	276	11	287	217	504	0	13	517
Total	427	17	444	202	646	0	17	663	276	11	287	217	504	0	13	517
South Leg																
Approach	884	36	920	301	1,221	0	8	1,229	1,348	54	1,402	545	1,947	0	13	1,960
Departure	704	28	732	183	915	0	0	915	494	20	514	293	807	0	0	807
Total	1,588	64	1,652	484	2,136	0	8	2,144	1,842	74	1,916	838	2,754	0	13	2,767
East Leg																
Approach	1,550	62	1,612	537	2,149	0	53	2,202	1,395	56	1,451	675	2,126	0	39	2,165
Departure	937	38	975	476	1,451	0	33	1,484	1,938	78	2,016	686	2,702	0	55	2,757
Total	2,487	100	2,587	1,013	3,600	0	86	3,686	3,333	134	3,467	1,361	4,828	0	94	4,922
West Leg																
Approach	1,202	48	1,250	511	1,761	0	25	1,786	1,582	64	1,646	779	2,425	0	42	2,467
Departure	1,568	63	1,631	488	2,119	0	36	2,155	1,617	65	1,682	803	2,485	0	26	2,511
Total	2,770	111	2,881	999	3,880	0	61	3,941	3,199	129	3,328	1,582	4,910	0	68	4,978
Total Approaches																
Approach	3,636	146	3,782	1,349	5,131	0	86	5,217	4,325	174	4,499	1,999	6,498	0	94	6,592
Departure	3,636	146	3,782	1,349	5,131	0	86	5,217	4,325	174	4,499	1,999	6,498	0	94	6,592
Total	7,272	292	7,564	2,698	10,262	0	172	10,434	8,650	348	8,998	3,998	12,996	0	188	13,184

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Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
3 . Pats Ranch Rd/Limonite Ave																
NBL	360	14	374	92	466	0	0	466	365	15	380	58	438	0	0	438
NBT	35	1	36	22	58	0	0	58	48	2	50	4	54	0	0	54
NBR	85	3	88	27	115	0	6	121	139	6	145	17	162	0	11	173
SBL	1	0	1	136	137	0	2	139	3	0	3	61	64	0	2	66
SBT	25	1	26	19	45	0	0	45	38	2	40	5	45	0	0	45
SBR	95	4	99	229	328	0	0	328	67	3	70	156	226	0	0	226
EBL	54	2	56	86	142	0	0	142	116	5	121	242	363	0	0	363
EBT	736	29	765	361	1,126	0	30	1,156	1,363	55	1,418	345	1,763	0	55	1,818
EBR	133	5	138	29	167	0	0	167	336	13	349	98	447	0	0	447
WBL	96	4	100	9	109	0	11	120	180	7	187	29	216	0	7	223
WBT	1,016	41	1,057	215	1,272	0	52	1,324	942	38	980	461	1,441	0	35	1,476
WBR	2	0	2	115	117	0	2	119	7	0	7	81	88	0	2	90
North Leg																
Approach	121	5	126	384	510	0	2	512	108	5	113	222	335	0	2	337
Departure	91	3	94	223	317	0	2	319	171	7	178	327	505	0	2	507
Total	212	8	220	607	827	0	4	831	279	12	291	549	840	0	4	844
South Leg																
Approach	480	18	498	141	639	0	6	645	552	23	575	79	654	0	11	665
Departure	254	10	264	57	321	0	11	332	554	22	576	132	708	0	7	715
Total	734	28	762	198	960	0	17	977	1,106	45	1,151	211	1,362	0	18	1,380
East Leg																
Approach	1,114	45	1,159	339	1,498	0	65	1,563	1,129	45	1,174	571	1,745	0	44	1,789
Departure	822	32	854	524	1,378	0	38	1,416	1,505	61	1,566	423	1,989	0	68	2,057
Total	1,936	77	2,013	863	2,876	0	103	2,979	2,634	106	2,740	994	3,734	0	112	3,846
West Leg																
Approach	923	36	959	476	1,435	0	30	1,465	1,815	73	1,888	685	2,573	0	55	2,628
Departure	1,471	59	1,530	536	2,066	0	52	2,118	1,374	56	1,430	675	2,105	0	35	2,140
Total	2,394	95	2,489	1,012	3,501	0	82	3,583	3,189	129	3,318	1,360	4,678	0	90	4,768
Total Approaches																
Approach	2,638	104	2,742	1,340	4,082	0	103	4,185	3,604	146	3,750	1,557	5,307	0	112	5,419
Departure	2,638	104	2,742	1,340	4,082	0	103	4,185	3,604	146	3,750	1,557	5,307	0	112	5,419
Total	5,276	208	5,484	2,680	8,164	0	206	8,370	7,208	292	7,500	3,114	10,614	0	224	10,838

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
4 . Wineville Ave/Limonite Ave																
NBL	103	4	107	49	156	0	44	200	87	3	90	41	131	0	37	168
NBT	86	3	89	0	89	0	11	100	42	2	44	0	44	0	9	53
NBR	51	2	53	3	56	0	1	57	36	1	37	3	40	0	3	43
SBL	61	2	63	38	101	0	6	107	112	4	116	26	142	0	11	153
SBT	65	3	68	0	68	0	6	74	93	4	97	0	97	0	7	104
SBR	171	7	178	49	227	0	0	227	178	7	185	41	226	0	0	226
EBL	116	5	121	50	171	0	0	171	179	7	186	39	225	0	0	225
EBT	627	25	652	425	1,077	0	36	1,113	1,197	48	1,245	344	1,589	0	63	1,652
EBR	79	3	82	50	132	0	2	134	128	5	133	39	172	0	5	177
WBL	33	1	34	3	37	0	3	40	41	2	43	3	46	0	2	48
WBT	839	34	873	241	1,114	0	22	1,136	864	35	899	489	1,388	0	8	1,396
WBR	87	3	90	20	110	0	5	115	92	4	96	42	138	0	3	141
North Leg																
Approach	297	12	309	87	396	0	12	408	383	15	398	67	465	0	18	483
Departure	289	11	300	70	370	0	16	386	313	13	326	81	407	0	12	419
Total	586	23	609	157	766	0	28	794	696	28	724	148	872	0	30	902
South Leg																
Approach	240	9	249	52	301	0	56	357	165	6	171	44	215	0	49	264
Departure	177	7	184	53	237	0	11	248	262	11	273	42	315	0	14	329
Total	417	16	433	105	538	0	67	605	427	17	444	86	530	0	63	593
East Leg																
Approach	959	38	997	264	1,261	0	30	1,291	997	41	1,038	534	1,572	0	13	1,585
Departure	739	29	768	466	1,234	0	43	1,277	1,345	53	1,398	373	1,771	0	77	1,848
Total	1,698	67	1,765	730	2,495	0	73	2,568	2,342	94	2,436	907	3,343	0	90	3,433
West Leg																
Approach	822	33	855	525	1,380	0	38	1,418	1,504	60	1,564	422	1,986	0	68	2,054
Departure	1,113	45	1,158	339	1,497	0	66	1,563	1,129	45	1,174	571	1,745	0	45	1,790
Total	1,935	78	2,013	864	2,877	0	104	2,981	2,633	105	2,738	993	3,731	0	113	3,844
Total Approaches																
Approach	2,318	92	2,410	928	3,338	0	136	3,474	3,049	122	3,171	1,067	4,238	0	148	4,386
Departure	2,318	92	2,410	928	3,338	0	136	3,474	3,049	122	3,171	1,067	4,238	0	148	4,386
Total	4,636	184	4,820	1,856	6,676	0	272	6,948	6,098	244	6,342	2,134	8,476	0	296	8,772

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Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
5 . Wineville Ave/63rd St																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	237	9	246	18	264	0	-1	263	165	7	172	38	210	0	0	210
NBR	0	0	0	0	0	0	9	9	4	0	4	0	4	0	12	16
SBL	1	0	1	0	1	0	10	11	3	0	3	0	3	0	15	18
SBT	176	7	183	24	207	0	1	208	259	10	269	35	304	0	-1	303
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10	10
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	3	0	3	0	3	0	56	59	0	0	0	0	0	0	48	48
North Leg																
Approach	177	7	184	24	208	0	11	219	262	10	272	35	307	0	14	321
Departure	240	9	249	18	267	0	55	322	165	7	172	38	210	0	48	258
Total	417	16	433	42	475	0	66	541	427	17	444	73	517	0	62	579
South Leg																
Approach	237	9	246	18	264	0	8	272	169	7	176	38	214	0	12	226
Departure	176	7	183	24	207	0	11	218	259	10	269	35	304	0	9	313
Total	413	16	429	42	471	0	19	490	428	17	445	73	518	0	21	539
East Leg																
Approach	3	0	3	0	3	0	66	69	0	0	0	0	0	0	58	58
Departure	1	0	1	0	1	0	19	20	7	0	7	0	7	0	27	34
Total	4	0	4	0	4	0	85	89	7	0	7	0	7	0	85	92
West Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																
Approach	417	16	433	42	475	0	85	560	431	17	448	73	521	0	84	605
Departure	417	16	433	42	475	0	85	560	431	17	448	73	521	0	84	605
Total	834	32	866	84	950	0	170	1,120	862	34	896	146	1,042	0	168	1,210

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
6 . Dwy. 1/63rd St																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	20	20	0	0	0	0	0	0	27	27
EBL	0	0	0	0	0	0	9	9	0	0	0	0	0	0	13	13
EBT	0	0	0	0	0	1	8	9	0	0	0	0	0	7	13	20
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	3	45	48	0	0	0	0	0	0	31	31
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	0	0	0	0	0	0	20	20	0	0	0	0	0	0	27	27
Departure	0	0	0	0	0	0	9	9	0	0	0	0	0	0	13	13
Total	0	0	0	0	0	0	29	29	0	0	0	0	0	0	40	40
South Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																
Approach	0	0	0	0	0	3	45	48	0	0	0	0	0	0	31	31
Departure	0	0	0	0	0	1	8	9	0	0	0	0	0	7	13	20
Total	0	0	0	0	0	4	53	57	0	0	0	0	0	7	44	51
West Leg																
Approach	0	0	0	0	0	1	17	18	0	0	0	0	0	7	26	33
Departure	0	0	0	0	0	3	65	68	0	0	0	0	0	0	58	58
Total	0	0	0	0	0	4	82	86	0	0	0	0	0	7	84	91
Total Approaches																
Approach	0	0	0	0	0	4	82	86	0	0	0	0	0	7	84	91
Departure	0	0	0	0	0	4	82	86	0	0	0	0	0	7	84	91
Total	0	0	0	0	0	8	164	172	0	0	0	0	0	14	168	182

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
7 . Dwy. 2/Limonite Ave																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	26	26	0	0	0	0	0	3	25	28
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	739	30	769	466	1,235	0	12	1,247	1,345	54	1,399	375	1,774	0	38	1,812
EBR	0	0	0	0	0	0	29	29	0	0	0	0	0	0	37	37
WBL	0	0	0	0	0	0	26	26	0	0	0	0	0	0	36	36
WBT	959	38	997	263	1,260	0	30	1,290	997	40	1,037	534	1,571	0	12	1,583
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
South Leg																
Approach	0	0	0	0	0	0	26	26	0	0	0	0	0	3	25	28
Departure	0	0	0	0	0	0	55	55	0	0	0	0	0	0	73	73
Total	0	0	0	0	0	0	81	81	0	0	0	0	0	3	98	101
East Leg																
Approach	959	38	997	263	1,260	0	56	1,316	997	40	1,037	534	1,571	0	48	1,619
Departure	739	30	769	466	1,235	0	38	1,273	1,345	54	1,399	375	1,774	3	63	1,840
Total	1,698	68	1,766	729	2,495	0	94	2,589	2,342	94	2,436	909	3,345	3	111	3,459
West Leg																
Approach	739	30	769	466	1,235	0	41	1,276	1,345	54	1,399	375	1,774	0	75	1,849
Departure	959	38	997	263	1,260	0	30	1,290	997	40	1,037	534	1,571	0	12	1,583
Total	1,698	68	1,766	729	2,495	0	71	2,566	2,342	94	2,436	909	3,345	0	87	3,432
Total Approaches																
Approach	1,698	68	1,766	729	2,495	0	123	2,618	2,342	94	2,436	909	3,345	3	148	3,496
Departure	1,698	68	1,766	729	2,495	0	123	2,618	2,342	94	2,436	909	3,345	3	148	3,496
Total	3,396	136	3,532	1,458	4,990	0	246	5,236	4,684	188	4,872	1,818	6,690	6	296	6,992

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
8 . Dwy. 3-Frank Ave/63rd St																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	5	5	0	0	0	0	0	0	14	14
SBT	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
SBR	0	0	0	0	0	0	35	35	0	0	0	0	0	0	24	24
EBL	0	0	0	0	0	0	17	17	0	0	0	0	0	3	17	20
EBT	0	0	0	0	0	0	2	2	0	0	0	0	0	4	6	10
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	10	10	0	0	0	0	0	0	7	7
WBR	0	0	0	0	0	0	8	8	0	0	0	0	0	0	6	6
North Leg																
Approach	0	0	0	0	0	0	42	42	0	0	0	0	0	0	40	40
Departure	0	0	0	0	0	0	27	27	0	0	0	0	0	3	25	28
Total	0	0	0	0	0	0	69	69	0	0	0	0	0	3	65	68
South Leg																
Approach	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Departure	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	4
East Leg																
Approach	0	0	0	0	0	0	18	18	0	0	0	0	0	0	13	13
Departure	0	0	0	0	0	0	7	7	0	0	0	0	0	4	20	24
Total	0	0	0	0	0	0	25	25	0	0	0	0	0	4	33	37
West Leg																
Approach	0	0	0	0	0	0	19	19	0	0	0	0	0	7	23	30
Departure	0	0	0	0	0	0	45	45	0	0	0	0	0	0	31	31
Total	0	0	0	0	0	0	64	64	0	0	0	0	0	7	54	61
Total Approaches																
Approach	0	0	0	0	0	0	81	81	0	0	0	0	0	7	78	85
Departure	0	0	0	0	0	0	81	81	0	0	0	0	0	7	78	85
Total	0	0	0	0	0	0	162	162	0	0	0	0	0	14	156	170

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
9 . Dwy. 4/Limonite Ave																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	6	6	0	0	0	0	0	0	4	4
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	739	30	769	466	1,235	0	34	1,269	1,345	54	1,399	375	1,774	0	59	1,833
EBR	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	4
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	959	38	997	263	1,260	0	56	1,316	997	40	1,037	534	1,571	0	48	1,619
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
South Leg																
Approach	0	0	0	0	0	0	6	6	0	0	0	0	0	0	4	4
Departure	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	10	10	0	0	0	0	0	0	8	8
East Leg																
Approach	959	38	997	263	1,260	0	56	1,316	997	40	1,037	534	1,571	0	48	1,619
Departure	739	30	769	466	1,235	0	40	1,275	1,345	54	1,399	375	1,774	0	63	1,837
Total	1,698	68	1,766	729	2,495	0	96	2,591	2,342	94	2,436	909	3,345	0	111	3,456
West Leg																
Approach	739	30	769	466	1,235	0	38	1,273	1,345	54	1,399	375	1,774	0	63	1,837
Departure	959	38	997	263	1,260	0	56	1,316	997	40	1,037	534	1,571	0	48	1,619
Total	1,698	68	1,766	729	2,495	0	94	2,589	2,342	94	2,436	909	3,345	0	111	3,456
Total Approaches																
Approach	1,698	68	1,766	729	2,495	0	100	2,595	2,342	94	2,436	909	3,345	0	115	3,460
Departure	1,698	68	1,766	729	2,495	0	100	2,595	2,342	94	2,436	909	3,345	0	115	3,460
Total	3,396	136	3,532	1,458	4,990	0	200	5,190	4,684	188	4,872	1,818	6,690	0	230	6,920

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
10 . Dwy. 5-Lucretia Ave/Limonite Ave																
NBL	0	0	0	0	0	4	37	41	0	0	0	0	0	6	25	31
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	10	10	20	0	0	0	0	0	15	7	22
SBL	11	0	11	0	11	0	0	11	15	1	16	0	16	0	0	16
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	84	3	87	0	87	0	0	87	87	3	90	0	90	0	0	90
EBL	57	2	59	0	59	0	0	59	105	4	109	0	109	0	0	109
EBT	682	27	709	466	1,175	0	31	1,206	1,240	50	1,290	375	1,665	0	33	1,698
EBR	0	0	0	0	0	0	9	9	0	0	0	0	0	0	29	29
WBL	8	0	8	0	8	0	7	15	0	0	0	0	0	0	24	24
WBT	875	35	910	263	1,173	0	19	1,192	910	36	946	534	1,480	0	23	1,503
WBR	19	1	20	0	20	0	0	20	8	0	8	0	8	0	0	8
North Leg																
Approach	95	3	98	0	98	0	0	98	102	4	106	0	106	0	0	106
Departure	76	3	79	0	79	0	0	79	113	4	117	0	117	0	0	117
Total	171	6	177	0	177	0	0	177	215	8	223	0	223	0	0	223
South Leg																
Approach	0	0	0	0	0	14	47	61	0	0	0	0	0	21	32	53
Departure	8	0	8	0	8	0	16	24	0	0	0	0	0	0	53	53
Total	8	0	8	0	8	14	63	85	0	0	0	0	0	21	85	106
East Leg																
Approach	902	36	938	263	1,201	0	26	1,227	918	36	954	534	1,488	0	47	1,535
Departure	693	27	720	466	1,186	10	41	1,237	1,255	51	1,306	375	1,681	15	40	1,736
Total	1,595	63	1,658	729	2,387	10	67	2,464	2,173	87	2,260	909	3,169	15	87	3,271
West Leg																
Approach	739	29	768	466	1,234	0	40	1,274	1,345	54	1,399	375	1,774	0	62	1,836
Departure	959	38	997	263	1,260	4	56	1,320	997	39	1,036	534	1,570	6	48	1,624
Total	1,698	67	1,765	729	2,494	4	96	2,594	2,342	93	2,435	909	3,344	6	110	3,460
Total Approaches																
Approach	1,736	68	1,804	729	2,533	14	113	2,660	2,365	94	2,459	909	3,368	21	141	3,530
Departure	1,736	68	1,804	729	2,533	14	113	2,660	2,365	94	2,459	909	3,368	21	141	3,530
Total	3,472	136	3,608	1,458	5,066	28	226	5,320	4,730	188	4,918	1,818	6,736	42	282	7,060

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Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
11 . Dwy. 6/63rd St																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	10	0	10	0	0	0	0	0	15	0	15
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	6	6	0	0	0	0	0	0	19	19
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	10	0	10	0	10	0	0	10	15	1	16	0	16	0	0	16
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	4	0	4	0	4	0	0	4	6	0	6	0	6	0	0	6
WBR	0	0	0	0	0	4	16	20	0	0	0	0	0	6	11	17
North Leg																
Approach	0	0	0	0	0	0	6	6	0	0	0	0	0	0	19	19
Departure	0	0	0	0	0	14	16	30	0	0	0	0	0	21	11	32
Total	0	0	0	0	0	14	22	36	0	0	0	0	0	21	30	51
South Leg																
Approach	0	0	0	0	0	10	0	10	0	0	0	0	0	15	0	15
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	15	0	15
East Leg																
Approach	4	0	4	0	4	4	16	24	6	0	6	0	6	6	11	23
Departure	10	0	10	0	10	0	6	16	15	1	16	0	16	0	19	35
Total	14	0	14	0	14	4	22	40	21	1	22	0	22	6	30	58
West Leg																
Approach	10	0	10	0	10	0	0	10	15	1	16	0	16	0	0	16
Departure	4	0	4	0	4	0	0	4	6	0	6	0	6	0	0	6
Total	14	0	14	0	14	0	0	14	21	1	22	0	22	0	0	22
Total Approaches																
Approach	14	0	14	0	14	14	22	50	21	1	22	0	22	21	30	73
Departure	14	0	14	0	14	14	22	50	21	1	22	0	22	21	30	73
Total	28	0	28	0	28	28	44	100	42	2	44	0	44	42	60	146

Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
12 . Dwy. 7/Limonite Ave																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	11	11	0	0	0	0	0	0	7	7
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	693	28	721	466	1,187	0	43	1,230	1,255	50	1,305	375	1,680	0	29	1,709
EBR	0	0	0	0	0	0	5	5	0	0	0	0	0	0	15	15
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	902	36	938	263	1,201	0	26	1,227	918	37	955	534	1,489	0	47	1,536
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
South Leg																
Approach	0	0	0	0	0	0	11	11	0	0	0	0	0	0	7	7
Departure	0	0	0	0	0	0	5	5	0	0	0	0	0	0	15	15
Total	0	0	0	0	0	0	16	16	0	0	0	0	0	0	22	22
East Leg																
Approach	902	36	938	263	1,201	0	26	1,227	918	37	955	534	1,489	0	47	1,536
Departure	693	28	721	466	1,187	0	54	1,241	1,255	50	1,305	375	1,680	0	36	1,716
Total	1,595	64	1,659	729	2,388	0	80	2,468	2,173	87	2,260	909	3,169	0	83	3,252
West Leg																
Approach	693	28	721	466	1,187	0	48	1,235	1,255	50	1,305	375	1,680	0	44	1,724
Departure	902	36	938	263	1,201	0	26	1,227	918	37	955	534	1,489	0	47	1,536
Total	1,595	64	1,659	729	2,388	0	74	2,462	2,173	87	2,260	909	3,169	0	91	3,260
Total Approaches																
Approach	1,595	64	1,659	729	2,388	0	85	2,473	2,173	87	2,260	909	3,169	0	98	3,267
Departure	1,595	64	1,659	729	2,388	0	85	2,473	2,173	87	2,260	909	3,169	0	98	3,267
Total	3,190	128	3,318	1,458	4,776	0	170	4,946	4,346	174	4,520	1,818	6,338	0	196	6,534

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Table C-6: Opening Year Background Without and With Project plus Cumulative Project Conditions Peak Hour Volume Summary

	AM Peak Hour								PM Peak Hour							
	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project	Exist PCE Volume	Growth	Cumul. Back.	Cumul. Pr.	Cumul. NP	Adjust.	Project Trips	Cumul. With Project
13 . Etiwanda Ave/Limonite Ave																
NBL	34	1	35	7	42	0	8	50	60	2	62	1	63	0	13	76
NBT	95	4	99	0	99	0	0	99	156	6	162	0	162	0	0	162
NBR	118	5	123	0	123	0	0	123	165	7	172	0	172	0	0	172
SBL	107	4	111	38	149	0	0	149	129	5	134	26	160	0	0	160
SBT	78	3	81	0	81	0	0	81	139	6	145	0	145	0	0	145
SBR	121	5	126	7	133	0	10	143	124	5	129	1	130	0	16	146
EBL	103	4	107	6	113	0	15	128	175	7	182	1	183	0	10	193
EBT	579	23	602	455	1,057	0	19	1,076	1,034	41	1,075	372	1,447	0	14	1,461
EBR	11	0	11	6	17	0	13	30	46	2	48	1	49	0	9	58
WBL	65	3	68	0	68	0	0	68	101	4	105	0	105	0	0	105
WBT	747	30	777	250	1,027	0	11	1,038	734	29	763	532	1,295	0	20	1,315
WBR	146	6	152	20	172	0	0	172	126	5	131	42	173	0	0	173
North Leg																
Approach	306	12	318	45	363	0	10	373	392	16	408	27	435	0	16	451
Departure	344	14	358	26	384	0	15	399	457	18	475	43	518	0	10	528
Total	650	26	676	71	747	0	25	772	849	34	883	70	953	0	26	979
South Leg																
Approach	247	10	257	7	264	0	8	272	381	15	396	1	397	0	13	410
Departure	154	6	160	6	166	0	13	179	286	12	298	1	299	0	9	308
Total	401	16	417	13	430	0	21	451	667	27	694	2	696	0	22	718
East Leg																
Approach	958	39	997	270	1,267	0	11	1,278	961	38	999	574	1,573	0	20	1,593
Departure	804	32	836	493	1,329	0	19	1,348	1,328	53	1,381	398	1,779	0	14	1,793
Total	1,762	71	1,833	763	2,596	0	30	2,626	2,289	91	2,380	972	3,352	0	34	3,386
West Leg																
Approach	693	27	720	467	1,187	0	47	1,234	1,255	50	1,305	374	1,679	0	33	1,712
Departure	902	36	938	264	1,202	0	29	1,231	918	36	954	534	1,488	0	49	1,537
Total	1,595	63	1,658	731	2,389	0	76	2,465	2,173	86	2,259	908	3,167	0	82	3,249
Total Approaches																
Approach	2,204	88	2,292	789	3,081	0	76	3,157	2,989	119	3,108	976	4,084	0	82	4,166
Departure	2,204	88	2,292	789	3,081	0	76	3,157	2,989	119	3,108	976	4,084	0	82	4,166
Total	4,408	176	4,584	1,578	6,162	0	152	6,314	5,978	238	6,216	1,952	8,168	0	164	8,332

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
1 I-15 SB Ramps/Limonite Ave										
AM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	205	2,179	2,393	214	81	69	274
	Right	0								
Southbound	Left	205	Approach	768	1,629	3,093	1,464	556	474	1,242
	Through	1	Departure	655	2,948	3,238	290	110	94	749
	Right	562								
Eastbound	Left	0	Approach	1,368	5,120	9,218	4,098	1,557	1,327	2,695
	Through	884	Departure	1,399	3,668	7,605	3,937	1,496	1,274	2,673
	Right	484								
Westbound	Left	0	Approach	1,492	5,760	7,908	2,148	816	695	2,187
	Through	837	Departure	1,089	3,715	6,984	3,269	1,242	1,058	2,147
	Right	655								
PM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	439	2,393	3,072	679	190	162	601
	Right	0								
Southbound	Left	414	Approach	1,224	2,550	5,752	3,202	897	764	1,988
	Through	0	Departure	459	2,501	3,211	710	199	169	628
	Right	810								
Eastbound	Left	0	Approach	1,560	5,090	10,377	5,287	1,480	1,261	2,821
	Through	1,121	Departure	1,963	6,773	11,625	4,852	1,359	1,157	3,120
	Right	439								
Westbound	Left	0	Approach	1,612	7,813	9,320	1,507	422	359	1,971
	Through	1,153	Departure	1,535	3,786	7,540	3,754	1,051	895	2,430
	Right	459								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
2 I-15 NB Ramps/Limonite Ave										
AM Peak Hour										
Northbound	Left	398	Approach	822	3,323	4,980	1,657	630	536	1,358
	Through	0	Departure	687	838	2,883	2,045	777	662	1,349
	Right	424								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	419	511	1,758	1,247	474	404	823
	Right	0								
Eastbound	Left	0	Approach	1,164	3,715	6,984	3,269	1,242	1,058	2,222
	Through	477	Departure	1,479	5,760	7,909	2,149	817	696	2,175
	Right	687								
Westbound	Left	0	Approach	1,500	5,172	5,730	558	212	181	1,681
	Through	1,081	Departure	901	5,100	5,144	44	17	14	915
	Right	419								
PM Peak Hour										
Northbound	Left	491	Approach	1,332	5,559	6,905	1,346	377	321	1,653
	Through	2	Departure	478	1,036	2,856	1,820	510	434	912
	Right	839								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	274	589	1,625	1,036	290	247	521
	Right	0								
Eastbound	Left	0	Approach	1,557	3,786	7,540	3,754	1,051	895	2,452
	Through	1,079	Departure	1,602	7,813	9,320	1,507	422	359	1,961
	Right	478								
Westbound	Left	0	Approach	1,383	6,442	6,912	470	132	112	1,495
	Through	1,111	Departure	1,918	6,349	7,556	1,207	338	288	2,206
	Right	272								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
3 Pats Ranch Rd/Limonite Ave										
AM Peak Hour										
Northbound	Left	350	Approach	467	432	2,086	1,654	629	535	1,002
	Through	35	Departure	246	573	1,236	663	252	215	461
	Right	82								
Southbound	Left	1	Approach	120	478	0	-478	-182	-155	246
	Through	25	Departure	104	256	0	-256	-97	-83	302
	Right	94								
Eastbound	Left	67	Approach	901	5,100	5,144	44	17	14	915
	Through	704	Departure	1,413	5,172	5,730	558	212	181	1,594
	Right	130								
Westbound	Left	91	Approach	1,062	4,575	5,468	893	339	289	1,351
	Through	969	Departure	787	4,584	5,732	1,148	436	372	1,159
	Right	2								
PM Peak Hour										
Northbound	Left	356	Approach	541	982	1,748	766	214	183	724
	Through	47	Departure	547	694	1,633	939	263	224	771
	Right	138								
Southbound	Left	3	Approach	108	383	0	-383	-107	-91	218
	Through	38	Departure	195	535	0	-535	-150	-128	268
	Right	67								
Eastbound	Left	141	Approach	1,797	6,349	7,556	1,207	338	288	2,085
	Through	1,326	Departure	1,355	6,442	6,912	470	132	112	1,467
	Right	330								
Westbound	Left	179	Approach	1,118	5,812	6,397	585	164	140	1,258
	Through	932	Departure	1,467	5,854	7,157	1,303	365	311	1,778
	Right	7								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
4 Wineville Ave/Limonite Ave										
AM Peak Hour										
Northbound	Left	95	Approach	229	656	1,084	428	163	139	368
	Through	84	Departure	172	697	137	-560	-213	-181	276
	Right	50								
Southbound	Left	60	Approach	281	2,092	1,384	-708	-269	-229	337
	Through	64	Departure	283	2,423	1,806	-617	-234	-200	83
	Right	157								
Eastbound	Left	114	Approach	793	4,584	5,732	1,148	436	372	1,165
	Through	603	Departure	1,036	4,575	5,468	893	339	289	1,325
	Right	76								
Westbound	Left	32	Approach	901	3,015	4,208	1,193	453	386	1,287
	Through	784	Departure	713	2,653	4,997	2,344	891	759	1,472
	Right	85								
PM Peak Hour										
Northbound	Left	83	Approach	160	607	135	-472	-132	-113	269
	Through	42	Departure	256	840	1,569	729	204	174	430
	Right	35								
Southbound	Left	112	Approach	376	2,980	2,085	-895	-251	-213	163
	Through	93	Departure	307	2,256	1,704	-552	-155	-132	397
	Right	171								
Eastbound	Left	173	Approach	1,454	5,854	7,157	1,303	365	311	1,765
	Through	1,159	Departure	1,089	5,812	6,397	585	164	140	1,229
	Right	122								
Westbound	Left	41	Approach	968	3,406	5,878	2,472	692	590	1,558
	Through	835	Departure	1,306	3,939	5,585	1,646	461	393	1,699
	Right	92								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
5 Wineville Ave/63rd St										
AM Peak Hour										
Northbound	Left	0	Approach	233	0	0	0	0	0	374
	Through	233	Departure	174	0	0	0	0	0	279
	Right	0								
Southbound	Left	1	Approach	175	0	0	0	0	0	281
	Through	174	Departure	236	0	0	0	0	0	378
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	0	Approach	3	0	0	0	0	0	3
	Through	0	Departure	1	0	0	0	0	0	1
	Right	3								
PM Peak Hour										
Northbound	Left	0	Approach	171	0	0	0	0	0	287
	Through	169	Departure	242	0	0	0	0	0	406
	Right	2								
Southbound	Left	3	Approach	245	0	0	0	0	0	411
	Through	242	Departure	169	0	0	0	0	0	287
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	5	0	0	0	0	0	5
	Right	0								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
10	Dwy. 5-Lucretia Ave/Limonite Ave									
AM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	4	0	0	0	0	0	4
	Right	0								
Southbound	Left	11	Approach	91	346	272	-74	-28	-24	67
	Through	0	Departure	76	207	178	-29	-11	-9	67
	Right	80								
Eastbound	Left	57	Approach	726	2,653	4,997	2,344	891	759	1,485
	Through	669	Departure	916	3,015	4,208	1,193	453	386	1,302
	Right	0								
Westbound	Left	4	Approach	859	3,222	4,386	1,164	442	377	1,236
	Through	836	Departure	680	2,999	5,269	2,270	863	735	1,415
	Right	19								
PM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	15	Approach	102	330	275	-55	-15	-13	89
	Through	0	Departure	111	395	343	-52	-15	-12	99
	Right	87								
Eastbound	Left	103	Approach	1,318	3,939	5,585	1,646	461	393	1,711
	Through	1,215	Departure	1,001	3,406	5,878	2,472	692	590	1,591
	Right	0								
Westbound	Left	0	Approach	922	3,801	6,220	2,419	677	577	1,499
	Through	914	Departure	1,230	4,269	5,860	1,591	445	379	1,609
	Right	8								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-7: Forecast Link Volume Worksheet
Year 2045 Conditions

		Existing 2022 Volume		Existing 2022 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2022 to 2045 Link Vol Growth[1]	2045 Link Volume
13 Etiwanda Ave/Limonite Ave										
AM Peak Hour										
Northbound	Left	32	Approach	241	1,950	2,548	598	227	194	435
	Through	93	Departure	148	1,211	1,587	376	143	122	270
	Right	116								
Southbound	Left	104	Approach	293	956	1,443	487	185	158	451
	Through	77	Departure	325	1,484	2,907	1,423	541	461	786
	Right	112								
Eastbound	Left	99	Approach	663	2,999	5,269	2,270	863	735	1,398
	Through	554	Departure	845	3,222	4,386	1,164	442	377	1,222
	Right	10								
Westbound	Left	61	Approach	895	3,316	4,163	847	322	274	1,169
	Through	701	Departure	774	3,303	4,544	1,241	472	402	1,176
	Right	133								
PM Peak Hour										
Northbound	Left	60	Approach	378	1,473	2,143	670	188	160	538
	Through	154	Departure	280	2,338	2,943	605	169	144	424
	Right	164								
Southbound	Left	125	Approach	387	1,630	3,135	1,505	421	359	746
	Through	139	Departure	438	1,230	1,988	758	212	181	619
	Right	123								
Eastbound	Left	160	Approach	1,176	4,269	5,860	1,591	445	379	1,555
	Through	975	Departure	918	3,801	6,220	2,419	677	577	1,495
	Right	41								
Westbound	Left	100	Approach	959	4,270	5,686	1,416	396	338	1,297
	Through	735	Departure	1,264	4,273	5,673	1,400	392	334	1,598
	Right	124								

[1] Modeled base year (2018) to modeled future year (2045) conditions represent 27 years of traffic growth. Since it is 23 years from 2022 to 2045 the growth represents 0.851851851851852 % of the growth between 2018 and 2045 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
1	I-15 SB Ramps/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	274	Through	0
		Right	0		0	Right	0
	Southbound	Left	205	Approach	1,242	Left	93
		Through	1	Departure	749	Through	0
		Right	562		0	Right	1,166
	Eastbound	Left	0	Approach	2,695	Left	0
		Through	884	Departure	2,673	Through	2,054
		Right	484		0	Right	274
	Westbound	Left	0	Approach	2,187	Left	0
		Through	837	Departure	2,147	Through	1,507
		Right	655		0	Right	749
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	601	Through	0
		Right	0		0	Right	0
	Southbound	Left	414	Approach	1,988	Left	326
		Through	0	Departure	628	Through	0
		Right	810		0	Right	1,704
	Eastbound	Left	0	Approach	2,821	Left	0
		Through	1,121	Departure	3,120	Through	2,104
		Right	439		0	Right	601
	Westbound	Left	0	Approach	1,971	Left	0
		Through	1,153	Departure	2,430	Through	1,416
		Right	459			Right	628

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
2	I-15 NB Ramps/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	398	Approach	1,358	Left	1,196
		Through	0	Departure	1,349	Through	0
		Right	424		0	Right	219
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	823	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	2,222	Left	0
		Through	477	Departure	2,175	Through	696
		Right	687		0	Right	1,349
	Westbound	Left	0	Approach	1,681	Left	0
		Through	1,081	Departure	915	Through	979
		Right	419		0	Right	823
					0		
					0		
	P.M. Peak Hour				0		
					0		
	Northbound	Left	491	Approach	1,653	Left	942
		Through	2	Departure	912	Through	8
		Right	839		0	Right	711
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	521	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	2,452	Left	0
		Through	1,079	Departure	1,961	Through	1,494
		Right	478		0	Right	912
	Westbound	Left	0	Approach	1,495	Left	0
		Through	1,111	Departure	2,206	Through	1,019
		Right	272			Right	513

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
3	Pats Ranch Rd/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	350	Approach	1,002	Left	401
		Through	35	Departure	461	Through	205
		Right	82		0	Right	400
	Southbound	Left	1	Approach	246	Left	6
		Through	25	Departure	302	Through	100
		Right	94		0	Right	138
	Eastbound	Left	67	Approach	915	Left	86
		Through	704	Departure	1,594	Through	752
		Right	130		0	Right	89
	Westbound	Left	91	Approach	1,351	Left	271
		Through	969	Departure	1,159	Through	1,055
		Right	2		0	Right	11
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	356	Approach	724	Left	400
		Through	47	Departure	771	Through	85
		Right	138		0	Right	237
	Southbound	Left	3	Approach	218	Left	8
		Through	38	Departure	268	Through	98
		Right	67		0	Right	111
	Eastbound	Left	141	Approach	2,085	Left	171
		Through	1,326	Departure	1,467	Through	1,533
		Right	330		0	Right	388
	Westbound	Left	179	Approach	1,258	Left	285
		Through	932	Departure	1,778	Through	955
		Right	7			Right	12

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
4	Wineville Ave/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	95	Approach	368	Left	112
		Through	84	Departure	276	Through	30
		Right	50		0	Right	228
	Southbound	Left	60	Approach	337	Left	147
		Through	64	Departure	83	Through	92
		Right	157		0	Right	99
	Eastbound	Left	114	Approach	1,165	Left	16
		Through	603	Departure	1,325	Through	1,097
		Right	76		0	Right	81
	Westbound	Left	32	Approach	1,287	Left	103
		Through	784	Departure	1,472	Through	1,113
		Right	85		0	Right	37
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	83	Approach	269	Left	82
		Through	42	Departure	430	Through	71
		Right	35		0	Right	116
	Southbound	Left	112	Approach	163	Left	70
		Through	93	Departure	397	Through	62
		Right	171		0	Right	32
	Eastbound	Left	173	Approach	1,765	Left	115
		Through	1,159	Departure	1,229	Through	1,513
		Right	122		0	Right	171
	Westbound	Left	41	Approach	1,558	Left	197
		Through	835	Departure	1,699	Through	1,115
		Right	92			Right	210

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
5	Wineville Ave/63rd St						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	374	Left	0
		Through	233	Departure	279	Through	375
		Right	0		0	Right	0
	Southbound	Left	1	Approach	281	Left	1
		Through	174	Departure	378	Through	279
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	3	Left	0
		Through	0	Departure	1	Through	0
		Right	3		0	Right	3
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	287	Left	0
		Through	169	Departure	406	Through	287
		Right	2		0	Right	2
	Southbound	Left	3	Approach	411	Left	3
		Through	242	Departure	287	Through	406
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	5	Through	0
		Right	0			Right	0

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
6	Dwy. 1/63rd St						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
7	Dwy. 2/Limonite Ave						
	A.M. Peak Hour						

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
Northbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Westbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
		0		0		
		0		0		
P.M. Peak Hour		0		0		
		0		0		
Northbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Eastbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Westbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
8	Dwy. 3-Frank Ave/63rd St						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
9	Dwy. 4/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
10	Dwy. 5-Lucretia Ave/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	4	Through	0
		Right	0		0	Right	0
	Southbound	Left	11	Approach	67	Left	7
		Through	0	Departure	67	Through	0
		Right	80		0	Right	61
	Eastbound	Left	57	Approach	1,485	Left	56
		Through	669	Departure	1,302	Through	1,408
		Right	0		0	Right	0
	Westbound	Left	4	Approach	1,236	Left	4
		Through	836	Departure	1,415	Through	1,241
		Right	19		0	Right	11
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	15	Approach	89	Left	11
		Through	0	Departure	99	Through	0
		Right	87		0	Right	78
	Eastbound	Left	103	Approach	1,711	Left	91
		Through	1,215	Departure	1,591	Through	1,598
		Right	0		0	Right	0
	Westbound	Left	0	Approach	1,499	Left	0
		Through	914	Departure	1,609	Through	1,512
		Right	8			Right	7

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
11	Dwy. 6/63rd St						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
12	Dwy. 7/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0		0	Right	0
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

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Table C-8 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
13	Etiwanda Ave/Limonite Ave						
	A.M. Peak Hour						
	Northbound	Left	32	Approach	435	Left	80
		Through	93	Departure	270	Through	227
		Right	116		0	Right	126
	Southbound	Left	104	Approach	451	Left	88
		Through	77	Departure	786	Through	149
		Right	112		0	Right	216
	Eastbound	Left	99	Approach	1,398	Left	386
		Through	554	Departure	1,222	Through	962
		Right	10		0	Right	40
	Westbound	Left	61	Approach	1,169	Left	81
		Through	701	Departure	1,176	Through	926
		Right	133		0	Right	172
			0		0		
			0		0		
	P.M. Peak Hour		0		0		
			0		0		
	Northbound	Left	60	Approach	538	Left	120
		Through	154	Departure	424	Through	228
		Right	164		0	Right	189
	Southbound	Left	125	Approach	746	Left	183
		Through	139	Departure	619	Through	255
		Right	123		0	Right	310
	Eastbound	Left	160	Approach	1,555	Left	258
		Through	975	Departure	1,495	Through	1,226
		Right	41		0	Right	65
	Westbound	Left	100	Approach	1,297	Left	105
		Through	735	Departure	1,598	Through	1,065
		Right	124			Right	133

Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . I-15 SB Ramps/Limonite Ave												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	93	6.8%	87	6	12	99	326	3.4%	315	11	18	333
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	1,166	4.8%	1,110	56	116	1,226	1,704	1.9%	1,672	32	58	1,730
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	2,054	2.9%	1,994	60	132	2,126	2,104	1.7%	2,068	36	74	2,142
EBR	274	5.2%	260	14	32	292	601	1.1%	594	7	17	611
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	1,507	5.3%	1,428	79	183	1,611	1,416	1.0%	1,401	15	31	1,432
WBR	749	4.1%	718	31	59	777	628	1.1%	621	7	11	632
North Leg												
Approach	1,259		1,197	62	128	1,325	2,030		1,987	43	76	2,063
Departure	749		718	31	59	777	628		621	7	11	632
Total	2,008		1,915	93	187	2,102	2,658		2,608	50	87	2,695
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	274		260	14	32	292	601		594	7	17	611
Total	274		260	14	32	292	601		594	7	17	611
East Leg												
Approach	2,256		2,146	110	242	2,388	2,044		2,022	22	42	2,064
Departure	2,147		2,081	66	144	2,225	2,430		2,383	47	92	2,475
Total	4,403		4,227	176	386	4,613	4,474		4,405	69	134	4,539
West Leg												
Approach	2,328		2,254	74	164	2,418	2,705		2,662	43	91	2,753
Departure	2,673		2,538	135	299	2,837	3,120		3,073	47	89	3,162
Total	5,001		4,792	209	463	5,255	5,825		5,735	90	180	5,915
Total Approaches												
Approach	5,843		5,597	246	534	6,131	6,779		6,671	108	209	6,880
Departure	5,843		5,597	246	534	6,131	6,779		6,671	108	209	6,880
Total	11,686		11,194	492	1068	12,262	13,558		13,342	216	418	13,760

Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . I-15 NB Ramps/Limonite Ave												
NBL	1,196	8.3%	1,097	99	240	1,337	942	0.8%	934	8	18	952
NBT	0	0.0%	0	0	0	0	8	0.0%	8	0	0	8
NBR	219	4.0%	210	9	17	227	711	1.5%	700	11	20	720
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	696	5.2%	660	36	66	726	1,494	1.3%	1,475	19	31	1,506
EBR	1,349	2.2%	1,320	29	62	1,382	912	2.5%	889	23	54	943
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	979	3.9%	941	38	76	1,017	1,019	1.2%	1,007	12	21	1,028
WBR	823	1.0%	815	8	24	839	513	1.1%	507	6	10	517
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	823		815	8	24	839	521		515	6	10	525
Total	823		815	8	24	839	521		515	6	10	525
South Leg												
Approach	1,415		1,307	108	257	1,564	1,661		1,642	19	38	1,680
Departure	1,349		1,320	29	62	1,382	912		889	23	54	943
Total	2,764		2,627	137	319	2,946	2,573		2,531	42	92	2,623
East Leg												
Approach	1,802		1,756	46	100	1,856	1,532		1,514	18	31	1,545
Departure	915		870	45	83	953	2,205		2,175	30	51	2,226
Total	2,717		2,626	91	183	2,809	3,737		3,689	48	82	3,771
West Leg												
Approach	2,045		1,980	65	128	2,108	2,406		2,364	42	85	2,449
Departure	2,175		2,038	137	316	2,354	1,961		1,941	20	39	1,980
Total	4,220		4,018	202	444	4,462	4,367		4,305	62	124	4,429
Total Approaches												
Approach	5,262		5,043	219	485	5,528	5,599		5,520	79	154	5,674
Departure	5,262		5,043	219	485	5,528	5,599		5,520	79	154	5,674
Total	10,524		10,086	438	970	11,056	11,198		11,040	158	308	11,348

Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 . Pats Ranch Rd/Limonite Ave												
NBL	401	4.0%	385	16	27	412	400	3.7%	385	15	25	410
NBT	205	0.0%	205	0	0	205	85	2.1%	83	2	4	87
NBR	400	6.1%	376	24	38	414	237	0.7%	235	2	4	239
SBL	6	0.0%	6	0	0	6	8	0.0%	8	0	0	8
SBT	100	0.0%	100	0	0	100	98	0.0%	98	0	0	98
SBR	138	1.1%	137	1	2	139	111	0.0%	111	0	0	111
EBL	86	0.0%	86	0	0	86	171	2.1%	167	4	7	174
EBT	752	6.3%	705	47	81	786	1,533	4.7%	1,461	72	115	1,576
EBR	89	4.6%	85	4	6	91	388	3.3%	375	13	20	395
WBL	271	6.6%	253	18	33	286	285	0.6%	283	2	4	287
WBT	1,055	6.1%	991	64	115	1,106	955	1.7%	939	16	26	965
WBR	11	0.0%	11	0	0	11	12	0.0%	12	0	0	12
North Leg												
Approach	244		243	1	2	245	217		217	0	0	217
Departure	302		302	0	0	302	268		262	6	11	273
Total	546		545	1	2	547	485		479	6	11	490
South Leg												
Approach	1,006		966	40	65	1,031	722		703	19	33	736
Departure	460		438	22	39	477	771		756	15	24	780
Total	1,466		1,404	62	104	1,508	1,493		1,459	34	57	1,516
East Leg												
Approach	1,337		1,255	82	148	1,403	1,252		1,234	18	30	1,264
Departure	1,158		1,087	71	119	1,206	1,778		1,704	74	119	1,823
Total	2,495		2,342	153	267	2,609	3,030		2,938	92	149	3,087
West Leg												
Approach	927		876	51	87	963	2,092		2,003	89	142	2,145
Departure	1,594		1,513	81	144	1,657	1,466		1,435	31	51	1,486
Total	2,521		2,389	132	231	2,620	3,558		3,438	120	193	3,631
Total Approaches												
Approach	3,514		3,340	174	302	3,642	4,283		4,157	126	205	4,362
Departure	3,514		3,340	174	302	3,642	4,283		4,157	126	205	4,362
Total	7,028		6,680	348	604	7,284	8,566		8,314	252	410	8,724

Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . Wineville Ave/Limonite Ave												
NBL	112	7.4%	104	8	13	117	82	1.2%	81	1	2	83
NBT	30	3.6%	29	1	2	31	71	0.0%	71	0	0	71
NBR	228	2.0%	223	5	10	233	116	2.9%	113	3	6	119
SBL	147	1.7%	145	2	4	149	70	0.0%	70	0	0	70
SBT	92	1.6%	91	1	2	93	62	0.0%	62	0	0	62
SBR	99	3.2%	96	3	7	103	32	0.6%	32	0	0	32
EBL	16	2.6%	16	0	0	16	115	1.7%	113	2	4	117
EBT	1,097	4.6%	1,046	51	95	1,141	1,513	2.4%	1,476	37	59	1,535
EBR	81	6.6%	76	5	8	84	171	6.6%	160	11	17	177
WBL	103	3.1%	100	3	6	106	197	0.0%	197	0	0	197
WBT	1,113	2.6%	1,085	28	55	1,140	1,115	0.6%	1,108	7	13	1,121
WBR	37	2.4%	36	1	2	38	210	0.0%	210	0	0	210
North Leg												
Approach	338		332	6	13	345	164		164	0	0	164
Departure	83		81	2	4	85	396		394	2	4	398
Total	421		413	8	17	430	560		558	2	4	562
South Leg												
Approach	370		356	14	25	381	269		265	4	8	273
Departure	276		267	9	16	283	430		419	11	17	436
Total	646		623	23	41	664	699		684	15	25	709
East Leg												
Approach	1,253		1,221	32	63	1,284	1,522		1,515	7	13	1,528
Departure	1,472		1,414	58	109	1,523	1,699		1,659	40	65	1,724
Total	2,725		2,635	90	172	2,807	3,221		3,174	47	78	3,252
West Leg												
Approach	1,194		1,138	56	103	1,241	1,799		1,749	50	80	1,829
Departure	1,324		1,285	39	75	1,360	1,229		1,221	8	15	1,236
Total	2,518		2,423	95	178	2,601	3,028		2,970	58	95	3,065
Total Approaches												
Approach	3,155		3,047	108	204	3,251	3,754		3,693	61	101	3,794
Departure	3,155		3,047	108	204	3,251	3,754		3,693	61	101	3,794
Total	6,310		6,094	216	408	6,502	7,508		7,386	122	202	7,588

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Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
5 . Wineville Ave/63rd St												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	375	1.3%	370	5	8	378	287	0.0%	287	0	0	287
NBR	0	0.0%	0	0	0	0	2	50.0%	1	1	3	4
SBL	1	0.0%	1	0	0	1	3	0.0%	3	0	0	3
SBT	279	4.0%	268	11	17	285	406	1.7%	399	7	14	413
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	3	0.0%	3	0	0	3	0	0.0%	0	0	0	0
North Leg												
Approach	280		269	11	17	286	409		402	7	14	416
Departure	378		373	5	8	381	287		287	0	0	287
Total	658		642	16	25	667	696		689	7	14	703
South Leg												
Approach	375		370	5	8	378	289		288	1	3	291
Departure	279		268	11	17	285	406		399	7	14	413
Total	654		638	16	25	663	695		687	8	17	704
East Leg												
Approach	3		3	0	0	3	0		0	0	0	0
Departure	1		1	0	0	1	5		4	1	3	7
Total	4		4	0	0	4	5		4	1	3	7
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
Total Approaches												
Approach	658		642	16	25	667	698		690	8	17	707
Departure	658		642	16	25	667	698		690	8	17	707
Total	1,316		1,284	32	50	1,334	1,396		1,380	16	34	1,414

Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
10 . Dwy. 5-Lucretia Ave/Limonite Ave												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	7	0.0%	7	0	0	7	11	0.0%	11	0	0	11
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	61	1.3%	60	1	3	63	78	1.1%	77	1	2	79
EBL	56	1.8%	55	1	2	57	91	1.0%	90	1	2	92
EBT	1,408	3.0%	1,366	42	86	1,452	1,598	1.5%	1,574	24	40	1,614
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	4	100.0%	0	4	8	8	0	0.0%	0	0	0	0
WBT	1,241	2.3%	1,213	28	52	1,265	1,512	0.5%	1,504	8	14	1,518
WBR	11	0.0%	11	0	0	11	7	0.0%	7	0	0	7
North Leg												
Approach	68		67	1	3	70	89		88	1	2	90
Departure	67		66	1	2	68	98		97	1	2	99
Total	135		133	2	5	138	187		185	2	4	189
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	4		0	4	8	8	0		0	0	0	0
Total	4		0	4	8	8	0		0	0	0	0
East Leg												
Approach	1,256		1,224	32	60	1,284	1,519		1,511	8	14	1,525
Departure	1,415		1,373	42	86	1,459	1,609		1,585	24	40	1,625
Total	2,671		2,597	74	146	2,743	3,128		3,096	32	54	3,150
West Leg												
Approach	1,464		1,421	43	88	1,509	1,689		1,664	25	42	1,706
Departure	1,302		1,273	29	55	1,328	1,590		1,581	9	16	1,597
Total	2,766		2,694	72	143	2,837	3,279		3,245	34	58	3,303
Total Approaches												
Approach	2,788		2,712	76	151	2,863	3,297		3,263	34	58	3,321
Departure	2,788		2,712	76	151	2,863	3,297		3,263	34	58	3,321
Total	5,576		5,424	152	302	5,726	6,594		6,526	68	116	6,642

Table C-9: Year 2045 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
13 . Etiwanda Ave/Limonite Ave												
NBL	80	0.0%	80	0	0	80	120	0.0%	120	0	0	120
NBT	227	3.2%	220	7	12	232	228	1.3%	225	3	6	231
NBR	126	3.4%	122	4	6	128	189	1.2%	187	2	3	190
SBL	88	2.9%	85	3	6	91	183	2.4%	179	4	9	188
SBT	149	1.3%	147	2	4	151	255	0.0%	255	0	0	255
SBR	216	1.8%	212	4	10	222	310	1.6%	305	5	8	313
EBL	386	2.0%	378	8	20	398	258	3.8%	248	10	22	270
EBT	962	3.2%	931	31	62	993	1,226	1.8%	1,203	23	41	1,244
EBR	40	10.0%	36	4	8	44	65	4.9%	62	3	8	70
WBL	81	3.3%	78	3	9	87	105	1.0%	104	1	2	106
WBT	926	1.7%	910	16	27	937	1,065	0.3%	1,062	3	5	1,067
WBR	172	9.0%	156	16	33	189	133	2.4%	130	3	5	135
North Leg												
Approach	453		444	9	20	464	748		739	9	17	756
Departure	785		754	31	65	819	619		603	16	33	636
Total	1,238		1,198	40	85	1,283	1,367		1,342	25	50	1,392
South Leg												
Approach	433		422	11	18	440	537		532	5	9	541
Departure	270		261	9	21	282	425		421	4	10	431
Total	703		683	20	39	722	962		953	9	19	972
East Leg												
Approach	1,179		1,144	35	69	1,213	1,303		1,296	7	12	1,308
Departure	1,176		1,138	38	74	1,212	1,598		1,569	29	53	1,622
Total	2,355		2,282	73	143	2,425	2,901		2,865	36	65	2,930
West Leg												
Approach	1,388		1,345	43	90	1,435	1,549		1,513	36	71	1,584
Departure	1,222		1,202	20	37	1,239	1,495		1,487	8	13	1,500
Total	2,610		2,547	63	127	2,674	3,044		3,000	44	84	3,084
Total Approaches												
Approach	3,453		3,355	98	197	3,552	4,137		4,080	57	109	4,189
Departure	3,453		3,355	98	197	3,552	4,137		4,080	57	109	4,189
Total	6,906		6,710	196	394	7,104	8,274		8,160	114	218	8,378

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
1 . I-15 SB Ramps/Limonite Ave						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	99	400	420	333	698	733
SBT	0	1	1	0	0	0
SBR	1,226	778	1,226	1,730	1,155	1,730
EBL	0	0	0	0	0	0
EBT	2,126	1,364	2,126	2,142	1,751	2,142
EBR	292	750	788	611	785	824
WBL	0	0	0	0	0	0
WBT	1,611	1,246	1,611	1,432	1,811	1,902
WBR	777	887	931	632	679	713
North Leg						
Approach	1,325	1,179	1,647	2,063	1,853	2,463
Departure	777	887	931	632	679	713
Total	2,102	2,066	2,578	2,695	2,532	3,176
South Leg						
Approach	0	0	0	0	0	0
Departure	292	751	789	611	785	824
Total	292	751	789	611	785	824
East Leg						
Approach	2,388	2,133	2,542	2,064	2,490	2,615
Departure	2,225	1,764	2,546	2,475	2,449	2,875
Total	4,613	3,897	5,088	4,539	4,939	5,489
West Leg						
Approach	2,418	2,114	2,914	2,753	2,536	2,966
Departure	2,837	2,024	2,837	3,162	2,966	3,632
Total	5,255	4,138	5,751	5,915	5,502	6,598
Total Approaches						
Approach	6,131	5,426	7,103	6,880	6,879	8,044
Departure	6,131	5,426	7,103	6,880	6,879	8,044
Total	12,262	10,852	14,206	13,760	13,758	16,087

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
2 . I-15 NB Ramps/Limonite Ave						
NBL	1,337	616	1,337	952	861	952
NBT	0	0	0	8	2	8
NBR	227	606	636	720	1,101	1,156
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	726	847	889	1,506	1,646	1,728
EBR	1,382	915	1,382	943	807	943
WBL	0	0	0	0	0	0
WBT	1,017	1,518	1,594	1,028	1,631	1,713
WBR	839	661	839	517	509	517
North Leg						
Approach	0	0	0	0	0	0
Departure	839	661	839	525	511	525
Total	839	661	839	525	511	525
South Leg						
Approach	1,564	1,222	1,973	1,680	1,964	2,116
Departure	1,382	915	1,382	943	807	943
Total	2,946	2,137	3,355	2,623	2,771	3,059
East Leg						
Approach	1,856	2,179	2,433	1,545	2,140	2,230
Departure	953	1,453	1,526	2,226	2,747	2,884
Total	2,809	3,632	3,959	3,771	4,887	5,114
West Leg						
Approach	2,108	1,762	2,271	2,449	2,453	2,671
Departure	2,354	2,134	2,931	1,980	2,492	2,665
Total	4,462	3,896	5,202	4,429	4,945	5,336
Total Approaches						
Approach	5,528	5,163	6,678	5,674	6,557	7,017
Departure	5,528	5,163	6,678	5,674	6,557	7,017

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
3 . Pats Ranch Rd/Limonite Ave						
NBL	412	466	489	410	438	460
NBT	205	36	205	87	50	87
NBR	414	115	414	239	162	239
SBL	6	69	72	8	48	50
SBT	100	26	100	98	40	98
SBR	139	358	376	111	239	251
EBL	86	158	166	174	437	459
EBT	786	1,126	1,182	1,576	1,763	1,851
EBR	91	167	175	395	447	469
WBL	286	109	286	287	216	287
WBT	1,106	1,272	1,336	965	1,441	1,513
WBR	11	27	28	12	82	86
North Leg						
Approach	245	453	548	217	327	399
Departure	302	221	399	273	569	632
Total	547	674	948	490	896	1,031
South Leg						
Approach	1,031	617	1,108	736	650	786
Departure	477	302	561	780	703	854
Total	1,508	919	1,670	1,516	1,353	1,640
East Leg						
Approach	1,403	1,408	1,650	1,264	1,739	1,886
Departure	1,206	1,310	1,669	1,823	1,973	2,141
Total	2,609	2,718	3,319	3,087	3,712	4,027
West Leg						
Approach	963	1,451	1,524	2,145	2,647	2,779
Departure	1,657	2,096	2,201	1,486	2,118	2,224
Total	2,620	3,547	3,724	3,631	4,765	5,003
Total Approaches						
Approach	3,642	3,929	4,830	4,362	5,363	5,851
Departure	3,642	3,929	4,830	4,362	5,363	5,851

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
4 . Wineville Ave/Limonite Ave						
NBL	117	122	128	83	125	131
NBT	31	89	93	71	44	71
NBR	233	56	233	119	40	119
SBL	149	101	149	70	142	149
SBT	93	68	93	62	97	102
SBR	103	193	203	32	220	231
EBL	16	142	149	117	218	229
EBT	1,141	1,066	1,141	1,535	1,587	1,666
EBR	84	103	108	177	165	177
WBL	106	37	106	197	46	197
WBT	1,140	1,092	1,140	1,121	1,395	1,465
WBR	38	110	116	210	138	210
North Leg						
Approach	345	362	445	164	459	482
Departure	85	341	358	398	400	510
Total	430	703	803	562	859	992
South Leg						
Approach	381	267	455	273	209	321
Departure	283	208	307	436	308	476
Total	664	475	762	709	517	797
East Leg						
Approach	1,284	1,239	1,362	1,528	1,579	1,872
Departure	1,523	1,223	1,523	1,724	1,769	1,934
Total	2,807	2,462	2,885	3,252	3,348	3,806
West Leg						
Approach	1,241	1,311	1,398	1,829	1,970	2,072
Departure	1,360	1,407	1,471	1,236	1,740	1,827
Total	2,601	2,718	2,869	3,065	3,710	3,899
Total Approaches						
Approach	3,251	3,179	3,659	3,794	4,217	4,747
Departure	3,251	3,179	3,659	3,794	4,217	4,747

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
5 . Wineville Ave/63rd St						
NBL	0	0	0	0	0	0
NBT	378	264	378	287	210	287
NBR	0	0	0	4	4	4
SBL	1	1	1	3	3	3
SBT	285	207	285	413	304	413
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	3	3	3	0	0	0
North Leg						
Approach	286	208	286	416	307	416
Departure	381	267	381	287	210	287
Total	667	475	667	703	517	703
South Leg						
Approach	378	264	378	291	214	291
Departure	285	207	285	413	304	413
Total	663	471	663	704	518	704
East Leg						
Approach	3	3	3	0	0	0
Departure	1	1	1	7	7	7
Total	4	4	4	7	7	7
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	667	475	667	707	521	707
Departure	667	475	667	707	521	707

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
6 . Dwy. 1/63rd St						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
7 . Dwy. 2/Limonite Ave						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	1,224	1,285	0	1,772	1,861
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	1,238	1,300	0	1,578	1,657
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	1,238	1,300	0	1,578	1,657
Departure	0	1,224	1,285	0	1,772	1,861
Total	0	2,462	2,585	0	3,350	3,518
West Leg						
Approach	0	1,224	1,285	0	1,772	1,861
Departure	0	1,238	1,300	0	1,578	1,657
Total	0	2,462	2,585	0	3,350	3,518
Total Approaches						
Approach	0	2,462	2,585	0	3,350	3,518
Departure	0	2,462	2,585	0	3,350	3,518

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
8 . Dwy. 3-Frank Ave/63rd St						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
9 . Dwy. 4/Limonite Ave						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	1,224	1,285	0	1,772	1,861
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	1,238	1,300	0	1,578	1,657
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	1,238	1,300	0	1,578	1,657
Departure	0	1,224	1,285	0	1,772	1,861
Total	0	2,462	2,585	0	3,350	3,518
West Leg						
Approach	0	1,224	1,285	0	1,772	1,861
Departure	0	1,238	1,300	0	1,578	1,657
Total	0	2,462	2,585	0	3,350	3,518
Total Approaches						
Approach	0	2,462	2,585	0	3,350	3,518
Departure	0	2,462	2,585	0	3,350	3,518

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
10 . Dwy. 5-Lucretia Ave/Limonite Ave						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	7	11	12	11	16	17
SBT	0	0	0	0	0	0
SBR	63	87	91	79	90	95
EBL	57	59	62	92	109	114
EBT	1,452	1,164	1,452	1,614	1,663	1,746
EBR	0	0	0	0	0	0
WBL	8	8	8	0	0	0
WBT	1,265	1,151	1,265	1,518	1,487	1,518
WBR	11	20	21	7	8	8
North Leg						
Approach	70	98	103	90	106	111
Departure	68	79	83	99	117	123
Total	138	177	186	189	223	234
South Leg						
Approach	0	0	0	0	0	0
Departure	8	8	8	0	0	0
Total	8	8	8	0	0	0
East Leg						
Approach	1,284	1,179	1,294	1,525	1,495	1,526
Departure	1,459	1,175	1,464	1,625	1,679	1,763
Total	2,743	2,354	2,758	3,150	3,174	3,289
West Leg						
Approach	1,509	1,223	1,514	1,706	1,772	1,861
Departure	1,328	1,238	1,356	1,597	1,577	1,613
Total	2,837	2,461	2,870	3,303	3,349	3,473
Total Approaches						
Approach	2,863	2,500	2,911	3,321	3,373	3,498
Departure	2,863	2,500	2,911	3,321	3,373	3,498

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
11 . Dwy. 6/63rd St						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	10	11	0	16	17
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	4	4	0	6	6
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	4	4	0	6	6
Departure	0	10	11	0	16	17
Total	0	14	15	0	22	23
West Leg						
Approach	0	10	11	0	16	17
Departure	0	4	4	0	6	6
Total	0	14	15	0	22	23
Total Approaches						
Approach	0	14	15	0	22	23
Departure	0	14	15	0	22	23

Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
12 . Dwy. 7/Limonite Ave						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	1,176	1,235	0	1,678	1,762
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	1,179	1,238	0	1,496	1,571
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	1,179	1,238	0	1,496	1,571
Departure	0	1,176	1,235	0	1,678	1,762
Total	0	2,355	2,473	0	3,174	3,333
West Leg						
Approach	0	1,176	1,235	0	1,678	1,762
Departure	0	1,179	1,238	0	1,496	1,571
Total	0	2,355	2,473	0	3,174	3,333
Total Approaches						
Approach	0	2,355	2,473	0	3,174	3,333
Departure	0	2,355	2,473	0	3,174	3,333

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Table C-10: Year 2045 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,045 Background	OY (2024) NP	2,040 NP	2,045 Background	OY (2024) NP	2,040 NP
13 . Etiwanda Ave/Limonite Ave						
NBL	80	35	80	120	62	120
NBT	232	99	232	231	162	231
NBR	128	123	128	190	172	190
SBL	91	149	156	188	160	188
SBT	151	81	151	255	145	255
SBR	222	126	222	313	129	313
EBL	398	107	398	270	182	270
EBT	993	1,057	1,110	1,244	1,448	1,520
EBR	44	11	44	70	48	70
WBL	87	68	87	106	105	106
WBT	937	1,018	1,069	1,067	1,304	1,369
WBR	189	172	189	135	173	182
North Leg						
Approach	464	356	529	756	434	756
Departure	819	378	819	636	517	683
Total	1,283	734	1,348	1,392	951	1,439
South Leg						
Approach	440	257	440	541	396	541
Departure	282	160	282	431	298	431
Total	722	417	722	972	694	972
East Leg						
Approach	1,213	1,258	1,345	1,308	1,582	1,657
Departure	1,212	1,329	1,394	1,622	1,780	1,898
Total	2,425	2,587	2,739	2,930	3,362	3,555
West Leg						
Approach	1,435	1,175	1,552	1,584	1,678	1,860
Departure	1,239	1,179	1,371	1,500	1,495	1,802
Total	2,674	2,354	2,923	3,084	3,173	3,663
Total Approaches						
Approach	3,552	3,046	3,866	4,189	4,090	4,814
Departure	3,552	3,046	3,866	4,189	4,090	4,814

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Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
1 . I-15 SB Ramps/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	419	0	9	428	709	0	17	726
SBT	1	0	0	1	0	0	0	0
SBR	1,226	0	0	1,226	1,730	0	0	1,730
EBL	0	0	0	0	0	0	0	0
EBT	2,126	0	16	2,142	2,142	0	24	2,166
EBR	788	0	0	788	824	0	0	824
WBL	0	0	0	0	0	0	0	0
WBT	1,611	0	22	1,633	1,901	0	17	1,918
WBR	920	0	13	933	709	0	9	718
North Leg								
Approach	1,646	0	9	1,655	2,439	0	17	2,456
Departure	920	0	13	933	709	0	9	718
Total	2,566	0	22	2,588	3,148	0	26	3,174
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	789	0	0	789	824	0	0	824
Total	789	0	0	789	824	0	0	824
East Leg								
Approach	2,531	0	35	2,566	2,609	0	26	2,635
Departure	2,545	0	25	2,570	2,851	0	41	2,892
Total	5,076	0	60	5,136	5,460	0	67	5,527
West Leg								
Approach	2,914	0	16	2,930	2,966	0	24	2,990
Departure	2,837	0	22	2,859	3,631	0	17	3,648
Total	5,751	0	38	5,789	6,597	0	41	6,638
Total Approaches								
Approach	7,090	0	60	7,150	8,014	0	67	8,081
Departure	7,090	0	60	7,150	8,014	0	67	8,081
Total	14,181	0	120	14,301	16,029	0	134	16,163

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
2 . I-15 NB Ramps/Limonite Ave								
NBL	1,161	0	0	1,161	935	0	0	935
NBT	0	0	0	0	8	0	0	8
NBR	635	0	8	643	1,138	0	13	1,151
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	995	0	25	1,020	1,833	0	42	1,875
EBR	1,549	0	0	1,549	1,018	0	0	1,018
WBL	0	0	0	0	0	0	0	0
WBT	1,370	0	36	1,406	1,674	0	26	1,700
WBR	839	0	17	856	517	0	13	530
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	839	0	17	856	525	0	13	538
Total	839	0	17	856	525	0	13	538
South Leg								
Approach	1,796	0	8	1,804	2,081	0	13	2,094
Departure	1,549	0	0	1,549	1,018	0	0	1,018
Total	3,345	0	8	3,353	3,099	0	13	3,112
East Leg								
Approach	2,209	0	53	2,262	2,191	0	39	2,230
Departure	1,631	0	33	1,664	2,971	0	55	3,026
Total	3,840	0	86	3,926	5,162	0	94	5,256
West Leg								
Approach	2,544	0	25	2,569	2,851	0	42	2,893
Departure	2,531	0	36	2,567	2,609	0	26	2,635
Total	5,075	0	61	5,136	5,460	0	68	5,528
Total Approaches								
Approach	6,550	0	86	6,636	7,123	0	94	7,217
Departure	6,550	0	86	6,636	7,123	0	94	7,217
Total	13,099	0	172	13,271	14,247	0	188	14,435

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Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
3 . Pats Ranch Rd/Limonite Ave								
NBL	489	0	0	489	460	0	0	460
NBT	207	0	0	207	85	0	0	85
NBR	413	0	6	419	238	0	11	249
SBL	144	0	2	146	67	0	2	69
SBT	100	0	0	100	93	0	0	93
SBR	344	0	0	344	237	0	0	237
EBL	149	0	0	149	381	0	0	381
EBT	1,182	0	30	1,212	1,851	0	55	1,906
EBR	175	0	0	175	469	0	0	469
WBL	286	0	11	297	287	0	7	294
WBT	1,336	0	52	1,388	1,513	0	35	1,548
WBR	123	0	2	125	92	0	2	94
North Leg								
Approach	588	0	2	590	398	0	2	400
Departure	479	0	2	481	559	0	2	561
Total	1,067	0	4	1,071	956	0	4	960
South Leg								
Approach	1,109	0	6	1,115	783	0	11	794
Departure	561	0	11	572	849	0	7	856
Total	1,671	0	17	1,688	1,632	0	18	1,650
East Leg								
Approach	1,744	0	65	1,809	1,892	0	44	1,936
Departure	1,739	0	38	1,777	2,156	0	68	2,224
Total	3,484	0	103	3,587	4,049	0	112	4,161
West Leg								
Approach	1,507	0	30	1,537	2,702	0	55	2,757
Departure	2,169	0	52	2,221	2,210	0	35	2,245
Total	3,676	0	82	3,758	4,912	0	90	5,002
Total Approaches								
Approach	4,949	0	103	5,052	5,775	0	112	5,887
Departure	4,949	0	103	5,052	5,775	0	112	5,887
Total	9,898	0	206	10,104	11,549	0	224	11,773

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Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
4 . Wineville Ave/Limonite Ave								
NBL	185	0	44	229	143	0	37	180
NBT	93	0	11	104	71	0	9	80
NBR	233	0	1	234	119	0	3	122
SBL	149	0	6	155	149	0	11	160
SBT	93	0	6	99	102	0	7	109
SBR	269	0	0	269	245	0	0	245
EBL	214	0	0	214	244	0	0	244
EBT	1,360	0	36	1,396	1,728	0	63	1,791
EBR	166	0	2	168	183	0	5	188
WBL	106	0	3	109	197	0	2	199
WBT	1,290	0	22	1,312	1,505	0	8	1,513
WBR	116	0	5	121	210	0	3	213
North Leg								
Approach	511	0	12	523	496	0	18	514
Departure	423	0	16	439	525	0	12	537
Total	934	0	28	962	1,022	0	30	1,052
South Leg								
Approach	511	0	56	567	333	0	49	382
Departure	365	0	11	376	482	0	14	496
Total	876	0	67	943	814	0	63	877
East Leg								
Approach	1,512	0	30	1,542	1,912	0	13	1,925
Departure	1,742	0	43	1,785	1,997	0	77	2,074
Total	3,254	0	73	3,327	3,909	0	90	3,999
West Leg								
Approach	1,739	0	38	1,777	2,156	0	68	2,224
Departure	1,744	0	66	1,810	1,893	0	45	1,938
Total	3,483	0	104	3,587	4,049	0	113	4,162
Total Approaches								
Approach	4,273	0	136	4,409	4,897	0	148	5,045
Departure	4,273	0	136	4,409	4,897	0	148	5,045
Total	8,547	0	272	8,819	9,794	0	296	10,090

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Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
5 . Wineville Ave/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	507	0	-1	506	333	0	0	333
NBR	0	0	9	9	4	0	12	16
SBL	1	0	10	11	3	0	15	18
SBT	363	0	1	364	478	0	-1	477
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	0	0	10	10	0	0	10	10
WBT	0	0	0	0	0	0	0	0
WBR	4	0	56	60	0	0	48	48
North Leg								
Approach	364	0	11	375	481	0	14	495
Departure	511	0	55	566	333	0	48	381
Total	875	0	66	941	814	0	62	876
South Leg								
Approach	507	0	8	515	337	0	12	349
Departure	363	0	11	374	478	0	9	487
Total	870	0	19	889	815	0	21	836
East Leg								
Approach	4	0	66	70	0	0	58	58
Departure	1	0	19	20	7	0	27	34
Total	5	0	85	90	7	0	85	92
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	875	0	85	960	818	0	84	902
Departure	875	0	85	960	818	0	84	902
Total	1,750	0	170	1,920	1,637	0	168	1,805

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
6 . Dwy. 1/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	20	20	0	0	27	27
EBL	0	0	9	9	0	0	13	13
EBT	0	1	8	9	0	7	13	20
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	3	45	48	0	0	31	31
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	20	20	0	0	27	27
Departure	0	0	9	9	0	0	13	13
Total	0	0	29	29	0	0	40	40
South Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
East Leg								
Approach	0	3	45	48	0	0	31	31
Departure	0	1	8	9	0	7	13	20
Total	0	4	53	57	0	7	44	51
West Leg								
Approach	0	1	17	18	0	7	26	33
Departure	0	3	65	68	0	0	58	58
Total	0	4	82	86	0	7	84	91
Total Approaches								
Approach	0	4	82	86	0	7	84	91
Departure	0	4	82	86	0	7	84	91
Total	0	8	164	172	0	14	168	182

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
7 . Dwy. 2/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	26	26	0	3	25	28
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	1,297	0	12	1,309	1,863	0	38	1,901
EBR	0	0	29	29	0	0	37	37
WBL	0	0	26	26	0	0	36	36
WBT	1,323	0	30	1,353	1,650	0	12	1,662
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	26	26	0	3	25	28
Departure	0	0	55	55	0	0	73	73
Total	0	0	81	81	0	3	98	101
East Leg								
Approach	1,323	0	56	1,379	1,650	0	48	1,698
Departure	1,297	0	38	1,335	1,863	3	63	1,929
Total	2,620	0	94	2,714	3,512	3	111	3,626
West Leg								
Approach	1,297	0	41	1,338	1,863	0	75	1,938
Departure	1,323	0	30	1,353	1,650	0	12	1,662
Total	2,620	0	71	2,691	3,512	0	87	3,599
Total Approaches								
Approach	2,620	0	123	2,743	3,512	3	148	3,663
Departure	2,620	0	123	2,743	3,512	3	148	3,663
Total	5,240	0	246	5,486	7,025	6	296	7,327

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
8 . Dwy. 3-Frank Ave/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	2	2	0	0	2	2
NBR	0	0	0	0	0	0	0	0
SBL	0	0	5	5	0	0	14	14
SBT	0	0	2	2	0	0	2	2
SBR	0	0	35	35	0	0	24	24
EBL	0	0	17	17	0	3	17	20
EBT	0	0	2	2	0	4	6	10
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	0	10	10	0	0	7	7
WBR	0	0	8	8	0	0	6	6
North Leg								
Approach	0	0	42	42	0	0	40	40
Departure	0	0	27	27	0	3	25	28
Total	0	0	69	69	0	3	65	68
South Leg								
Approach	0	0	2	2	0	0	2	2
Departure	0	0	2	2	0	0	2	2
Total	0	0	4	4	0	0	4	4
East Leg								
Approach	0	0	18	18	0	0	13	13
Departure	0	0	7	7	0	4	20	24
Total	0	0	25	25	0	4	33	37
West Leg								
Approach	0	0	19	19	0	7	23	30
Departure	0	0	45	45	0	0	31	31
Total	0	0	64	64	0	7	54	61
Total Approaches								
Approach	0	0	81	81	0	7	78	85
Departure	0	0	81	81	0	7	78	85
Total	0	0	162	162	0	14	156	170

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
9 . Dwy. 4/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	6	6	0	0	4	4
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	1,297	0	34	1,331	1,863	0	59	1,922
EBR	0	0	4	4	0	0	4	4
WBL	0	0	0	0	0	0	0	0
WBT	1,323	0	56	1,379	1,650	0	48	1,698
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	6	6	0	0	4	4
Departure	0	0	4	4	0	0	4	4
Total	0	0	10	10	0	0	8	8
East Leg								
Approach	1,323	0	56	1,379	1,650	0	48	1,698
Departure	1,297	0	40	1,337	1,863	0	63	1,926
Total	2,620	0	96	2,716	3,512	0	111	3,623
West Leg								
Approach	1,297	0	38	1,335	1,863	0	63	1,926
Departure	1,323	0	56	1,379	1,650	0	48	1,698
Total	2,620	0	94	2,714	3,512	0	111	3,623
Total Approaches								
Approach	2,620	0	100	2,720	3,512	0	115	3,627
Departure	2,620	0	100	2,720	3,512	0	115	3,627
Total	5,240	0	200	5,440	7,025	0	230	7,255

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
10 . Dwy. 5-Lucretia Ave/Limonite Ave								
NBL	0	4	37	41	0	6	25	31
NBT	0	0	0	0	0	0	0	0
NBR	0	10	10	20	0	15	7	22
SBL	12	0	0	12	17	0	0	17
SBT	0	0	0	0	0	0	0	0
SBR	101	0	0	101	113	0	0	113
EBL	71	0	0	71	122	0	0	122
EBT	1,671	0	31	1,702	1,874	0	33	1,907
EBR	0	0	9	9	0	0	29	29
WBL	8	0	7	15	0	0	24	24
WBT	1,410	0	19	1,429	1,800	0	23	1,823
WBR	21	0	0	21	8	0	0	8
North Leg								
Approach	113	0	0	113	129	0	0	129
Departure	92	0	0	92	131	0	0	131
Total	205	0	0	205	260	0	0	260
South Leg								
Approach	0	14	47	61	0	21	32	53
Departure	8	0	16	24	0	0	53	53
Total	8	14	63	85	0	21	85	106
East Leg								
Approach	1,439	0	26	1,465	1,808	0	47	1,855
Departure	1,683	10	41	1,734	1,891	15	40	1,946
Total	3,122	10	67	3,199	3,699	15	87	3,801
West Leg								
Approach	1,742	0	40	1,782	1,997	0	62	2,059
Departure	1,511	4	56	1,571	1,913	6	48	1,967
Total	3,253	4	96	3,353	3,909	6	110	4,025
Total Approaches								
Approach	3,294	14	113	3,421	3,934	21	141	4,096
Departure	3,294	14	113	3,421	3,934	21	141	4,096
Total	6,589	28	226	6,843	7,869	42	282	8,193

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
11 . Dwy. 6/63rd St								
NBL	0	0	0	0	0	0	0	0
NBT	0	10	0	10	0	15	0	15
NBR	0	0	0	0	0	0	0	0
SBL	0	0	6	6	0	0	19	19
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	11	0	0	11	17	0	0	17
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	4	0	0	4	6	0	0	6
WBR	0	4	16	20	0	6	11	17
North Leg								
Approach	0	0	6	6	0	0	19	19
Departure	0	14	16	30	0	21	11	32
Total	0	14	22	36	0	21	30	51
South Leg								
Approach	0	10	0	10	0	15	0	15
Departure	0	0	0	0	0	0	0	0
Total	0	10	0	10	0	15	0	15
East Leg								
Approach	4	4	16	24	6	6	11	23
Departure	11	0	6	17	17	0	19	36
Total	15	4	22	41	23	6	30	59
West Leg								
Approach	11	0	0	11	17	0	0	17
Departure	4	0	0	4	6	0	0	6
Total	15	0	0	15	23	0	0	23
Total Approaches								
Approach	15	14	22	51	23	21	30	74
Departure	15	14	22	51	23	21	30	74
Total	29	28	44	101	46	42	60	148

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
12 . Dwy. 7/Limonite Ave								
NBL	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0
NBR	0	0	11	11	0	0	7	7
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	1,246	0	43	1,289	1,764	0	29	1,793
EBR	0	0	5	5	0	0	15	15
WBL	0	0	0	0	0	0	0	0
WBT	1,261	0	26	1,287	1,563	0	47	1,610
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	0	0	11	11	0	0	7	7
Departure	0	0	5	5	0	0	15	15
Total	0	0	16	16	0	0	22	22
East Leg								
Approach	1,261	0	26	1,287	1,563	0	47	1,610
Departure	1,246	0	54	1,300	1,764	0	36	1,800
Total	2,507	0	80	2,587	3,327	0	83	3,410
West Leg								
Approach	1,246	0	48	1,294	1,764	0	44	1,808
Departure	1,261	0	26	1,287	1,563	0	47	1,610
Total	2,507	0	74	2,581	3,327	0	91	3,418
Total Approaches								
Approach	2,507	0	85	2,592	3,327	0	98	3,425
Departure	2,507	0	85	2,592	3,327	0	98	3,425
Total	5,015	0	170	5,185	6,655	0	196	6,851

Table C-11: Year 2045 With Project Peak Hour Volume Summary

	2,045 NP	Adjust.	Project Trips	2,045 With Project	2,045 NP	Adjust.	Project Trips	2,045 With Project
13 . Etiwanda Ave/Limonite Ave								
NBL	83	0	8	91	121	0	13	134
NBT	232	0	0	232	231	0	0	231
NBR	128	0	0	128	190	0	0	190
SBL	156	0	0	156	188	0	0	188
SBT	151	0	0	151	255	0	0	255
SBR	231	0	10	241	316	0	16	332
EBL	432	0	15	447	275	0	10	285
EBT	1,203	0	19	1,222	1,545	0	14	1,559
EBR	48	0	13	61	71	0	9	80
WBL	87	0	0	87	106	0	0	106
WBT	1,124	0	11	1,135	1,372	0	20	1,392
WBR	189	0	0	189	182	0	0	182
North Leg								
Approach	538	0	10	548	759	0	16	775
Departure	853	0	15	868	688	0	10	698
Total	1,391	0	25	1,416	1,447	0	26	1,473
South Leg								
Approach	443	0	8	451	542	0	13	555
Departure	286	0	13	299	432	0	9	441
Total	729	0	21	750	974	0	22	996
East Leg								
Approach	1,400	0	11	1,411	1,659	0	20	1,679
Departure	1,487	0	19	1,506	1,923	0	14	1,937
Total	2,888	0	30	2,918	3,583	0	34	3,617
West Leg								
Approach	1,683	0	47	1,730	1,891	0	33	1,924
Departure	1,438	0	29	1,467	1,809	0	49	1,858
Total	3,121	0	76	3,197	3,700	0	82	3,782
Total Approaches								
Approach	4,065	0	76	4,141	4,852	0	82	4,934
Departure	4,065	0	76	4,141	4,852	0	82	4,934
Total	8,129	0	152	8,281	9,704	0	164	9,868

APPENDIX D:
LEVEL OF SERVICE/TIMING WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↰	↱↱
Traffic Volume (veh/h)	0	971	516	0	892	676	0	0	0	231	1	591
Future Volume (veh/h)	0	971	516	0	892	676	0	0	0	231	1	591
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1022	543	0	939	712				244	0	622
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3546	1101	0	3546	1471				832	0	741
Arrive On Green	0.00	0.68	0.68	0.00	0.68	0.68				0.23	0.00	0.23
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1022	543	0	939	712				244	0	622
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	10.9	22.5	0.0	9.8	9.6				7.8	0.0	25.8
Cycle Q Clear(g_c), s	0.0	10.9	22.5	0.0	9.8	9.6				7.8	0.0	25.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3546	1101	0	3546	1471				832	0	741
V/C Ratio(X)	0.00	0.29	0.49	0.00	0.26	0.48				0.29	0.00	0.84
Avail Cap(c_a), veh/h	0	3546	1101	0	3546	1471				832	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.53	0.53				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	10.6	0.0	8.6	0.9				44.5	0.0	51.4
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.1	0.6				0.9	0.0	11.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	7.3	0.0	3.4	11.4				3.6	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.8	10.9	0.0	8.7	1.5				45.4	0.0	62.5
LnGrp LOS		A	B		A	A				D		E
Approach Vol, veh/h		1565			1651						866	
Approach Delay, s/veh		9.5			5.6						57.7	
Approach LOS		A			A						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	102.0	38.0	102.0
Change Period (Y+Rc), s	6.3	5.8	6.3
Max Green Setting (Gmax), s	37.7	32.2	51.7
Max Q Clear Time (g_c+I1), s	24.5	27.8	11.8
Green Ext Time (p_c), s	7.0	1.6	11.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	498	704	0	1123	427	445	0	439	0	0	0
Future Volume (veh/h)	0	498	704	0	1123	427	445	0	439	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	519	733	0	1170	445	464	0	457			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3612	1471	0	3612	1121	786	0	699			
Arrive On Green	0.00	0.70	0.70	0.00	0.70	0.70	0.22	0.00	0.22			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	519	733	0	1170	445	464	0	457			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	4.7	10.1	0.0	12.4	16.2	16.1	0.0	18.1			
Cycle Q Clear(g_c), s	0.0	4.7	10.1	0.0	12.4	16.2	16.1	0.0	18.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3612	1471	0	3612	1121	786	0	699			
V/C Ratio(X)	0.00	0.14	0.50	0.00	0.32	0.40	0.59	0.00	0.65			
Avail Cap(c_a), veh/h	0	3612	1471	0	3612	1121	786	0	699			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.63	0.63	0.00	0.46	0.46	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.2	1.0	0.0	8.3	8.9	49.2	0.0	50.0			
Incr Delay (d2), s/veh	0.0	0.1	0.8	0.0	0.0	0.1	3.2	0.0	4.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.6	11.4	0.0	4.2	5.1	7.7	0.0	7.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.2	1.7	0.0	8.4	9.0	52.5	0.0	54.7			
LnGrp LOS		A	A		A	A	D		D			
Approach Vol, veh/h		1252			1615			921				
Approach Delay, s/veh		4.0			8.5			53.6				
Approach LOS		A			A			D				

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	103.8		103.8		36.2			
Change Period (Y+Rc), s	6.3		6.3		5.8			
Max Green Setting (Gmax), s	51.3		39.9		30.4			
Max Q Clear Time (g_c+I1), s	12.1		18.2		20.1			
Green Ext Time (p_c), s	7.3		9.9		2.8			

Intersection Summary								
HCM 6th Ctrl Delay, s/veh	18.0							
HCM 6th LOS	B							

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	736	133	96	1016	2	360	35	85	1	25	95
Future Volume (veh/h)	67	736	133	96	1016	2	360	35	85	1	25	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	775	140	101	1069	2	379	37	89	1	26	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1509	468	166	1566	486	313	843	714	66	134	516
Arrive On Green	0.04	0.29	0.29	0.09	0.60	0.60	0.09	0.44	0.44	0.04	0.39	0.39
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	343	1319
Grp Volume(v), veh/h	71	775	140	101	1069	2	379	37	89	1	0	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1663
Q Serve(g_s), s	4.0	13.7	7.4	3.0	15.3	0.1	9.8	1.2	3.6	0.1	0.0	5.5
Cycle Q Clear(g_c), s	4.0	13.7	7.4	3.0	15.3	0.1	9.8	1.2	3.6	0.1	0.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	66	1509	468	166	1566	486	313	843	714	66	0	650
V/C Ratio(X)	1.08	0.51	0.30	0.61	0.68	0.00	1.21	0.04	0.12	0.02	0.00	0.19
Avail Cap(c_a), veh/h	66	1509	468	166	1566	486	313	843	714	66	0	650
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.62	0.62	0.62	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.0	32.5	30.3	48.8	18.2	15.2	50.1	17.4	18.0	51.1	0.0	22.1
Incr Delay (d2), s/veh	130.9	1.2	1.5	2.9	1.5	0.0	121.2	0.1	0.4	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.7	3.1	1.3	4.3	0.0	9.5	0.6	1.4	0.0	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	183.9	33.7	31.8	51.7	19.8	15.2	171.3	17.5	18.4	51.1	0.0	22.7
LnGrp LOS	F	C	C	D	B	B	F	B	B	D		C
Approach Vol, veh/h		986			1172			505			127	
Approach Delay, s/veh		44.2			22.5			133.1			23.0	
Approach LOS		D			C			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	37.8	14.0	48.8	8.2	39.0	8.2	54.6
Change Period (Y+Rc), s	4.2	5.8	4.2	5.8	4.2	5.8	4.2	5.8
Max Green Setting (Gmax), s	5.2	32.0	9.8	43.0	4.0	33.2	4.0	48.8
Max Q Clear Time (g_c+I1), s	5.0	15.7	11.8	7.5	6.0	17.3	2.1	5.6
Green Ext Time (p_c), s	0.0	6.6	0.0	0.5	0.0	8.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	50.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	627	79	33	839	87	103	86	51	61	65	171
Future Volume (veh/h)	116	627	79	33	839	87	103	86	51	61	65	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	682	86	36	912	95	112	93	55	66	71	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	1384	617	46	1119	499	139	813	448	85	1149	512
Arrive On Green	0.17	0.77	0.77	0.01	0.10	0.10	0.08	0.36	0.36	0.05	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	2245	1238	1810	3610	1610
Grp Volume(v), veh/h	126	682	86	36	912	95	112	73	75	66	71	186
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1677	1810	1805	1610
Q Serve(g_s), s	7.4	7.8	1.1	2.2	27.2	4.8	6.7	3.0	3.3	4.0	1.5	9.8
Cycle Q Clear(g_c), s	7.4	7.8	1.1	2.2	27.2	4.8	6.7	3.0	3.3	4.0	1.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	153	1384	617	46	1119	499	139	654	608	85	1149	512
V/C Ratio(X)	0.83	0.49	0.14	0.78	0.81	0.19	0.81	0.11	0.12	0.77	0.06	0.36
Avail Cap(c_a), veh/h	183	1384	617	105	1119	499	161	654	608	156	1149	512
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	8.8	4.0	54.2	46.3	23.5	50.0	23.3	23.4	51.8	26.1	28.9
Incr Delay (d2), s/veh	17.3	1.1	0.4	8.8	5.6	0.7	19.5	0.3	0.4	5.5	0.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.3	0.6	1.1	13.9	2.5	3.8	1.3	1.4	1.9	0.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.3	9.9	4.4	63.1	51.9	24.2	69.5	23.7	23.8	57.3	26.2	30.9
LnGrp LOS	E	A	A	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		894			1043			260			323	
Approach Delay, s/veh		16.8			49.8			43.5			35.3	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	48.0	14.2	40.8	15.1	39.9	9.4	45.6
Change Period (Y+Rc), s	4.2	5.8	5.8	* 5.8	5.8	* 5.8	4.2	5.8
Max Green Setting (Gmax), s	6.4	38.8	9.8	* 35	11.1	* 34	9.5	35.3
Max Q Clear Time (g_c+I1), s	4.2	9.8	8.7	11.8	9.4	29.2	6.0	5.3
Green Ext Time (p_c), s	0.0	7.1	0.0	0.6	0.0	3.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	35.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

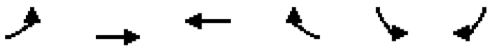
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	237	0	1	176
Future Vol, veh/h	0	3	237	0	1	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	286	0	1	212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	394	143	0	0	286	0
Stage 1	286	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*695	885	-	-	1288	-
Stage 1	*743	-	-	-	-	-
Stage 2	*968	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*694	885	-	-	1288	-
Mov Cap-2 Maneuver	*671	-	-	-	-	-
Stage 1	*743	-	-	-	-	-
Stage 2	*967	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	885	1288	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s/veh)	-	-	9.1	7.8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	682	875	19	11	84
Future Volume (veh/h)	57	682	875	19	11	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	758	972	21	12	93
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	184	2304	1747	38	490	436
Arrive On Green	0.20	1.00	0.97	0.97	0.27	0.27
Sat Flow, veh/h	1810	3705	3708	78	1810	1610
Grp Volume(v), veh/h	63	758	486	507	12	93
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1886	1810	1610
Q Serve(g_s), s	3.3	0.0	2.1	2.1	0.5	4.9
Cycle Q Clear(g_c), s	3.3	0.0	2.1	2.1	0.5	4.9
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	184	2304	873	912	490	436
V/C Ratio(X)	0.34	0.33	0.56	0.56	0.02	0.21
Avail Cap(c_a), veh/h	211	2304	873	912	490	436
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.62	0.62	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	1.0	1.0	29.4	31.0
Incr Delay (d2), s/veh	1.0	0.3	1.6	1.5	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.8	0.8	0.2	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.6	0.3	2.6	2.5	29.5	32.1
LnGrp LOS	D	A	A	A	C	C
Approach Vol, veh/h		821	993		105	
Approach Delay, s/veh		3.5	2.5		31.8	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.0		34.0	17.0	59.0
Change Period (Y+Rc), s		5.8		4.2	5.8	* 5.8
Max Green Setting (Gmax), s		70.2		29.8	12.8	* 53
Max Q Clear Time (g_c+I1), s		2.0		6.9	5.3	4.1
Green Ext Time (p_c), s		5.3		0.3	0.1	6.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	4.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	579	11	65	747	146	34	95	118	107	78	121
Future Volume (veh/h)	103	579	11	65	747	146	34	95	118	107	78	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	623	12	70	803	157	37	102	127	115	84	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1273	568	563	1813	354	105	591	527	133	1237	
Arrive On Green	0.02	0.12	0.12	0.31	0.60	0.60	0.06	0.33	0.33	0.07	0.34	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3010	589	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	111	623	12	70	481	479	37	102	127	115	84	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1794	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.7	17.8	0.7	3.0	15.9	15.9	2.2	4.4	6.3	6.9	1.7	0.0
Cycle Q Clear(g_c), s	6.7	17.8	0.7	3.0	15.9	15.9	2.2	4.4	6.3	6.9	1.7	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1273	568	563	1087	1080	105	591	527	133	1237	
V/C Ratio(X)	0.83	0.49	0.02	0.12	0.44	0.44	0.35	0.17	0.24	0.86	0.07	
Avail Cap(c_a), veh/h	133	1273	568	563	1087	1080	105	591	527	133	1237	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.0	39.3	31.8	27.1	11.9	11.9	49.8	26.4	27.0	50.4	24.3	0.0
Incr Delay (d2), s/veh	32.5	1.3	0.1	0.1	1.3	1.3	1.5	0.6	1.1	39.8	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	8.7	0.3	1.3	5.9	5.9	1.0	2.0	2.5	4.5	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.5	40.6	31.8	27.2	13.2	13.2	51.3	27.0	28.1	90.2	24.4	0.0
LnGrp LOS	F	D	C	C	B	B	D	C	C	F	C	
Approach Vol, veh/h		746			1030			266			199	
Approach Delay, s/veh		47.1			14.1			30.9			62.5	
Approach LOS		D			B			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	45.0	11.3	43.5	13.0	72.9	13.0	41.8
Change Period (Y+Rc), s	6.2	* 6.2	4.9	5.8	4.9	6.2	4.9	5.8
Max Green Setting (Gmax), s	5.3	* 39	6.4	37.7	8.1	36.0	8.1	36.0
Max Q Clear Time (g_c+I1), s	5.0	19.8	4.2	3.7	8.7	17.9	8.9	8.3
Green Ext Time (p_c), s	0.0	5.0	0.0	0.4	0.0	7.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	31.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↰	↱↱
Traffic Volume (veh/h)	0	1154	446	0	1158	459	0	0	0	428	0	822
Future Volume (veh/h)	0	1154	446	0	1158	459	0	0	0	428	0	822
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1202	465	0	1206	478				446	0	856
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3620	1124	0	3620	1471				781	0	695
Arrive On Green	0.00	0.70	0.70	0.00	0.70	0.70				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1202	465	0	1206	478				446	0	856
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	12.8	17.2	0.0	12.8	5.1				15.4	0.0	30.2
Cycle Q Clear(g_c), s	0.0	12.8	17.2	0.0	12.8	5.1				15.4	0.0	30.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3620	1124	0	3620	1471				781	0	695
V/C Ratio(X)	0.00	0.33	0.41	0.00	0.33	0.32				0.57	0.00	1.23
Avail Cap(c_a), veh/h	0	3620	1124	0	3620	1471				781	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.50	0.50				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.3	9.0	0.0	8.3	0.7				49.1	0.0	54.9
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.1	0.3				3.0	0.0	116.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	5.4	0.0	4.3	5.7				7.3	0.0	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.4	9.2	0.0	8.5	1.0				52.1	0.0	171.7
LnGrp LOS		A	A		A	A				D		F
Approach Vol, veh/h		1667			1684						1302	
Approach Delay, s/veh		8.6			6.3						130.7	
Approach LOS		A			A						F	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		104.0		36.0		104.0						
Change Period (Y+Rc), s		6.3		5.8		6.3						
Max Green Setting (Gmax), s		41.7		30.2		49.7						
Max Q Clear Time (g_c+I1), s		19.2		32.2		14.8						
Green Ext Time (p_c), s		10.4		0.0		12.5						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			42.0									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1088	494	0	1121	274	496	2	850	0	0	0
Future Volume (veh/h)	0	1088	494	0	1121	274	496	2	850	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1110	504	0	1144	280	507	0	867			
Peak Hour Factor	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			
Cap, veh/h	0	3546	1471	0	3546	1101	832	0	741			
Arrive On Green	0.00	0.68	0.68	0.00	0.68	0.68	0.23	0.00	0.23			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1110	504	0	1144	280	507	0	867			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	12.1	5.5	0.0	12.5	9.3	17.6	0.0	32.2			
Cycle Q Clear(g_c), s	0.0	12.1	5.5	0.0	12.5	9.3	17.6	0.0	32.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3546	1471	0	3546	1101	832	0	741			
V/C Ratio(X)	0.00	0.31	0.34	0.00	0.32	0.25	0.61	0.00	1.17			
Avail Cap(c_a), veh/h	0	3546	1471	0	3546	1101	832	0	741			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.55	0.55	0.00	0.37	0.37	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.8	0.0	9.0	8.5	48.3	0.0	53.9			
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.0	0.0	0.0	3.3	0.0	90.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.2	6.6	0.0	4.3	3.0	8.4	0.0	22.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.0	1.1	0.0	9.0	8.5	51.6	0.0	144.7			
LnGrp LOS		A	A		A	A	D		F			
Approach Vol, veh/h		1614			1424			1374				
Approach Delay, s/veh		6.6			8.9			110.4				
Approach LOS		A			A			F				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		102.0				102.0		38.0				
Change Period (Y+Rc), s		6.3				6.3		5.8				
Max Green Setting (Gmax), s		51.7				37.7		32.2				
Max Q Clear Time (g_c+I1), s		14.1				14.5		34.2				
Green Ext Time (p_c), s		11.8				9.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			39.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1363	336	180	942	7	365	48	139	3	38	67
Future Volume (veh/h)	143	1363	336	180	942	7	365	48	139	3	38	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	1391	343	184	961	7	372	49	142	3	39	68
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	972	1528	474	1886	1528	474	249	899	762	6	243	424
Arrive On Green	0.54	0.29	0.29	1.00	0.59	0.59	0.07	0.47	0.47	0.00	0.39	0.39
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	621	1084
Grp Volume(v), veh/h	146	1391	343	184	961	7	372	49	142	3	0	107
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1705
Q Serve(g_s), s	4.5	28.4	21.0	0.0	13.3	0.3	7.8	1.5	4.1	0.2	0.0	4.5
Cycle Q Clear(g_c), s	4.5	28.4	21.0	0.0	13.3	0.3	7.8	1.5	4.1	0.2	0.0	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	972	1528	474	1886	1528	474	249	899	762	6	0	666
V/C Ratio(X)	0.15	0.91	0.72	0.10	0.63	0.01	1.49	0.05	0.19	0.52	0.00	0.16
Avail Cap(c_a), veh/h	972	1528	474	1886	1528	474	249	899	762	66	0	666
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	37.4	34.8	0.0	18.7	39.0	51.1	15.7	9.1	54.7	0.0	21.8
Incr Delay (d2), s/veh	0.0	7.6	7.0	0.0	1.2	0.0	242.5	0.1	0.5	24.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.5	9.1	0.0	3.9	0.1	11.8	0.7	2.1	0.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	45.0	41.8	0.0	19.8	39.0	293.6	15.8	9.7	79.1	0.0	22.3
LnGrp LOS	B	D	D	A	B	D	F	B	A	E		C
Approach Vol, veh/h		1880			1152			563			110	
Approach Delay, s/veh		41.9			16.8			197.8			23.8	
Approach LOS		D			B			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	64.5	38.2	13.6	48.8	64.5	38.2	4.6	57.8
Change Period (Y+Rc), s	4.2	5.8	5.8	* 5.8	4.2	5.8	4.2	5.8
Max Green Setting (Gmax), s	60.3	32.4	7.8	* 43	60.3	32.4	4.0	46.8
Max Q Clear Time (g_c+I1), s	12.0	30.4	9.8	6.5	6.5	15.3	2.2	6.1
Green Ext Time (p_c), s	0.1	1.7	0.0	0.4	0.0	7.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	57.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1197	128	41	864	92	87	42	36	112	93	178
Future Volume (veh/h)	179	1197	128	41	864	92	87	42	36	112	93	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	1260	135	43	909	97	92	44	38	118	98	187
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	1471	656	55	1096	489	112	565	434	161	1149	512
Arrive On Green	0.24	0.82	0.82	0.01	0.10	0.10	0.06	0.29	0.29	0.09	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1943	1493	1810	3610	1610
Grp Volume(v), veh/h	188	1260	135	43	909	97	92	40	42	118	98	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1631	1810	1805	1610
Q Serve(g_s), s	11.0	23.5	1.5	2.6	27.2	6.1	5.5	1.8	2.0	7.0	2.1	9.9
Cycle Q Clear(g_c), s	11.0	23.5	1.5	2.6	27.2	6.1	5.5	1.8	2.0	7.0	2.1	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	217	1471	656	55	1096	489	112	525	475	161	1149	512
V/C Ratio(X)	0.87	0.86	0.21	0.78	0.83	0.20	0.82	0.08	0.09	0.73	0.09	0.37
Avail Cap(c_a), veh/h	243	1471	656	112	1096	489	112	525	475	161	1149	512
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	8.2	3.4	54.1	46.7	37.2	51.0	28.3	28.4	48.8	26.3	28.9
Incr Delay (d2), s/veh	11.3	3.0	0.3	6.8	6.0	0.7	34.9	0.3	0.4	13.9	0.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.8	0.7	1.3	14.0	2.6	3.6	0.8	0.8	3.8	0.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	11.2	3.7	60.9	52.7	37.9	85.9	28.6	28.7	62.7	26.4	30.9
LnGrp LOS	D	B	A	E	D	D	F	C	C	E	C	C
Approach Vol, veh/h		1583			1049			174			403	
Approach Delay, s/veh		15.4			51.7			58.9			39.1	
Approach LOS		B			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	50.6	11.0	40.8	19.0	39.2	14.0	37.8
Change Period (Y+Rc), s	4.2	5.8	4.2	5.8	5.8	* 5.8	4.2	5.8
Max Green Setting (Gmax), s	6.8	41.4	6.8	35.0	14.8	* 33	9.8	32.0
Max Q Clear Time (g_c+I1), s	4.6	25.5	7.5	11.9	13.0	29.2	9.0	4.0
Green Ext Time (p_c), s	0.0	10.2	0.0	0.7	0.0	2.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

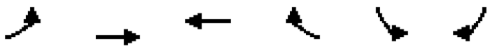
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	165	4	3	259
Future Vol, veh/h	0	0	165	4	3	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	174	4	3	273

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	319	89	0	0	178	0
Stage 1	176	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*847	958	-	-	1410	-
Stage 1	*843	-	-	-	-	-
Stage 2	*942	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*845	958	-	-	1410	-
Mov Cap-2 Maneuver	*769	-	-	-	-	-
Stage 1	*843	-	-	-	-	-
Stage 2	*940	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1410	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s/veh)	-	-	0	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	1240	910	8	15	87
Future Volume (veh/h)	105	1240	910	8	15	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	1319	968	9	16	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	250	2337	1672	16	474	422
Arrive On Green	0.28	1.00	0.91	0.91	0.26	0.26
Sat Flow, veh/h	1810	3705	3760	34	1810	1610
Grp Volume(v), veh/h	112	1319	477	500	16	93
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1894	1810	1610
Q Serve(g_s), s	5.6	0.0	5.4	5.4	0.7	5.0
Cycle Q Clear(g_c), s	5.6	0.0	5.4	5.4	0.7	5.0
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	250	2337	824	864	474	422
V/C Ratio(X)	0.45	0.56	0.58	0.58	0.03	0.22
Avail Cap(c_a), veh/h	276	2337	824	864	474	422
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	2.8	2.8	30.2	31.8
Incr Delay (d2), s/veh	0.6	0.4	1.9	1.8	0.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.1	1.5	1.5	0.3	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.9	0.4	4.7	4.6	30.4	33.0
LnGrp LOS	D	A	A	A	C	C
Approach Vol, veh/h		1431	977		109	
Approach Delay, s/veh		3.3	4.7		32.6	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.0		33.0	21.0	56.0
Change Period (Y+Rc), s		5.8		4.2	5.8	* 5.8
Max Green Setting (Gmax), s		71.2		28.8	16.8	* 50
Max Q Clear Time (g_c+I1), s		2.0		7.0	7.6	7.4
Green Ext Time (p_c), s		12.2		0.3	0.1	6.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1034	46	101	734	126	60	156	165	129	139	124
Future Volume (veh/h)	175	1034	46	101	734	126	60	156	165	129	139	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	1066	47	104	757	130	62	161	170	133	143	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	1280	571	774	2110	362	137	591	527	117	1113	
Arrive On Green	0.04	0.12	0.12	0.43	0.68	0.68	0.08	0.33	0.33	0.06	0.31	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3081	529	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	180	1066	47	104	443	444	62	161	170	133	143	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1805	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.9	31.8	2.9	3.8	11.3	11.3	3.6	7.2	8.7	7.1	3.1	0.0
Cycle Q Clear(g_c), s	10.9	31.8	2.9	3.8	11.3	11.3	3.6	7.2	8.7	7.1	3.1	0.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	1280	571	774	1236	1236	137	591	527	117	1113	
V/C Ratio(X)	0.91	0.83	0.08	0.13	0.36	0.36	0.45	0.27	0.32	1.14	0.13	
Avail Cap(c_a), veh/h	197	1280	571	774	1236	1236	151	591	527	117	1113	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.5	45.4	32.6	19.1	7.2	7.2	48.7	27.3	27.8	51.5	27.4	0.0
Incr Delay (d2), s/veh	34.7	5.3	0.2	0.1	0.8	0.8	1.7	1.1	1.6	125.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	16.1	1.1	1.5	3.7	3.7	1.7	3.2	3.5	7.2	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.2	50.7	32.8	19.2	8.1	8.1	50.4	28.5	29.4	176.9	27.6	0.0
LnGrp LOS	F	D	C	B	A	A	D	C	C	F	C	
Approach Vol, veh/h		1293			991			393			276	
Approach Delay, s/veh		55.1			9.2			32.4			99.5	
Approach LOS		E			A			C			F	

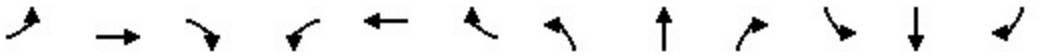
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	45.2	14.1	39.7	16.9	82.3	12.0	41.8
Change Period (Y+Rc), s	6.2	* 6.2	5.8	* 5.8	4.9	6.2	4.9	5.8
Max Green Setting (Gmax), s	6.1	* 39	9.2	* 34	12.0	33.1	7.1	36.0
Max Q Clear Time (g_c+I1), s	5.8	33.8	5.6	5.1	12.9	13.3	9.1	10.7
Green Ext Time (p_c), s	0.0	3.5	0.0	0.8	0.0	7.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



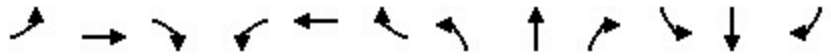
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↲	↱↱
Traffic Volume (veh/h)	0	1010	537	0	928	703	0	0	0	240	1	615
Future Volume (veh/h)	0	1010	537	0	928	703	0	0	0	240	1	615
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1063	565	0	977	740				254	0	647
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2658	825	0	2658	1211				868	0	772
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.51				0.24	0.00	0.24
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1063	565	0	977	740				254	0	647
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	15.1	31.6	0.0	13.6	25.3				6.9	0.0	22.9
Cycle Q Clear(g_c), s	0.0	15.1	31.6	0.0	13.6	25.3				6.9	0.0	22.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2658	825	0	2658	1211				868	0	772
V/C Ratio(X)	0.00	0.40	0.68	0.00	0.37	0.61				0.29	0.00	0.84
Avail Cap(c_a), veh/h	0	2658	825	0	2658	1211				1493	0	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.90	0.90				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	22.0	0.0	17.6	6.8				37.3	0.0	43.4
Incr Delay (d2), s/veh	0.0	0.1	2.4	0.0	0.4	2.1				0.2	0.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	11.6	0.0	5.2	18.0				3.1	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.0	24.3	0.0	17.9	8.9				37.5	0.0	45.9
LnGrp LOS		B	C		B	A				D		D
Approach Vol, veh/h		1628			1717						901	
Approach Delay, s/veh		20.2			14.0						43.5	
Approach LOS		C			B						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	66.0	33.3	66.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	61.5	49.5	61.5
Max Q Clear Time (g_c+I1), s	33.6	24.9	27.3
Green Ext Time (p_c), s	10.7	3.8	12.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	518	732	0	1168	444	463	0	457	0	0	0
Future Volume (veh/h)	0	518	732	0	1168	444	463	0	457	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	540	762	0	1217	462	482	0	476			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3806	1489	0	3806	1181	692	0	616			
Arrive On Green	0.00	0.73	0.73	0.00	1.00	1.00	0.19	0.00	0.19			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	540	762	0	1217	462	482	0	476			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	3.7	8.1	0.0	0.0	0.0	14.9	0.0	16.8			
Cycle Q Clear(g_c), s	0.0	3.7	8.1	0.0	0.0	0.0	14.9	0.0	16.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3806	1489	0	3806	1181	692	0	616			
V/C Ratio(X)	0.00	0.14	0.51	0.00	0.32	0.39	0.70	0.00	0.77			
Avail Cap(c_a), veh/h	0	3806	1489	0	3806	1181	1674	0	1489			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.95	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.7	0.6	0.0	0.0	0.0	45.3	0.0	46.0			
Incr Delay (d2), s/veh	0.0	0.1	1.2	0.0	0.0	0.2	1.3	0.0	2.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.1	8.2	0.0	0.0	0.1	6.8	0.0	6.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	4.8	1.8	0.0	0.0	0.2	46.5	0.0	48.1			
LnGrp LOS		A	A		A	A	D		D			
Approach Vol, veh/h		1302			1679			958				
Approach Delay, s/veh		3.1			0.1			47.3				
Approach LOS		A			A			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		92.5				92.5		27.5				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		55.5				55.5		55.5				
Max Q Clear Time (g_c+I1), s		10.1				2.0		18.8				
Green Ext Time (p_c), s		7.9				13.8		4.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

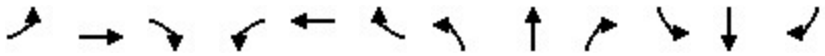
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	765	138	100	1057	2	374	36	88	1	26	99
Future Volume (veh/h)	70	765	138	100	1057	2	374	36	88	1	26	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	805	145	105	1113	2	394	38	93	1	27	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	3006	933	156	2968	921	449	427	362	2	34	130
Arrive On Green	0.10	1.00	1.00	0.09	1.00	1.00	0.13	0.22	0.22	0.00	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	343	1320
Grp Volume(v), veh/h	74	805	145	105	1113	2	394	38	93	1	0	131
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1662
Q Serve(g_s), s	4.8	0.0	0.0	3.5	0.0	0.0	13.2	1.9	5.7	0.1	0.0	9.3
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.5	0.0	0.0	13.2	1.9	5.7	0.1	0.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	94	3006	933	156	2968	921	449	427	362	2	0	163
V/C Ratio(X)	0.79	0.27	0.16	0.67	0.38	0.00	0.88	0.09	0.26	0.40	0.00	0.80
Avail Cap(c_a), veh/h	115	3006	933	231	2968	921	489	887	751	75	0	614
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.1	0.0	0.0	53.8	0.0	0.0	51.4	36.8	38.3	59.9	0.0	53.0
Incr Delay (d2), s/veh	20.1	0.2	0.3	1.6	0.3	0.0	14.7	0.0	0.1	35.0	0.0	3.5
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	2.6	0.1	0.1	1.5	0.1	0.0	6.7	0.9	2.3	0.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.2	0.2	0.3	55.4	0.3	0.0	66.1	36.8	38.4	94.9	0.0	56.4
LnGrp LOS	E	A	A	E	A	A	E	D	D	F		E
Approach Vol, veh/h		1024			1220			525			132	
Approach Delay, s/veh		5.5			5.1			59.1			56.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	74.0	19.8	16.3	10.7	73.2	4.7	31.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.3	33.1	16.7	44.3	7.6	33.4	5.0	56.0
Max Q Clear Time (g_c+I1), s	5.5	2.0	15.2	11.3	6.8	2.0	2.1	7.7
Green Ext Time (p_c), s	0.0	9.1	0.1	0.5	0.0	12.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	652	82	34	873	90	107	89	53	63	68	178
Future Volume (veh/h)	121	652	82	34	873	90	107	89	53	63	68	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	709	89	37	949	98	116	97	58	68	74	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	600	2165	966	53	1076	480	142	385	214	88	513	229
Arrive On Green	0.66	1.00	1.00	0.03	0.30	0.30	0.08	0.17	0.17	0.05	0.14	0.14
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	2235	1246	1810	3610	1610
Grp Volume(v), veh/h	132	709	89	37	949	98	116	77	78	68	74	193
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1676	1810	1805	1610
Q Serve(g_s), s	3.5	0.0	0.0	2.4	30.0	4.5	7.6	4.4	4.8	4.5	2.2	14.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	2.4	30.0	4.5	7.6	4.4	4.8	4.5	2.2	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	600	2165	966	53	1076	480	142	311	288	88	513	229
V/C Ratio(X)	0.22	0.33	0.09	0.69	0.88	0.20	0.82	0.25	0.27	0.77	0.14	0.84
Avail Cap(c_a), veh/h	600	2165	966	101	1194	533	188	584	542	151	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	57.7	40.1	21.4	54.4	43.0	43.1	56.4	45.1	50.2
Incr Delay (d2), s/veh	0.2	0.4	0.2	13.9	9.8	0.9	18.2	0.4	0.5	13.5	0.1	8.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.0	1.3	14.2	2.2	4.2	2.0	2.1	2.4	1.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	0.4	0.2	71.5	49.9	22.3	72.6	43.4	43.6	69.9	45.2	58.4
LnGrp LOS	B	A	A	E	D	C	E	D	D	E	D	E
Approach Vol, veh/h		930			1084			271			335	
Approach Delay, s/veh		2.3			48.2			55.9			57.8	
Approach LOS		A			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	76.5	13.9	21.5	44.3	40.3	10.3	25.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.7	46.5	12.5	36.3	13.5	39.7	10.0	38.8
Max Q Clear Time (g_c+I1), s	4.4	2.0	9.6	16.0	5.5	32.0	6.5	6.8
Green Ext Time (p_c), s	0.0	5.3	0.1	1.0	0.2	3.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

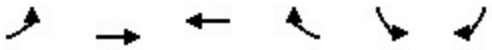
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	246	0	1	183
Future Vol, veh/h	0	3	246	0	1	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	296	0	1	220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	409	148	0	0	296	0
Stage 1	296	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	633	878	-	-	1277	-
Stage 1	734	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	632	878	-	-	1277	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.12	0	0.04
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	878	1277	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s/veh)	-	-	9.1	7.8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	709	910	20	11	87
Future Volume (veh/h)	59	709	910	20	11	87
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	788	1011	22	12	97
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	85	3109	2825	61	135	120
Arrive On Green	0.05	0.86	0.78	0.78	0.07	0.07
Sat Flow, veh/h	1810	3705	3707	79	1810	1610
Grp Volume(v), veh/h	66	788	505	528	12	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1886	1810	1610
Q Serve(g_s), s	5.1	5.4	11.9	11.9	0.9	8.3
Cycle Q Clear(g_c), s	5.1	5.4	11.9	11.9	0.9	8.3
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	85	3109	1412	1475	135	120
V/C Ratio(X)	0.78	0.25	0.36	0.36	0.09	0.81
Avail Cap(c_a), veh/h	226	3109	1412	1475	420	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	66.0	1.7	4.6	4.6	60.4	63.8
Incr Delay (d2), s/veh	13.4	0.2	0.6	0.6	0.3	12.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.9	3.6	3.7	0.4	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	79.4	1.9	5.3	5.2	60.6	75.9
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		854	1033		109	
Approach Delay, s/veh		7.9	5.2		74.2	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		125.1		14.9	11.1	114.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		98.5		32.5	17.5	76.5
Max Q Clear Time (g_c+I1), s		7.4		10.3	7.1	13.9
Green Ext Time (p_c), s		5.6		0.3	0.1	7.0

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



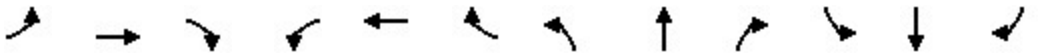
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	602	11	68	777	152	35	99	123	111	81	126
Future Volume (veh/h)	107	602	11	68	777	152	35	99	123	111	81	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	115	647	12	73	835	163	38	106	132	119	87	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	2302	1027	93	1844	360	255	187	167	143	150	
Arrive On Green	0.08	0.64	0.64	0.05	0.61	0.61	0.14	0.10	0.10	0.08	0.04	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3011	588	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	115	647	12	73	500	498	38	106	132	119	87	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1794	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.8	11.1	0.2	5.6	20.8	20.8	2.6	7.8	11.2	9.1	3.3	0.0
Cycle Q Clear(g_c), s	8.8	11.1	0.2	5.6	20.8	20.8	2.6	7.8	11.2	9.1	3.3	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	2302	1027	93	1105	1099	255	187	167	143	150	
V/C Ratio(X)	0.83	0.28	0.01	0.79	0.45	0.45	0.15	0.57	0.79	0.83	0.58	
Avail Cap(c_a), veh/h	213	2302	1027	159	1105	1099	255	481	429	226	1227	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.7	11.2	1.7	65.7	14.6	14.6	52.8	59.8	61.3	63.6	65.9	0.0
Incr Delay (d2), s/veh	12.1	0.3	0.0	10.4	1.3	1.3	0.2	2.7	8.2	11.1	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.2	0.1	2.8	8.2	8.2	1.2	3.7	4.9	4.6	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.8	11.5	1.8	76.1	15.9	15.9	53.0	62.5	69.5	74.7	69.4	0.0
LnGrp LOS	E	B	A	E	B	B	D	E	E	E	E	
Approach Vol, veh/h		774			1071			276			206	
Approach Delay, s/veh		20.9			20.0			64.5			72.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	93.8	24.2	10.3	15.2	90.2	15.6	19.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.3	54.9	7.2	47.6	16.5	50.7	17.5	37.3
Max Q Clear Time (g_c+I1), s	7.6	13.1	4.6	5.3	10.8	22.8	11.1	13.2
Green Ext Time (p_c), s	0.0	6.5	0.0	0.5	0.1	9.4	0.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Notes

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



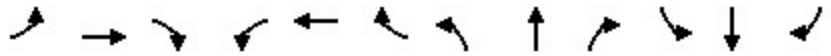
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1026	537	0	950	716	0	0	0	249	1	615
Future Volume (veh/h)	0	1026	537	0	950	716	0	0	0	249	1	615
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1080	565	0	1000	754				263	0	647
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2135	663	0	2135	1050				870	0	774
Arrive On Green	0.00	0.41	0.41	0.00	0.41	0.41				0.24	0.00	0.24
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1080	565	0	1000	754				263	0	647
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	18.6	38.2	0.0	16.9	36.8				7.1	0.0	22.9
Cycle Q Clear(g_c), s	0.0	18.6	38.2	0.0	16.9	36.8				7.1	0.0	22.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2135	663	0	2135	1050				870	0	774
V/C Ratio(X)	0.00	0.51	0.85	0.00	0.47	0.72				0.30	0.00	0.84
Avail Cap(c_a), veh/h	0	2572	798	0	2572	1185				1553	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.90	0.90				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.2	32.0	0.0	25.7	13.7				37.3	0.0	43.3
Incr Delay (d2), s/veh	0.0	0.2	7.6	0.0	0.7	3.8				0.2	0.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	15.4	0.0	6.8	23.5				3.2	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	26.4	39.6	0.0	26.4	17.5				37.5	0.0	45.8
LnGrp LOS		C	D		C	B				D		D
Approach Vol, veh/h		1645			1754						910	
Approach Delay, s/veh		30.9			22.6						43.4	
Approach LOS		C			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	53.9	33.3	53.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	59.5	51.5	59.5
Max Q Clear Time (g_c+I1), s	40.2	24.9	38.8
Green Ext Time (p_c), s	9.2	3.9	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	543	732	0	1204	461	463	0	465	0	0	0
Future Volume (veh/h)	0	543	732	0	1204	461	463	0	465	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	566	762	0	1254	480	482	0	484			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3792	1489	0	3792	1177	702	0	625			
Arrive On Green	0.00	0.73	0.73	0.00	1.00	1.00	0.19	0.00	0.19			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	566	762	0	1254	480	482	0	484			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	4.0	8.1	0.0	0.0	0.0	14.9	0.0	17.1			
Cycle Q Clear(g_c), s	0.0	4.0	8.1	0.0	0.0	0.0	14.9	0.0	17.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3792	1489	0	3792	1177	702	0	625			
V/C Ratio(X)	0.00	0.15	0.51	0.00	0.33	0.41	0.69	0.00	0.77			
Avail Cap(c_a), veh/h	0	3792	1489	0	3792	1177	1674	0	1489			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.94	0.94	0.00	0.87	0.87	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.9	0.6	0.0	0.0	0.0	45.0	0.0	45.9			
Incr Delay (d2), s/veh	0.0	0.1	1.2	0.0	0.0	0.2	1.2	0.0	2.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.2	8.3	0.0	0.0	0.1	6.8	0.0	7.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	5.0	1.8	0.0	0.0	0.2	46.2	0.0	48.0			
LnGrp LOS		A	A		A	A	D		D			
Approach Vol, veh/h		1328			1734			966				
Approach Delay, s/veh		3.2			0.1			47.1				
Approach LOS		A			A			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		92.2				92.2		27.8				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		55.5				55.5		55.5				
Max Q Clear Time (g_c+I1), s		10.1				2.0		19.1				
Green Ext Time (p_c), s		8.2				14.6		4.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	795	138	111	1109	4	374	36	94	3	26	99
Future Volume (veh/h)	70	795	138	111	1109	4	374	36	94	3	26	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	837	145	117	1167	4	394	38	99	3	27	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	664	1086	337	1455	1334	414	449	422	358	7	34	130
Arrive On Green	0.73	0.42	0.42	0.83	0.51	0.51	0.13	0.22	0.22	0.00	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	343	1320
Grp Volume(v), veh/h	74	837	145	117	1167	4	394	38	99	3	0	131
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1662
Q Serve(g_s), s	1.4	16.6	7.7	0.7	23.8	0.1	13.2	1.9	2.3	0.2	0.0	9.3
Cycle Q Clear(g_c), s	1.4	16.6	7.7	0.7	23.8	0.1	13.2	1.9	2.3	0.2	0.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	664	1086	337	1455	1334	414	449	422	358	7	0	163
V/C Ratio(X)	0.11	0.77	0.43	0.08	0.87	0.01	0.88	0.09	0.28	0.42	0.00	0.80
Avail Cap(c_a), veh/h	664	1413	439	1455	1444	448	489	887	751	75	0	614
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	32.4	29.8	6.1	27.4	17.3	51.4	37.1	5.3	59.6	0.0	53.0
Incr Delay (d2), s/veh	0.0	5.1	3.8	0.0	7.4	0.0	14.7	0.0	0.2	13.7	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.8	3.0	0.3	7.3	0.1	6.7	0.9	2.3	0.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	37.5	33.6	6.1	34.8	17.3	66.1	37.1	5.5	73.3	0.0	56.4
LnGrp LOS	B	D	C	A	C	B	E	D	A	E		E
Approach Vol, veh/h		1056			1288			531			134	
Approach Delay, s/veh		35.1			32.1			52.7			56.8	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	29.6	19.8	16.3	48.5	35.4	5.0	31.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.3	32.7	16.7	44.3	7.6	33.4	5.0	56.0
Max Q Clear Time (g_c+I1), s	2.7	18.6	15.2	11.3	3.4	25.8	2.2	4.3
Green Ext Time (p_c), s	0.0	6.5	0.1	0.5	0.0	5.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	688	84	37	895	95	151	100	54	69	74	178
Future Volume (veh/h)	121	688	84	37	895	95	151	100	54	69	74	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	748	91	40	973	103	164	109	59	75	80	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	639	2694	325	56	1200	127	191	692	309	96	502	224
Arrive On Green	0.71	1.00	1.00	0.03	0.25	0.25	0.11	0.19	0.19	0.05	0.14	0.14
Sat Flow, veh/h	1810	4690	566	1810	4764	503	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	132	550	289	40	706	370	164	109	59	75	80	193
Grp Sat Flow(s),veh/h/ln	1810	1729	1798	1810	1729	1809	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	3.0	0.0	0.0	2.6	23.0	23.1	10.7	3.0	3.7	4.9	2.3	14.1
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.6	23.0	23.1	10.7	3.0	3.7	4.9	2.3	14.1
Prop In Lane	1.00		0.32	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	1987	1033	56	871	456	191	692	309	96	502	224
V/C Ratio(X)	0.21	0.28	0.28	0.72	0.81	0.81	0.86	0.16	0.19	0.78	0.16	0.86
Avail Cap(c_a), veh/h	639	1987	1033	98	971	508	264	1273	568	173	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	0.0	57.6	42.2	42.2	52.8	40.4	40.7	56.1	45.5	50.5
Incr Delay (d2), s/veh	0.1	0.3	0.7	6.4	8.1	14.6	14.0	0.0	0.1	5.1	0.1	3.8
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	1.1	0.1	0.2	1.3	10.5	11.8	5.6	1.4	1.5	2.4	1.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	0.3	0.7	64.0	50.3	56.9	66.7	40.5	40.8	61.2	45.5	54.4
LnGrp LOS	B	A	A	E	D	E	E	D	D	E	D	D
Approach Vol, veh/h		971			1116			332			348	
Approach Delay, s/veh		2.0			52.9			53.5			53.8	
Approach LOS		A			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	73.4	17.2	21.2	46.9	34.7	10.9	27.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	41.7	17.5	36.3	14.5	33.7	11.5	42.3
Max Q Clear Time (g_c+I1), s	4.6	2.0	12.7	16.1	5.0	25.1	6.9	5.7
Green Ext Time (p_c), s	0.0	8.5	0.1	0.6	0.1	5.1	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	35.2
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	59	245	9	11	184
Future Vol, veh/h	10	59	245	9	11	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	71	295	11	13	222

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	438	153	0	0	306	0
Stage 1	301	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	552	872	-	-	1266	-
Stage 1	731	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	546	872	-	-	1266	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.89	0	0.44
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	820	1266	-
HCM Lane V/C Ratio	-	-	0.101	0.01	-
HCM Control Delay (s/veh)	-	-	9.9	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	9	48	0	0	20
Future Vol, veh/h	9	9	48	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	10	52	0	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	82	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	926	1021
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	920	1021
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.66	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	1021
HCM Lane V/C Ratio	0.006	-	-	-	0.021
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	781	29	26	1027	0	26
Future Vol, veh/h	781	29	26	1027	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	849	32	28	1116	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	880	0	-	424
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	724	-	0	*798
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	0	-		0
Mov Cap-1 Maneuver	-	-	724	-	-	*798
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.25	9.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	798	-	-	724	-
HCM Lane V/C Ratio	0.035	-	-	0.039	-
HCM Control Delay (s/veh)	9.7	-	-	10.2	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	2	0	0	10	8	0	2	0	5	2	35
Future Vol, veh/h	17	2	0	0	10	8	0	2	0	5	2	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	2	0	0	11	9	0	2	0	5	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	2	0	0	51	59	2	55	54	15
Stage 1	-	-	-	-	-	-	39	39	-	15	15	-
Stage 2	-	-	-	-	-	-	12	20	-	40	39	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1610	-	-	1633	-	-	953	836	1088	947	841	1070
Stage 1	-	-	-	-	-	-	981	866	-	1010	887	-
Stage 2	-	-	-	-	-	-	1014	883	-	980	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1610	-	-	1633	-	-	906	827	1088	934	831	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	827	-	934	831	-
Stage 1	-	-	-	-	-	-	970	856	-	1010	887	-
Stage 2	-	-	-	-	-	-	975	883	-	966	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	6.5	0	9.37	8.63
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	827	1608	-	-	1633	-	-	1038
HCM Lane V/C Ratio	0.003	0.011	-	-	-	-	-	0.044
HCM Control Delay (s/veh)	9.4	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

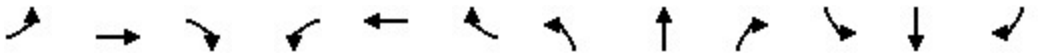
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	803	4	0	1053	0	6
Future Vol, veh/h	803	4	0	1053	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	873	4	0	1145	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	436
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	-	0	*798
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*798
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	798	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s/veh)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

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)	59	740	9	15	929	20	41	0	20	11	0	87
Future Volume (veh/h)	59	740	9	15	929	20	41	0	20	11	0	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	822	10	16	1032	22	45	0	22	12	0	97
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	3982	1236	24	2653	57	116	0	171	184	0	171
Arrive On Green	0.05	0.77	0.77	0.01	0.73	0.73	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	5187	1610	1810	3614	77	1319	0	1610	1412	0	1610
Grp Volume(v), veh/h	66	822	10	16	515	539	45	0	22	12	0	97
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1886	1319	0	1610	1412	0	1610
Q Serve(g_s), s	5.1	6.1	0.2	1.2	14.9	14.9	4.7	0.0	1.7	1.1	0.0	8.0
Cycle Q Clear(g_c), s	5.1	6.1	0.2	1.2	14.9	14.9	12.7	0.0	1.7	2.8	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	3982	1236	24	1325	1384	116	0	171	184	0	171
V/C Ratio(X)	0.78	0.21	0.01	0.67	0.39	0.39	0.39	0.00	0.13	0.07	0.00	0.57
Avail Cap(c_a), veh/h	217	3982	1236	114	1325	1384	279	0	370	359	0	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.0	4.5	3.8	68.8	6.9	6.9	65.6	0.0	56.7	58.0	0.0	59.5
Incr Delay (d2), s/veh	14.0	0.1	0.0	27.6	0.9	0.8	2.1	0.0	0.3	0.1	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.8	0.1	0.7	5.0	5.3	1.7	0.0	0.7	0.4	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.0	4.6	3.8	96.4	7.8	7.8	67.7	0.0	57.0	58.1	0.0	62.4
LnGrp LOS	E	A	A	F	A	A	E		E	E		E
Approach Vol, veh/h		898			1070			67			109	
Approach Delay, s/veh		10.1			9.1			64.2			62.0	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	113.3		20.7	10.8	108.6		20.7				
Change Period (Y+Rc), s	4.2	5.8		5.8	4.2	5.8		5.8				
Max Green Setting (Gmax), s	8.8	83.2		32.2	16.8	75.2		32.2				
Max Q Clear Time (g_c+I1), s	3.2	8.1		10.0	7.1	16.9		14.7				
Green Ext Time (p_c), s	0.0	5.9		0.5	0.1	7.2		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		13.9
HCM 7th LOS		B

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	0	4	20	0	10	0	6	0	0
Future Vol, veh/h	0	10	0	0	4	20	0	10	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	0	4	22	0	11	0	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	11	0	0	15	37	11	32	26	15
Stage 1	-	-	-	-	-	-	11	11	-	15	15	-
Stage 2	-	-	-	-	-	-	4	26	-	16	11	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1601	-	-	1622	-	-	1006	859	1076	981	871	1070
Stage 1	-	-	-	-	-	-	1015	891	-	1010	887	-
Stage 2	-	-	-	-	-	-	1023	877	-	1008	891	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1601	-	-	1622	-	-	1006	859	1076	969	871	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	1006	859	-	969	871	-
Stage 1	-	-	-	-	-	-	1015	891	-	1010	887	-
Stage 2	-	-	-	-	-	-	1023	877	-	996	891	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.24	8.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	859	1601	-	-	1622	-	-	969
HCM Lane V/C Ratio	0.013	-	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.2	0	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.1

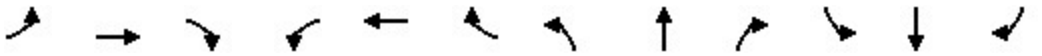
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	764	5	0	964	0	11
Future Vol, veh/h	764	5	0	964	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	830	5	0	1048	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	415
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	-	0	*803
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*803
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	803	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Control Delay (s/veh)	9.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



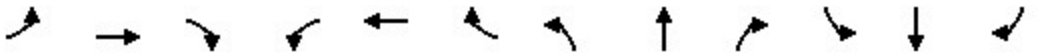
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	621	24	68	788	152	43	99	123	111	81	136
Future Volume (veh/h)	122	621	24	68	788	152	43	99	123	111	81	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	668	26	73	847	163	46	106	132	119	87	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	2182	973	93	1721	331	60	187	166	143	562	
Arrive On Green	0.09	0.60	0.60	0.05	0.57	0.57	0.03	0.10	0.10	0.08	0.16	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3019	581	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	131	668	26	73	506	504	46	106	132	119	87	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1795	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.0	12.6	0.9	5.6	23.5	23.5	3.5	7.8	11.2	9.1	2.9	0.0
Cycle Q Clear(g_c), s	10.0	12.6	0.9	5.6	23.5	23.5	3.5	7.8	11.2	9.1	2.9	0.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	2182	973	93	1029	1023	60	187	166	143	562	
V/C Ratio(X)	0.85	0.31	0.03	0.79	0.49	0.49	0.77	0.57	0.79	0.83	0.15	
Avail Cap(c_a), veh/h	208	2182	973	156	1029	1023	131	465	415	195	1060	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.1	13.4	11.1	65.7	18.0	18.0	67.2	59.8	61.3	63.6	51.1	0.0
Incr Delay (d2), s/veh	18.9	0.4	0.1	10.4	1.7	1.7	14.2	2.7	8.2	17.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	4.9	0.3	2.8	9.6	9.5	1.9	3.7	4.9	4.8	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.9	13.8	11.2	76.1	19.7	19.7	81.4	62.5	69.6	81.3	51.3	0.0
LnGrp LOS	F	B	B	E	B	B	F	E	E	F	D	
Approach Vol, veh/h		825			1083			284			206	
Approach Delay, s/veh		24.5			23.5			68.8			68.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	90.8	9.5	27.6	16.9	86.0	16.8	20.3
Change Period (Y+Rc), s	4.9	6.2	4.9	5.8	4.9	6.2	5.8	* 5.8
Max Green Setting (Gmax), s	12.1	54.9	10.1	41.1	16.1	50.9	15.1	* 36
Max Q Clear Time (g_c+I1), s	7.6	14.6	5.5	4.9	12.0	25.5	11.1	13.2
Green Ext Time (p_c), s	0.0	6.8	0.0	0.5	0.1	9.2	0.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Notes

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



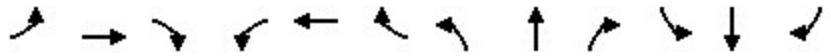
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1224	464	0	1221	486	0	0	0	462	0	855
Future Volume (veh/h)	0	1224	464	0	1221	486	0	0	0	462	0	855
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1275	483	0	1272	506				481	0	891
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1943	603	0	1943	1129				1181	0	1051
Arrive On Green	0.00	0.37	0.37	0.00	0.37	0.37				0.33	0.00	0.33
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1275	483	0	1272	506				481	0	891
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	24.5	32.2	0.0	24.4	16.4				12.4	0.0	30.9
Cycle Q Clear(g_c), s	0.0	24.5	32.2	0.0	24.4	16.4				12.4	0.0	30.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1943	603	0	1943	1129				1181	0	1051
V/C Ratio(X)	0.00	0.66	0.80	0.00	0.65	0.45				0.41	0.00	0.85
Avail Cap(c_a), veh/h	0	2399	745	0	2399	1270				1674	0	1489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.88	0.88				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.1	33.5	0.0	31.1	7.8				31.4	0.0	37.6
Incr Delay (d2), s/veh	0.0	0.5	5.1	0.0	1.5	1.1				0.2	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	12.8	0.0	10.0	13.1				5.5	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.6	38.6	0.0	32.6	9.0				31.6	0.0	41.0
LnGrp LOS		C	D		C	A				C		D
Approach Vol, veh/h		1758			1778						1372	
Approach Delay, s/veh		33.5			25.9						37.7	
Approach LOS		C			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	49.5	43.7	49.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	55.5	55.5
Max Q Clear Time (g_c+I1), s	34.2	32.9	26.4
Green Ext Time (p_c), s	10.8	6.2	12.7

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



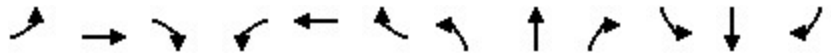
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1174	514	0	1192	298	516	2	897	0	0	0
Future Volume (veh/h)	0	1174	514	0	1192	298	516	2	897	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1198	524	0	1216	304	528	0	915			
Peak Hour Factor	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			
Cap, veh/h	0	3066	1489	0	3066	952	1209	0	1076			
Arrive On Green	0.00	0.59	0.59	0.00	1.00	1.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1198	524	0	1216	304	528	0	915			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	14.7	4.3	0.0	0.0	0.0	13.7	0.0	31.7			
Cycle Q Clear(g_c), s	0.0	14.7	4.3	0.0	0.0	0.0	13.7	0.0	31.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3066	1489	0	3066	952	1209	0	1076			
V/C Ratio(X)	0.00	0.39	0.35	0.00	0.40	0.32	0.44	0.00	0.85			
Avail Cap(c_a), veh/h	0	3066	1489	0	3066	952	1613	0	1436			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.87	0.87	0.00	0.86	0.86	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.1	0.5	0.0	0.0	0.0	31.2	0.0	37.2			
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.0	0.1	0.2	0.2	0.0	3.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.3	8.1	0.0	0.0	0.0	6.0	0.0	12.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	13.4	1.1	0.0	0.1	0.2	31.4	0.0	41.1			
LnGrp LOS		B	A		A	A	C		D			
Approach Vol, veh/h		1722			1520			1443				
Approach Delay, s/veh		9.6			0.1			37.5				
Approach LOS		A			A			D				

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	75.4		75.4		44.6	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	57.5		57.5		53.5	
Max Q Clear Time (g_c+I1), s	16.7		2.0		33.7	
Green Ext Time (p_c), s	13.4		12.5		6.4	

Intersection Summary		
HCM 7th Control Delay, s/veh	15.1	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1473	349	194	1015	9	380	50	156	5	40	70
Future Volume (veh/h)	150	1473	349	194	1015	9	380	50	156	5	40	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1503	356	198	1036	9	388	51	159	5	41	71
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	746	1577	489	1225	1247	387	395	362	307	12	53	91
Arrive On Green	0.82	0.61	0.61	0.70	0.48	0.48	0.11	0.19	0.19	0.01	0.08	0.08
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	624	1081
Grp Volume(v), veh/h	153	1503	356	198	1036	9	388	51	159	5	0	112
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1705
Q Serve(g_s), s	2.1	32.4	18.6	2.3	20.7	0.3	13.2	2.7	5.1	0.3	0.0	7.7
Cycle Q Clear(g_c), s	2.1	32.4	18.6	2.3	20.7	0.3	13.2	2.7	5.1	0.3	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	746	1577	489	1225	1247	387	395	362	307	12	0	144
V/C Ratio(X)	0.21	0.95	0.73	0.16	0.83	0.02	0.98	0.14	0.52	0.43	0.00	0.78
Avail Cap(c_a), veh/h	746	1586	492	1225	1457	452	395	812	688	98	0	630
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	22.7	20.0	12.1	29.0	18.9	53.1	40.4	9.9	59.4	0.0	53.8
Incr Delay (d2), s/veh	0.0	11.8	7.3	0.0	5.8	0.1	40.4	0.1	0.5	9.1	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.8	5.6	0.9	6.6	0.1	8.0	1.3	4.0	0.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.4	34.5	27.3	12.2	34.9	19.0	93.5	40.4	10.4	68.5	0.0	57.2
LnGrp LOS	A	C	C	B	C	B	F	D	B	E		E
Approach Vol, veh/h		2012			1243			598			117	
Approach Delay, s/veh		31.1			31.1			66.9			57.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	41.0	18.0	14.7	54.0	33.4	5.3	27.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	36.7	13.5	44.3	10.5	33.7	6.5	51.3
Max Q Clear Time (g_c+I1), s	4.3	34.4	15.2	9.7	4.1	22.7	2.3	7.1
Green Ext Time (p_c), s	0.1	2.1	0.0	0.4	0.1	6.1	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1308	138	45	907	99	127	53	40	127	104	185
Future Volume (veh/h)	186	1308	138	45	907	99	127	53	40	127	104	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	1377	145	47	955	104	134	56	42	134	109	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	669	2795	294	61	1188	129	161	509	227	161	509	227
Arrive On Green	0.74	1.00	1.00	0.01	0.08	0.08	0.09	0.14	0.14	0.09	0.14	0.14
Sat Flow, veh/h	1810	4766	502	1810	4749	516	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	196	999	523	47	695	364	134	56	42	134	109	195
Grp Sat Flow(s),veh/h/ln	1810	1729	1810	1810	1729	1807	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.3	0.0	0.0	3.1	23.7	23.8	8.7	1.6	2.8	8.7	3.2	14.2
Cycle Q Clear(g_c), s	4.3	0.0	0.0	3.1	23.7	23.8	8.7	1.6	2.8	8.7	3.2	14.2
Prop In Lane	1.00		0.28	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	669	2028	1061	61	865	452	161	509	227	161	509	227
V/C Ratio(X)	0.29	0.49	0.49	0.77	0.80	0.81	0.83	0.11	0.19	0.83	0.21	0.86
Avail Cap(c_a), veh/h	669	2028	1061	98	942	492	204	1032	460	234	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	0.0	58.9	52.1	52.2	53.8	45.0	45.5	53.8	45.6	50.4
Incr Delay (d2), s/veh	0.1	0.7	1.4	7.4	7.8	14.2	17.1	0.0	0.1	10.5	0.1	3.7
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	1.5	0.2	0.4	1.5	11.9	13.3	4.7	0.7	1.1	4.5	1.5	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.7	1.4	66.3	59.9	66.4	70.9	45.0	45.6	64.3	45.7	54.0
LnGrp LOS	B	A	A	E	E	E	E	D	D	E	D	D
Approach Vol, veh/h		1718			1106			232			438	
Approach Delay, s/veh		2.1			62.3			60.1			55.1	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	74.9	15.1	21.4	48.9	34.5	15.2	21.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	45.7	13.5	36.3	19.5	32.7	15.5	34.3
Max Q Clear Time (g_c+I1), s	5.1	2.0	10.7	16.2	6.3	25.8	10.7	4.8
Green Ext Time (p_c), s	0.0	20.1	0.0	0.7	0.1	4.2	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	48	172	16	18	268
Future Vol, veh/h	10	48	172	16	18	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	51	181	17	19	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	368	99	0	0	198	0
Stage 1	189	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	610	944	-	-	1387	-
Stage 1	830	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	602	944	-	-	1387	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.41	0	0.48
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	877	1387	-
HCM Lane V/C Ratio	-	-	0.07	0.014	-
HCM Control Delay (s/veh)	-	-	9.4	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	20	31	0	0	27
Future Vol, veh/h	13	20	31	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	22	34	0	0	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	84	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	923	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	915	1045
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.87	0	8.54
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	709	-	-	-	1045
HCM Lane V/C Ratio	0.009	-	-	-	0.028
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1437	37	36	1049	0	28
Future Vol, veh/h	1437	37	36	1049	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1562	40	39	1140	0	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1602	0	-	781
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	403	-	0	*714
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	0	-		0
Mov Cap-1 Maneuver	-	-	403	-	-	*714
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.49	10.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	714	-	-	403	-
HCM Lane V/C Ratio	0.043	-	-	0.097	-
HCM Control Delay (s/veh)	10.3	-	-	14.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	10	0	0	7	6	0	2	0	14	2	24
Future Vol, veh/h	20	10	0	0	7	6	0	2	0	14	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	11	0	0	8	7	0	2	0	15	2	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	11	0	0	63	68	11	66	65	11
Stage 1	-	-	-	-	-	-	54	54	-	11	11	-
Stage 2	-	-	-	-	-	-	9	14	-	55	54	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1617	-	-	1622	-	-	936	826	1076	932	829	1076
Stage 1	-	-	-	-	-	-	963	854	-	1015	891	-
Stage 2	-	-	-	-	-	-	1018	888	-	962	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1622	-	-	899	815	1076	917	818	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	815	-	917	818	-
Stage 1	-	-	-	-	-	-	950	842	-	1015	891	-
Stage 2	-	-	-	-	-	-	991	888	-	946	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.84	0	9.43	8.77
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	815	1200	-	-	1622	-	-	1000
HCM Lane V/C Ratio	0.003	0.013	-	-	-	-	-	0.043
HCM Control Delay (s/veh)	9.4	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

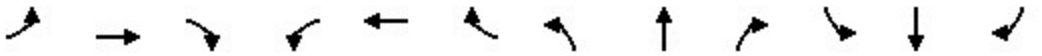
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1458	4	0	1085	0	4
Future Vol, veh/h	1458	4	0	1085	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1585	4	0	1179	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	792
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	-	0	*697
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*697
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	697	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s/veh)	10.2	-	-	-
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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1323	29	24	969	8	31	0	22	16	0	90
Future Volume (veh/h)	109	1323	29	24	969	8	31	0	22	16	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	1407	32	26	1031	9	34	0	24	17	0	96
Peak Hour Factor	0.94	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92	0.94	0.92	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	827	3960	1229	44	1212	11	117	0	161	182	0	161
Arrive On Green	0.46	0.76	0.76	0.02	0.33	0.33	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1810	5187	1610	1810	3667	32	1320	0	1610	1409	0	1610
Grp Volume(v), veh/h	116	1407	32	26	507	533	34	0	24	17	0	96
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1894	1320	0	1610	1409	0	1610
Q Serve(g_s), s	4.5	10.6	0.6	1.7	31.4	31.4	3.0	0.0	1.6	1.3	0.0	6.8
Cycle Q Clear(g_c), s	4.5	10.6	0.6	1.7	31.4	31.4	9.9	0.0	1.6	3.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	827	3960	1229	44	597	626	117	0	161	182	0	161
V/C Ratio(X)	0.14	0.36	0.03	0.59	0.85	0.85	0.29	0.00	0.15	0.09	0.00	0.60
Avail Cap(c_a), veh/h	827	3960	1229	113	865	908	309	0	396	387	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	4.6	3.4	58.0	37.4	37.4	56.4	0.0	49.3	50.7	0.0	51.7
Incr Delay (d2), s/veh	0.1	0.3	0.0	12.2	14.2	13.6	1.4	0.0	0.4	0.2	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.7	0.1	0.9	15.4	16.1	1.1	0.0	0.7	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	4.9	3.5	70.2	51.6	51.0	57.8	0.0	49.8	50.9	0.0	55.2
LnGrp LOS	B	A	A	E	D	D	E		D	D		E
Approach Vol, veh/h		1555			1066			58			113	
Approach Delay, s/veh		5.9			51.7			54.5			54.6	
Approach LOS		A			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	96.1		16.5	59.3	44.2		16.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	69.5		29.5	19.5	57.5		29.5				
Max Q Clear Time (g_c+I1), s	3.7	12.6		8.8	6.5	33.4		11.9				
Green Ext Time (p_c), s	0.0	12.9		0.5	0.2	6.3		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		26.4
HCM 7th LOS		C

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	16	0	0	6	17	0	15	0	19	0	0
Future Vol, veh/h	0	16	0	0	6	17	0	15	0	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	0	0	7	18	0	16	0	21	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	17	0	0	24	42	17	41	33	16
Stage 1	-	-	-	-	-	-	17	17	-	16	16	-
Stage 2	-	-	-	-	-	-	7	25	-	26	17	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1603	-	-	1613	-	-	993	853	1067	967	863	1069
Stage 1	-	-	-	-	-	-	1007	885	-	1009	886	-
Stage 2	-	-	-	-	-	-	1020	878	-	997	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1613	-	-	993	853	1067	949	863	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	993	853	-	949	863	-
Stage 1	-	-	-	-	-	-	1007	885	-	1009	886	-
Stage 2	-	-	-	-	-	-	1020	878	-	979	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.3	8.88
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	853	1603	-	-	1613	-	-	949
HCM Lane V/C Ratio	0.019	-	-	-	-	-	-	0.022
HCM Control Delay (s/veh)	9.3	0	-	-	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

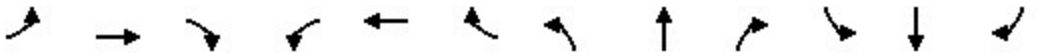
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1334	15	0	1002	0	7
Future Vol, veh/h	1334	15	0	1002	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1450	16	0	1089	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	725
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	-	0	*711
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*711
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	711	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s/veh)	10.1	-	-	-
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



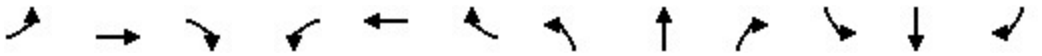
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	1089	57	105	783	131	75	162	172	134	145	145
Future Volume (veh/h)	192	1089	57	105	783	131	75	162	172	134	145	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	1123	59	108	807	135	77	167	177	138	149	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	1254	559	494	1534	257	99	251	224	164	633	
Arrive On Green	0.12	0.35	0.35	0.27	0.50	0.50	0.05	0.14	0.14	0.09	0.18	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3094	518	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	198	1123	59	108	471	471	77	167	177	138	149	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1807	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.9	35.4	2.4	5.5	21.4	21.4	5.0	10.5	12.8	9.0	4.3	0.0
Cycle Q Clear(g_c), s	12.9	35.4	2.4	5.5	21.4	21.4	5.0	10.5	12.8	9.0	4.3	0.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	1254	559	494	895	896	99	251	224	164	633	
V/C Ratio(X)	0.88	0.90	0.11	0.22	0.53	0.53	0.78	0.67	0.79	0.84	0.24	
Avail Cap(c_a), veh/h	249	1315	586	494	895	896	173	561	500	173	1122	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.6	37.1	17.0	33.7	20.6	20.6	56.0	49.0	50.0	53.7	42.6	0.0
Incr Delay (d2), s/veh	25.8	10.1	0.4	0.2	2.2	2.2	9.5	3.0	6.2	27.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	16.4	1.2	2.4	8.9	8.8	2.5	4.9	5.4	5.3	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.4	47.2	17.4	33.9	22.9	22.9	65.6	52.1	56.2	80.9	42.8	0.0
LnGrp LOS	E	D	B	C	C	C	E	D	E	F	D	
Approach Vol, veh/h		1380			1050			421			287	
Approach Delay, s/veh		50.3			24.0			56.3			61.1	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	46.2	11.0	25.5	19.4	64.0	15.4	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	43.7	11.5	37.3	16.5	36.7	11.5	37.3
Max Q Clear Time (g_c+I1), s	7.5	37.4	7.0	6.3	14.9	23.4	11.0	14.8
Green Ext Time (p_c), s	0.0	4.3	0.0	0.8	0.1	6.0	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	43.3
HCM 7th LOS	D

Notes

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



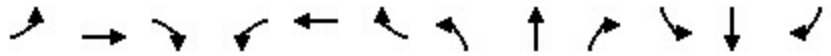
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↲	↱↱
Traffic Volume (veh/h)	0	1200	464	0	1204	477	0	0	0	445	0	855
Future Volume (veh/h)	0	1200	464	0	1204	477	0	0	0	445	0	855
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1250	483	0	1254	497				464	0	891
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1937	601	0	1937	1126				1179	0	1049
Arrive On Green	0.00	0.37	0.37	0.00	0.37	0.37				0.33	0.00	0.33
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1250	483	0	1254	497				464	0	891
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	23.9	32.2	0.0	24.0	16.1				11.9	0.0	30.9
Cycle Q Clear(g_c), s	0.0	23.9	32.2	0.0	24.0	16.1				11.9	0.0	30.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1937	601	0	1937	1126				1179	0	1049
V/C Ratio(X)	0.00	0.65	0.80	0.00	0.65	0.44				0.39	0.00	0.85
Avail Cap(c_a), veh/h	0	2399	745	0	2399	1269				1674	0	1489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.90	0.90				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.0	33.6	0.0	31.1	7.8				31.3	0.0	37.7
Incr Delay (d2), s/veh	0.0	0.4	5.2	0.0	1.5	1.1				0.2	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.6	12.8	0.0	9.8	12.8				5.2	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.5	38.8	0.0	32.6	9.0				31.5	0.0	41.1
LnGrp LOS		C	D		C	A				C		D
Approach Vol, veh/h		1733			1751						1355	
Approach Delay, s/veh		33.5			25.9						37.8	
Approach LOS		C			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	49.3	43.6	49.3
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	55.5	55.5
Max Q Clear Time (g_c+I1), s	34.2	32.9	26.0
Green Ext Time (p_c), s	10.6	6.2	12.5

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1132	514	0	1166	285	516	2	884	0	0	0
Future Volume (veh/h)	0	1132	514	0	1166	285	516	2	884	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1155	524	0	1190	291	528	0	902			
Peak Hour Factor	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			
Cap, veh/h	0	3086	1489	0	3086	958	1195	0	1063			
Arrive On Green	0.00	0.59	0.59	0.00	1.00	1.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1155	524	0	1190	291	528	0	902			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	13.9	4.3	0.0	0.0	0.0	13.7	0.0	31.3			
Cycle Q Clear(g_c), s	0.0	13.9	4.3	0.0	0.0	0.0	13.7	0.0	31.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3086	1489	0	3086	958	1195	0	1063			
V/C Ratio(X)	0.00	0.37	0.35	0.00	0.39	0.30	0.44	0.00	0.85			
Avail Cap(c_a), veh/h	0	3086	1489	0	3086	958	1613	0	1436			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.88	0.88	0.00	0.84	0.84	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.7	0.5	0.0	0.0	0.0	31.5	0.0	37.4			
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.0	0.1	0.1	0.3	0.0	3.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.0	8.0	0.0	0.0	0.0	6.0	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	13.0	1.1	0.0	0.1	0.1	31.8	0.0	41.2			
LnGrp LOS		B	A		A	A	C		D			
Approach Vol, veh/h		1679			1481			1430				
Approach Delay, s/veh		9.3			0.1			37.7				
Approach LOS		A			A			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		75.9				75.9		44.1				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		57.5				57.5		53.5				
Max Q Clear Time (g_c+I1), s		15.9				2.0		33.3				
Green Ext Time (p_c), s		12.9				12.0		6.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Notes

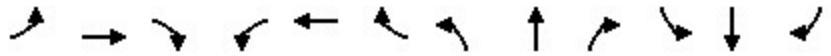
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1418	349	187	980	7	380	50	145	3	40	70
Future Volume (veh/h)	150	1418	349	187	980	7	380	50	145	3	40	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1447	356	191	1000	7	388	51	148	3	41	71
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	161	3058	949	219	2920	906	398	369	312	7	53	91
Arrive On Green	0.18	1.00	1.00	0.13	1.00	1.00	0.11	0.19	0.19	0.00	0.08	0.08
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	624	1081
Grp Volume(v), veh/h	153	1447	356	191	1000	7	388	51	148	3	0	112
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1705
Q Serve(g_s), s	10.0	0.0	0.0	6.4	0.0	0.0	13.2	2.7	9.8	0.2	0.0	7.7
Cycle Q Clear(g_c), s	10.0	0.0	0.0	6.4	0.0	0.0	13.2	2.7	9.8	0.2	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	161	3058	949	219	2920	906	398	369	312	7	0	144
V/C Ratio(X)	0.95	0.47	0.38	0.87	0.34	0.01	0.98	0.14	0.47	0.42	0.00	0.78
Avail Cap(c_a), veh/h	161	3058	949	219	2920	906	398	838	710	75	0	630
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	0.0	0.0	52.0	0.0	0.0	53.0	40.1	42.9	59.6	0.0	53.8
Incr Delay (d2), s/veh	48.2	0.4	0.9	25.0	0.3	0.0	38.3	0.1	0.4	13.7	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.1	0.2	3.4	0.1	0.0	7.9	1.3	3.9	0.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.2	0.4	0.9	77.0	0.3	0.0	91.3	40.1	43.3	73.3	0.0	57.2
LnGrp LOS	F	A	A	E	A	A	F	D	D	E		E
Approach Vol, veh/h		1956			1198			587			115	
Approach Delay, s/veh		8.1			12.5			74.8			57.6	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	75.2	18.1	14.7	15.2	72.0	5.0	27.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	36.6	13.6	44.3	10.7	33.4	5.0	52.9
Max Q Clear Time (g_c+I1), s	8.4	2.0	15.2	9.7	12.0	2.0	2.2	11.8
Green Ext Time (p_c), s	0.0	20.5	0.0	0.4	0.0	10.6	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1245	133	43	899	96	90	44	37	116	97	185
Future Volume (veh/h)	186	1245	133	43	899	96	90	44	37	116	97	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	1311	140	45	946	101	95	46	39	122	102	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	613	2206	984	59	1101	491	119	88	66	292	508	227
Arrive On Green	0.68	1.00	1.00	0.01	0.10	0.10	0.07	0.04	0.04	0.16	0.14	0.14
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1958	1481	1810	3610	1610
Grp Volume(v), veh/h	196	1311	140	45	946	101	95	42	43	122	102	195
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1633	1810	1805	1610
Q Serve(g_s), s	5.4	0.0	0.0	3.0	31.0	6.9	6.2	2.7	3.1	7.3	3.0	14.2
Cycle Q Clear(g_c), s	5.4	0.0	0.0	3.0	31.0	6.9	6.2	2.7	3.1	7.3	3.0	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		1.00
Lane Grp Cap(c), veh/h	613	2206	984	59	1101	491	119	81	73	292	508	227
V/C Ratio(X)	0.32	0.59	0.14	0.77	0.86	0.21	0.80	0.52	0.59	0.42	0.20	0.86
Avail Cap(c_a), veh/h	613	2206	984	86	1164	519	143	516	467	292	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	58.9	51.4	40.6	55.3	56.0	56.2	45.2	45.6	50.4
Incr Delay (d2), s/veh	0.1	1.0	0.3	10.5	8.2	0.9	19.0	1.9	2.8	0.4	0.1	3.7
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	1.9	0.3	0.1	1.5	16.2	3.0	3.5	1.3	1.3	3.3	1.4	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8	1.0	0.3	69.4	59.6	41.5	74.3	58.0	59.0	45.6	45.6	54.1
LnGrp LOS	B	A	A	E	E	D	E	E	E	D	D	D
Approach Vol, veh/h		1647			1092			180			419	
Approach Delay, s/veh		2.5			58.3			66.8			49.6	
Approach LOS		A			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	77.8	12.4	21.4	45.1	41.1	23.9	9.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.7	50.5	9.5	36.3	17.5	38.7	11.5	34.3
Max Q Clear Time (g_c+I1), s	5.0	2.0	8.2	16.2	7.4	33.0	9.3	5.1
Green Ext Time (p_c), s	0.0	20.0	0.0	0.7	0.1	3.6	0.0	0.3

Intersection Summary		
HCM 7th Control Delay, s/veh	30.1	
HCM 7th LOS	C	

Intersection	
Int Delay, s/veh	0.1

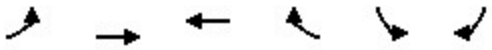
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	172	4	3	269
Future Vol, veh/h	0	0	172	4	3	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	181	4	3	283

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	331	93	0	0	185	0
Stage 1	183	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*779	953	-	-	1402	-
Stage 1	*836	-	-	-	-	-
Stage 2	*964	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	*777	953	-	-	1402	-
Mov Cap-2 Maneuver	*750	-	-	-	-	-
Stage 1	*836	-	-	-	-	-
Stage 2	*961	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1402	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s/veh)	-	-	0	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

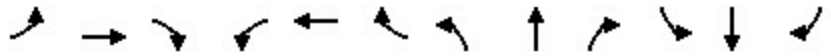
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	1290	946	8	16	90
Future Volume (veh/h)	109	1290	946	8	16	90
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	1372	1006	9	17	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	142	3066	2689	24	137	122
Arrive On Green	0.16	1.00	0.73	0.73	0.08	0.08
Sat Flow, veh/h	1810	3705	3761	33	1810	1610
Grp Volume(v), veh/h	116	1372	495	520	17	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1894	1810	1610
Q Serve(g_s), s	7.4	0.0	12.1	12.1	1.1	7.0
Cycle Q Clear(g_c), s	7.4	0.0	12.1	12.1	1.1	7.0
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	142	3066	1324	1389	137	122
V/C Ratio(X)	0.82	0.45	0.37	0.37	0.12	0.79
Avail Cap(c_a), veh/h	294	3066	1324	1389	445	396
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	5.9	5.9	51.7	54.5
Incr Delay (d2), s/veh	9.0	0.4	0.7	0.7	0.4	10.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.2	3.7	3.9	0.5	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	58.8	0.4	6.6	6.6	52.1	65.1
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1488	1015		113	
Approach Delay, s/veh		4.9	6.6		63.2	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.4		13.6	13.9	92.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		81.5		29.5	19.5	57.5
Max Q Clear Time (g_c+I1), s		2.0		9.0	9.4	14.1
Green Ext Time (p_c), s		13.2		0.3	0.2	6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A



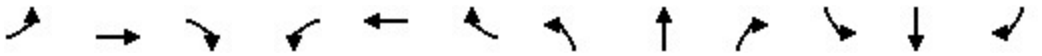
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	1075	48	105	763	131	62	162	172	134	145	129
Future Volume (veh/h)	182	1075	48	105	763	131	62	162	172	134	145	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	1108	49	108	787	135	64	167	177	138	149	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	1973	880	133	1541	264	300	251	224	165	232	
Arrive On Green	0.04	0.18	0.18	0.07	0.50	0.50	0.17	0.14	0.14	0.09	0.06	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3081	529	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	188	1108	49	108	461	461	64	167	177	138	149	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1805	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.4	33.6	1.4	7.1	20.6	20.6	3.7	10.5	12.8	9.0	4.8	0.0
Cycle Q Clear(g_c), s	12.4	33.6	1.4	7.1	20.6	20.6	3.7	10.5	12.8	9.0	4.8	0.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	1973	880	133	902	902	300	251	224	165	232	
V/C Ratio(X)	0.87	0.56	0.06	0.81	0.51	0.51	0.21	0.67	0.79	0.84	0.64	
Avail Cap(c_a), veh/h	234	1973	880	143	902	902	300	561	500	188	1206	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	36.1	5.2	54.8	20.1	20.1	43.3	49.0	50.0	53.7	54.8	0.0
Incr Delay (d2), s/veh	23.2	1.0	0.1	26.2	2.1	2.1	0.3	3.0	6.2	23.4	3.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	16.4	1.1	4.1	8.5	8.5	1.6	4.9	5.4	5.1	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.9	37.1	5.3	81.0	22.2	22.2	43.6	52.1	56.2	77.1	57.8	0.0
LnGrp LOS	E	D	A	F	C	C	D	D	E	E	E	
Approach Vol, veh/h		1345			1030			408			287	
Approach Delay, s/veh		41.9			28.4			52.5			67.1	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	70.1	24.4	12.2	18.9	64.5	15.4	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	42.7	9.7	40.1	15.5	36.7	12.5	37.3
Max Q Clear Time (g_c+I1), s	10.1	35.6	5.7	6.8	14.4	22.6	11.0	14.8
Green Ext Time (p_c), s	0.0	4.7	0.0	0.9	0.0	6.1	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	41.1
HCM 7th LOS	D

Notes

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



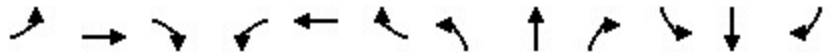
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↲	↱↱
Traffic Volume (veh/h)	0	1364	750	0	1243	876	0	0	0	399	1	778
Future Volume (veh/h)	0	1364	750	0	1243	876	0	0	0	399	1	778
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1436	789	0	1308	922				421	0	819
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2642	820	0	2642	1302				1083	0	964
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.51				0.30	0.00	0.30
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1436	789	0	1308	922				421	0	819
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	22.5	56.6	0.0	19.9	30.8				11.1	0.0	28.7
Cycle Q Clear(g_c), s	0.0	22.5	56.6	0.0	19.9	30.8				11.1	0.0	28.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2642	820	0	2642	1302				1083	0	964
V/C Ratio(X)	0.00	0.54	0.96	0.00	0.50	0.71				0.39	0.00	0.85
Avail Cap(c_a), veh/h	0	2658	825	0	2658	1307				1493	0	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.79	0.79				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.0	28.3	0.0	19.3	5.1				33.3	0.0	39.5
Incr Delay (d2), s/veh	0.0	0.2	22.4	0.0	0.5	2.6				0.2	0.0	4.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	24.9	0.0	7.6	28.4				4.9	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.2	50.7	0.0	19.8	7.7				33.6	0.0	43.5
LnGrp LOS		C	D		B	A				C		D
Approach Vol, veh/h		2225			2230						1240	
Approach Delay, s/veh		31.0			14.8						40.1	
Approach LOS		C			B						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		65.6		40.4		65.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		61.5		49.5		61.5						
Max Q Clear Time (g_c+I1), s		58.6		30.7		32.8						
Green Ext Time (p_c), s		2.5		5.2		16.4						

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

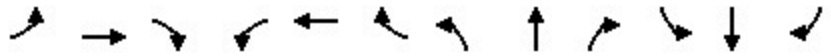


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	846	915	0	1503	646	616	0	605	0	0	0
Future Volume (veh/h)	0	846	915	0	1503	646	616	0	605	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	881	953	0	1566	673	642	0	630			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3510	1489	0	3510	1089	899	0	800			
Arrive On Green	0.00	0.68	0.68	0.00	1.00	1.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	881	953	0	1566	673	642	0	630			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	7.9	13.1	0.0	0.0	0.0	19.5	0.0	21.9			
Cycle Q Clear(g_c), s	0.0	7.9	13.1	0.0	0.0	0.0	19.5	0.0	21.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3510	1489	0	3510	1089	899	0	800			
V/C Ratio(X)	0.00	0.25	0.64	0.00	0.45	0.62	0.71	0.00	0.79			
Avail Cap(c_a), veh/h	0	3510	1489	0	3510	1089	1704	0	1516			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.85	0.85	0.00	0.68	0.68	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.6	0.8	0.0	0.0	0.0	41.2	0.0	42.1			
Incr Delay (d2), s/veh	0.0	0.1	1.8	0.0	0.1	0.7	1.1	0.0	1.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.6	17.6	0.0	0.0	0.2	8.8	0.0	8.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.7	2.6	0.0	0.1	0.7	42.3	0.0	43.9			
LnGrp LOS		A	A		A	A	D		D			
Approach Vol, veh/h		1834			2239			1272				
Approach Delay, s/veh		5.1			0.3			43.1				
Approach LOS		A			A			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		85.7				85.7		34.3				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		54.5				54.5		56.5				
Max Q Clear Time (g_c+I1), s		15.1				2.0		23.9				
Green Ext Time (p_c), s		13.9				22.5		5.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

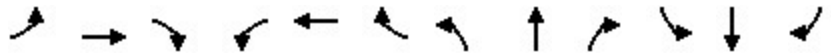
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	1126	167	109	1272	117	466	58	115	137	45	328
Future Volume (veh/h)	156	1126	167	109	1272	117	466	58	115	137	45	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	1185	176	115	1339	123	491	61	121	144	47	345
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	2223	690	166	1459	453	395	161	136	524	51	377
Arrive On Green	0.39	0.86	0.86	0.09	0.56	0.56	0.11	0.08	0.08	0.29	0.26	0.26
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	197	1444
Grp Volume(v), veh/h	164	1185	176	115	1339	123	491	61	121	144	0	392
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1640
Q Serve(g_s), s	8.1	7.2	1.6	3.8	28.0	4.7	13.5	3.6	7.7	7.4	0.0	27.8
Cycle Q Clear(g_c), s	8.1	7.2	1.6	3.8	28.0	4.7	13.5	3.6	7.7	7.4	0.0	27.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	352	2223	690	166	1459	453	395	161	136	524	0	429
V/C Ratio(X)	0.47	0.53	0.26	0.69	0.92	0.27	1.24	0.38	0.89	0.27	0.00	0.91
Avail Cap(c_a), veh/h	352	2223	690	181	1500	466	395	706	598	524	0	605
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	5.4	2.3	53.5	25.0	19.9	53.2	52.0	40.8	32.9	0.0	43.0
Incr Delay (d2), s/veh	0.3	0.8	0.8	4.4	6.7	0.8	129.2	0.6	7.4	0.1	0.0	12.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.8	0.9	1.7	7.8	1.8	13.0	1.8	3.4	3.3	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	6.3	3.1	57.8	31.6	20.7	182.5	52.5	48.2	33.0	0.0	55.0
LnGrp LOS	C	A	A	E	C	C	F	D	D	C		D
Approach Vol, veh/h		1525			1577			673			536	
Approach Delay, s/veh		8.7			32.7			146.5			49.1	
Approach LOS		A			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	55.9	18.0	35.9	27.9	38.3	39.2	14.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.3	38.0	13.5	44.3	9.5	34.7	13.2	44.6
Max Q Clear Time (g_c+I1), s	5.8	9.2	15.5	29.8	10.1	30.0	9.4	9.7
Green Ext Time (p_c), s	0.0	13.7	0.0	1.5	0.0	3.7	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	44.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1077	132	37	1114	110	156	89	56	101	68	227
Future Volume (veh/h)	171	1077	132	37	1114	110	156	89	56	101	68	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	1171	143	40	1211	120	170	97	61	110	74	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	2135	952	56	1863	831	176	335	196	136	471	210
Arrive On Green	0.21	1.00	1.00	0.03	0.52	0.52	0.10	0.15	0.15	0.08	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	2192	1282	1810	3610	1610
Grp Volume(v), veh/h	186	1171	143	40	1211	120	170	79	79	110	74	247
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1669	1810	1805	1610
Q Serve(g_s), s	12.2	0.0	0.0	2.6	29.3	4.7	11.2	4.6	5.1	7.2	2.2	12.4
Cycle Q Clear(g_c), s	12.2	0.0	0.0	2.6	29.3	4.7	11.2	4.6	5.1	7.2	2.2	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	192	2135	952	56	1863	831	176	275	255	136	471	210
V/C Ratio(X)	0.97	0.55	0.15	0.72	0.65	0.14	0.96	0.29	0.31	0.81	0.16	1.18
Avail Cap(c_a), veh/h	192	2135	952	75	1863	831	176	501	463	222	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	0.0	57.6	21.1	15.2	53.9	45.0	45.2	54.6	46.3	32.7
Incr Delay (d2), s/veh	50.6	0.8	0.3	17.1	1.6	0.3	56.9	0.6	0.7	10.6	0.2	90.3
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	7.4	0.2	0.1	1.4	11.8	1.8	7.9	2.1	2.2	3.7	1.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.7	0.8	0.3	74.7	22.7	15.5	110.8	45.6	45.9	65.2	46.5	123.0
LnGrp LOS	F	A	A	E	C	B	F	D	D	E	D	F
Approach Vol, veh/h		1500			1371			328			431	
Approach Delay, s/veh		12.8			23.6			79.5			95.1	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	75.5	16.2	20.2	17.2	66.4	13.5	22.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	49.0	11.7	36.3	12.7	41.3	14.7	33.3
Max Q Clear Time (g_c+I1), s	4.6	2.0	13.2	14.4	14.2	31.3	9.2	7.1
Green Ext Time (p_c), s	0.0	10.9	0.0	1.2	0.0	5.7	0.1	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	32.7
HCM 7th LOS	C

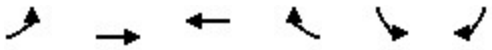
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	264	0	1	207
Future Vol, veh/h	0	3	264	0	1	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	318	0	1	249

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	445	159	0	0	318	0
Stage 1	318	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	600	864	-	-	1253	-
Stage 1	716	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	599	864	-	-	1253	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.18	0	0.04
HCM LOS	A		

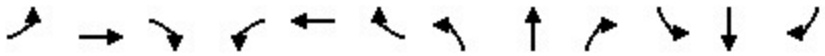
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	864	1253	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s/veh)	-	-	9.2	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	1175	1173	20	11	87
Future Volume (veh/h)	59	1175	1173	20	11	87
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	1306	1303	22	12	97
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	85	3110	2842	48	135	120
Arrive On Green	0.05	0.86	1.00	1.00	0.07	0.07
Sat Flow, veh/h	1810	3705	3728	61	1810	1610
Grp Volume(v), veh/h	66	1306	647	678	12	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1889	1810	1610
Q Serve(g_s), s	5.1	11.0	0.0	0.0	0.9	8.3
Cycle Q Clear(g_c), s	5.1	11.0	0.0	0.0	0.9	8.3
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	85	3110	1412	1478	135	120
V/C Ratio(X)	0.78	0.42	0.46	0.46	0.09	0.81
Avail Cap(c_a), veh/h	187	3110	1412	1478	381	339
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	66.0	2.1	0.0	0.0	60.4	63.8
Incr Delay (d2), s/veh	11.1	0.3	0.8	0.8	0.3	12.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.8	0.3	0.3	0.4	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	77.1	2.4	0.8	0.8	60.7	76.0
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		1372	1325		109	
Approach Delay, s/veh		6.0	0.8		74.3	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		125.1		14.9	11.1	114.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		29.5	14.5	82.5
Max Q Clear Time (g_c+I1), s		13.0		10.3	7.1	2.0
Green Ext Time (p_c), s		12.1		0.3	0.1	10.8

Intersection Summary	
HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A



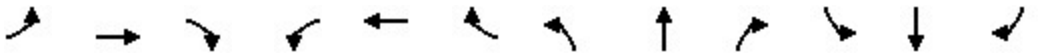
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1057	17	68	1027	172	42	99	123	149	81	133
Future Volume (veh/h)	113	1057	17	68	1027	172	42	99	123	149	81	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	1137	18	73	1104	185	45	106	132	160	87	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	2222	991	92	1814	303	58	187	167	184	623	
Arrive On Green	0.08	0.62	0.62	0.05	0.59	0.59	0.03	0.10	0.10	0.10	0.17	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3095	517	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	122	1137	18	73	642	647	45	106	132	160	87	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1807	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	9.3	24.8	0.6	5.6	32.0	32.3	3.5	7.8	11.2	12.2	2.9	0.0
Cycle Q Clear(g_c), s	9.3	24.8	0.6	5.6	32.0	32.3	3.5	7.8	11.2	12.2	2.9	0.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	2222	991	92	1058	1059	58	187	167	184	623	
V/C Ratio(X)	0.84	0.51	0.02	0.79	0.61	0.61	0.77	0.57	0.79	0.87	0.14	
Avail Cap(c_a), veh/h	162	2222	991	114	1058	1059	116	481	429	200	1129	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.5	15.1	10.5	65.7	18.6	18.7	67.2	59.8	61.3	62.0	49.1	0.0
Incr Delay (d2), s/veh	26.0	0.8	0.0	23.4	2.6	2.6	14.6	2.7	8.2	29.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.5	0.2	3.1	13.1	13.2	1.8	3.7	4.9	7.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.5	15.9	10.5	89.1	21.2	21.3	81.8	62.5	69.5	91.2	49.2	0.0
LnGrp LOS	F	B	B	F	C	C	F	E	E	F	D	
Approach Vol, veh/h		1277			1362			283			247	
Approach Delay, s/veh		22.8			24.9			68.8			76.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	90.7	9.0	28.7	15.7	86.6	18.7	19.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.8	60.4	9.0	43.8	12.5	56.7	15.5	37.3
Max Q Clear Time (g_c+I1), s	7.6	26.8	5.5	4.9	11.3	34.3	14.2	13.2
Green Ext Time (p_c), s	0.0	12.9	0.0	0.5	0.0	11.7	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Notes

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



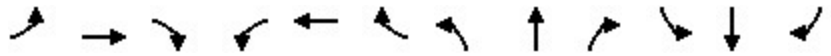
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↰	↱↱
Traffic Volume (veh/h)	0	1745	785	0	1810	675	0	0	0	675	0	1155
Future Volume (veh/h)	0	1745	785	0	1810	675	0	0	0	675	0	1155
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1818	818	0	1885	703				703	0	1203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2269	704	0	2269	1389				1539	0	1369
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44				0.43	0.00	0.43
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1818	818	0	1885	703				703	0	1203
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	36.4	52.5	0.0	38.5	12.8				16.6	0.0	41.1
Cycle Q Clear(g_c), s	0.0	36.4	52.5	0.0	38.5	12.8				16.6	0.0	41.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2269	704	0	2269	1389				1539	0	1369
V/C Ratio(X)	0.00	0.80	1.16	0.00	0.83	0.51				0.46	0.00	0.88
Avail Cap(c_a), veh/h	0	2269	704	0	2269	1389				1764	0	1570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.2	33.8	0.0	29.8	2.0				24.6	0.0	31.6
Incr Delay (d2), s/veh	0.0	2.1	87.8	0.0	2.5	0.9				0.2	0.0	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.6	36.2	0.0	15.5	19.3				7.1	0.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.4	121.5	0.0	32.3	2.9				24.8	0.0	37.1
LnGrp LOS		C	F		C	A				C		D
Approach Vol, veh/h		2636			2588						1906	
Approach Delay, s/veh		59.3			24.3						32.6	
Approach LOS		E			C						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	57.0	55.5	57.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	58.5	52.5
Max Q Clear Time (g_c+I1), s	54.5	43.1	40.5
Green Ext Time (p_c), s	0.0	7.9	10.0

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

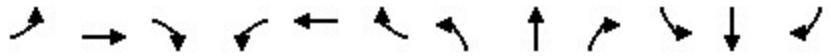


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1618	807	0	1624	502	861	2	1084	0	0	0
Future Volume (veh/h)	0	1618	807	0	1624	502	861	2	1084	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1651	823	0	1657	512	880	0	1106			
Peak Hour Factor	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			
Cap, veh/h	0	2708	1489	0	2708	841	1458	0	1298			
Arrive On Green	0.00	0.52	0.52	0.00	1.00	1.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1651	823	0	1657	512	880	0	1106			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	26.8	9.4	0.0	0.0	0.0	23.0	0.0	37.5			
Cycle Q Clear(g_c), s	0.0	26.8	9.4	0.0	0.0	0.0	23.0	0.0	37.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2708	1489	0	2708	841	1458	0	1298			
V/C Ratio(X)	0.00	0.61	0.55	0.00	0.61	0.61	0.60	0.00	0.85			
Avail Cap(c_a), veh/h	0	2708	1489	0	2708	841	1734	0	1543			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.59	0.59	0.00	0.57	0.57	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	20.1	0.7	0.0	0.0	0.0	28.3	0.0	32.6			
Incr Delay (d2), s/veh	0.0	0.6	0.9	0.0	0.2	0.7	0.4	0.0	4.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.2	21.2	0.0	0.1	0.2	10.0	0.0	15.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.7	1.6	0.0	0.2	0.7	28.7	0.0	36.8			
LnGrp LOS		C	A		A	A	C		D			
Approach Vol, veh/h		2474			2169			1986				
Approach Delay, s/veh		14.3			0.4			33.2				
Approach LOS		B			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		67.1				67.1		52.9				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		53.5				53.5		57.5				
Max Q Clear Time (g_c+I1), s		28.8				2.0		39.5				
Green Ext Time (p_c), s		17.0				22.1		8.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

Notes

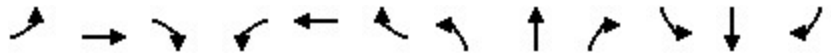
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1763	447	216	1441	88	438	54	162	64	45	226
Future Volume (veh/h)	392	1763	447	216	1441	88	438	54	162	64	45	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	400	1799	456	220	1470	90	447	55	165	65	46	231
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	544	2678	831	228	1457	452	278	423	358	84	52	261
Arrive On Green	0.60	1.00	1.00	0.13	0.56	0.56	0.08	0.22	0.22	0.05	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	274	1378
Grp Volume(v), veh/h	400	1799	456	220	1470	90	447	55	165	65	0	277
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1652
Q Serve(g_s), s	19.0	0.0	0.0	7.5	33.7	2.8	9.5	2.8	10.7	4.3	0.0	19.6
Cycle Q Clear(g_c), s	19.0	0.0	0.0	7.5	33.7	2.8	9.5	2.8	10.7	4.3	0.0	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	544	2678	831	228	1457	452	278	423	358	84	0	313
V/C Ratio(X)	0.74	0.67	0.55	0.96	1.01	0.20	1.61	0.13	0.46	0.78	0.00	0.88
Avail Cap(c_a), veh/h	544	2678	831	228	1457	452	278	741	628	106	0	610
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.39	0.39	0.39	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	52.1	26.3	13.6	55.3	37.3	40.4	56.6	0.0	47.3
Incr Delay (d2), s/veh	2.6	0.8	1.5	28.2	17.0	0.4	290.0	0.1	0.3	18.5	0.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.2	0.3	3.9	10.6	1.2	15.4	1.3	4.3	2.4	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.2	0.8	1.5	80.2	43.3	14.0	345.2	37.4	40.8	75.1	0.0	50.7
LnGrp LOS	C	A	A	F	F	B	F	D	D	E		D
Approach Vol, veh/h		2655			1780			667			342	
Approach Delay, s/veh		4.3			46.4			244.5			55.3	
Approach LOS		A			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	66.4	14.0	27.3	40.5	38.2	10.0	31.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.8	40.4	9.5	44.3	14.5	33.7	7.0	46.8
Max Q Clear Time (g_c+I1), s	9.5	2.0	11.5	21.6	21.0	35.7	6.3	12.7
Green Ext Time (p_c), s	0.0	28.1	0.0	1.2	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	50.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1589	172	46	1388	138	131	44	40	142	97	226
Future Volume (veh/h)	225	1589	172	46	1388	138	131	44	40	142	97	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	1673	181	48	1461	145	138	46	42	149	102	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	2084	930	62	1803	804	128	279	226	164	604	269
Arrive On Green	0.22	1.00	1.00	0.01	0.16	0.16	0.07	0.15	0.15	0.09	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1896	1533	1810	3610	1610
Grp Volume(v), veh/h	237	1673	181	48	1461	145	138	44	44	149	102	238
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1624	1810	1805	1610
Q Serve(g_s), s	13.5	0.0	0.0	3.2	46.8	9.3	8.5	2.5	2.9	9.8	2.9	17.3
Cycle Q Clear(g_c), s	13.5	0.0	0.0	3.2	46.8	9.3	8.5	2.5	2.9	9.8	2.9	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	204	2084	930	62	1803	804	128	266	239	164	604	269
V/C Ratio(X)	1.16	0.80	0.19	0.77	0.81	0.18	1.08	0.16	0.19	0.91	0.17	0.88
Avail Cap(c_a), veh/h	204	2084	930	75	1803	804	128	510	459	164	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	0.0	58.8	44.6	29.0	55.8	44.7	44.9	54.0	42.8	48.8
Incr Delay (d2), s/veh	107.5	2.7	0.4	20.4	3.1	0.4	101.5	0.1	0.1	43.3	0.0	3.8
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	11.2	0.8	0.1	1.8	23.3	4.0	7.5	1.1	1.2	6.4	1.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	154.0	2.7	0.4	79.3	47.8	29.3	157.3	44.8	45.0	97.4	42.9	52.6
LnGrp LOS	F	A	A	E	D	C	F	D	D	F	D	D
Approach Vol, veh/h		2091			1654			226			489	
Approach Delay, s/veh		19.6			47.1			113.5			64.2	
Approach LOS		B			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	73.8	13.0	24.6	18.0	64.4	15.4	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	52.2	8.5	36.3	13.5	43.7	10.9	33.9
Max Q Clear Time (g_c+I1), s	15.3	2.0	10.5	19.3	15.5	48.8	11.8	4.9
Green Ext Time (p_c), s	0.0	29.6	0.0	0.7	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	39.4
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0

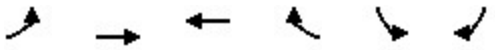
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	210	4	3	304
Future Vol, veh/h	0	0	210	4	3	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	221	4	3	320

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	389	113	0	0	225	0
Stage 1	223	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*713	925	-	-	1355	-
Stage 1	*799	-	-	-	-	-
Stage 2	*964	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	*711	925	-	-	1355	-
Mov Cap-2 Maneuver	*708	-	-	-	-	-
Stage 1	*799	-	-	-	-	-
Stage 2	*961	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0.07
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1355	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s/veh)	-	-	0	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	1665	1480	8	16	90
Future Volume (veh/h)	109	1665	1480	8	16	90
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	1771	1574	9	17	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	599	3066	1770	10	137	122
Arrive On Green	0.66	1.00	0.48	0.48	0.08	0.08
Sat Flow, veh/h	1810	3705	3775	21	1810	1610
Grp Volume(v), veh/h	116	1771	772	811	17	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1896	1810	1610
Q Serve(g_s), s	3.0	0.0	46.5	46.6	1.1	7.0
Cycle Q Clear(g_c), s	3.0	0.0	46.5	46.6	1.1	7.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	599	3066	868	912	137	122
V/C Ratio(X)	0.19	0.58	0.89	0.89	0.12	0.79
Avail Cap(c_a), veh/h	599	3066	976	1026	409	364
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.38	0.38	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	28.2	28.3	51.8	54.5
Incr Delay (d2), s/veh	0.1	0.5	5.7	5.5	0.4	10.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	19.6	20.6	0.5	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.2	0.5	33.9	33.7	52.2	65.2
LnGrp LOS	B	A	C	C	D	E
Approach Vol, veh/h		1887	1583		113	
Approach Delay, s/veh		1.3	33.8		63.3	
Approach LOS		A	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.4		13.6	44.2	62.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		83.9		27.1	14.5	64.9
Max Q Clear Time (g_c+I1), s		2.0		9.0	5.0	48.6
Green Ext Time (p_c), s		22.6		0.3	0.2	9.1

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



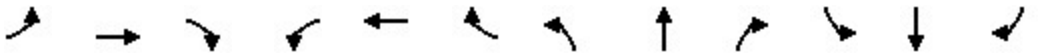
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1447	49	105	1295	173	63	162	172	160	145	130
Future Volume (veh/h)	183	1447	49	105	1295	173	63	162	172	160	145	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	1492	51	108	1335	178	65	167	177	165	149	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	2020	901	98	1713	227	312	251	224	176	231	
Arrive On Green	0.05	0.37	0.37	0.05	0.53	0.53	0.17	0.14	0.14	0.10	0.06	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3204	424	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	189	1492	51	108	748	765	65	167	177	165	149	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1824	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	9.5	42.9	1.1	6.5	39.5	40.4	3.7	10.5	12.8	10.9	4.8	0.0
Cycle Q Clear(g_c), s	9.5	42.9	1.1	6.5	39.5	40.4	3.7	10.5	12.8	10.9	4.8	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	2020	901	98	965	975	312	251	224	176	231	
V/C Ratio(X)	1.32	0.74	0.06	1.10	0.78	0.78	0.21	0.67	0.79	0.94	0.64	
Avail Cap(c_a), veh/h	143	2020	901	98	965	975	312	561	500	176	1179	
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.8	29.9	3.3	56.7	22.2	22.4	42.6	49.0	50.0	53.8	54.8	0.0
Incr Delay (d2), s/veh	177.4	2.0	0.1	121.1	6.1	6.3	0.2	3.0	6.2	49.0	3.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	19.5	0.9	6.2	16.6	17.2	1.7	4.9	5.4	7.3	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	234.2	31.9	3.4	177.8	28.3	28.7	42.9	52.1	56.2	102.8	57.8	0.0
LnGrp LOS	F	C	A	F	C	C	D	D	E	F	E	
Approach Vol, veh/h		1732			1621			409			314	
Approach Delay, s/veh		53.1			38.4			52.4			81.4	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.6	25.2	12.2	14.0	68.6	16.2	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	46.5	9.8	39.2	9.5	43.5	11.7	37.3
Max Q Clear Time (g_c+I1), s	8.5	44.9	5.7	6.8	11.5	42.4	12.9	14.8
Green Ext Time (p_c), s	0.0	1.4	0.0	0.9	0.0	1.0	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Notes

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



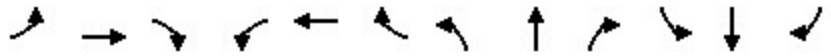
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↰	↱↱
Traffic Volume (veh/h)	0	1380	750	0	1265	889	0	0	0	408	1	778
Future Volume (veh/h)	0	1380	750	0	1265	889	0	0	0	408	1	778
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1453	789	0	1332	936				430	0	819
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2610	810	0	2610	1293				1086	0	966
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.50				0.30	0.00	0.30
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1453	789	0	1332	936				430	0	819
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	23.2	57.3	0.0	20.6	32.8				11.3	0.0	28.6
Cycle Q Clear(g_c), s	0.0	23.2	57.3	0.0	20.6	32.8				11.3	0.0	28.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2610	810	0	2610	1293				1086	0	966
V/C Ratio(X)	0.00	0.56	0.97	0.00	0.51	0.72				0.40	0.00	0.85
Avail Cap(c_a), veh/h	0	2615	812	0	2615	1295				1523	0	1355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.78	0.78				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.6	29.0	0.0	19.9	5.6				33.4	0.0	39.4
Incr Delay (d2), s/veh	0.0	0.3	25.2	0.0	0.6	2.8				0.2	0.0	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.8	25.8	0.0	7.9	28.8				5.0	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.8	54.2	0.0	20.5	8.3				33.6	0.0	43.2
LnGrp LOS		C	D		C	A				C		D
Approach Vol, veh/h		2242			2268						1249	
Approach Delay, s/veh		32.6			15.5						39.9	
Approach LOS		C			B						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.9	40.5	64.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	60.5	50.5	60.5
Max Q Clear Time (g_c+I1), s	59.3	30.6	34.8
Green Ext Time (p_c), s	1.1	5.4	15.7

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	871	915	0	1539	663	616	0	613	0	0	0
Future Volume (veh/h)	0	871	915	0	1539	663	616	0	613	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	907	953	0	1603	691	642	0	639			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	3495	1489	0	3495	1085	909	0	809			
Arrive On Green	0.00	0.67	0.67	0.00	1.00	1.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	907	953	0	1603	691	642	0	639			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	8.3	13.1	0.0	0.0	0.0	19.4	0.0	22.2			
Cycle Q Clear(g_c), s	0.0	8.3	13.1	0.0	0.0	0.0	19.4	0.0	22.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3495	1489	0	3495	1085	909	0	809			
V/C Ratio(X)	0.00	0.26	0.64	0.00	0.46	0.64	0.71	0.00	0.79			
Avail Cap(c_a), veh/h	0	3495	1489	0	3495	1085	1674	0	1489			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.84	0.84	0.00	0.46	0.46	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.7	0.8	0.0	0.0	0.0	40.9	0.0	42.0			
Incr Delay (d2), s/veh	0.0	0.2	1.8	0.0	0.0	0.6	1.0	0.0	1.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.7	17.8	0.0	0.0	0.2	8.7	0.0	9.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.9	2.6	0.0	0.0	0.6	41.9	0.0	43.7			
LnGrp LOS		A	A		A	A	D		D			
Approach Vol, veh/h		1860			2294			1281				
Approach Delay, s/veh		5.2			0.2			42.8				
Approach LOS		A			A			D				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	85.4	85.4	34.6
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	55.5	55.5
Max Q Clear Time (g_c+I1), s	15.1	2.0	24.2
Green Ext Time (p_c), s	14.3	23.7	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	1156	167	120	1324	119	466	58	121	139	45	328
Future Volume (veh/h)	156	1156	167	120	1324	119	466	58	121	139	45	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	1217	176	126	1394	125	491	61	127	146	47	345
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1450	450	690	2102	652	395	185	157	500	51	377
Arrive On Green	0.14	0.56	0.56	0.39	0.81	0.81	0.11	0.10	0.10	0.28	0.26	0.26
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	197	1444
Grp Volume(v), veh/h	164	1217	176	126	1394	125	491	61	127	146	0	392
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1640
Q Serve(g_s), s	8.5	23.4	7.4	2.8	13.2	0.9	13.5	3.6	9.3	7.6	0.0	27.8
Cycle Q Clear(g_c), s	8.5	23.4	7.4	2.8	13.2	0.9	13.5	3.6	9.3	7.6	0.0	27.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	128	1450	450	690	2102	652	395	185	157	500	0	429
V/C Ratio(X)	1.28	0.84	0.39	0.18	0.66	0.19	1.24	0.33	0.81	0.29	0.00	0.91
Avail Cap(c_a), veh/h	128	1630	506	690	2102	652	395	717	608	500	0	605
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	24.2	20.7	30.1	8.0	1.2	53.2	50.5	53.1	34.2	0.0	43.0
Incr Delay (d2), s/veh	169.6	5.5	2.3	0.0	1.3	0.5	129.2	0.4	3.8	0.1	0.0	12.0
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	9.5	6.7	2.7	1.1	2.9	0.8	13.0	1.7	3.9	3.4	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	221.1	29.8	23.0	30.2	9.3	1.7	182.5	50.9	56.8	34.3	0.0	55.0
LnGrp LOS	F	C	C	C	A	A	F	D	E	C		D
Approach Vol, veh/h		1557			1645			679			538	
Approach Delay, s/veh		49.2			10.4			147.1			49.4	
Approach LOS		D			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.1	38.0	18.0	35.9	13.0	53.1	37.7	16.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	37.7	13.5	44.3	8.5	35.7	12.5	45.3
Max Q Clear Time (g_c+I1), s	14.8	25.4	15.5	29.8	10.5	15.2	9.6	11.3
Green Ext Time (p_c), s	0.0	8.1	0.0	1.5	0.0	12.9	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	49.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1113	134	40	1136	115	200	100	57	107	74	227
Future Volume (veh/h)	171	1113	134	40	1136	115	200	100	57	107	74	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	1210	146	43	1235	125	217	109	62	116	80	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	2399	289	57	1374	139	244	198	88	456	622	277
Arrive On Green	0.51	1.00	1.00	0.03	0.29	0.29	0.13	0.05	0.05	0.25	0.17	0.17
Sat Flow, veh/h	1810	4690	566	1810	4786	484	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	186	892	464	43	892	468	217	109	62	116	80	247
Grp Sat Flow(s),veh/h/ln	1810	1729	1798	1810	1729	1813	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.6	0.0	0.0	2.8	29.7	29.8	14.2	3.5	4.0	6.1	2.3	18.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	2.8	29.7	29.8	14.2	3.5	4.0	6.1	2.3	18.0
Prop In Lane	1.00		0.31	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	1769	920	57	993	520	244	198	88	456	622	277
V/C Ratio(X)	0.40	0.50	0.50	0.75	0.90	0.90	0.89	0.55	0.70	0.25	0.13	0.89
Avail Cap(c_a), veh/h	463	1769	920	158	1029	539	249	1152	514	456	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	57.6	41.1	41.1	51.1	55.3	43.9	35.9	42.0	48.6
Incr Delay (d2), s/veh	0.2	0.8	1.5	7.0	12.6	21.0	29.1	0.9	3.8	0.1	0.0	4.5
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	2.8	0.2	0.4	1.4	13.9	15.8	8.4	1.6	1.9	2.7	1.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	0.8	1.5	64.7	53.7	62.2	80.1	56.2	47.7	36.0	42.1	53.1
LnGrp LOS	C	A	A	E	D	E	F	E	D	D	D	D
Approach Vol, veh/h		1542			1403			388			443	
Approach Delay, s/veh		3.8			56.9			68.2			46.6	
Approach LOS		A			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	65.9	20.6	25.2	35.2	38.9	34.8	11.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	38.7	16.5	36.3	13.5	35.7	14.5	38.3
Max Q Clear Time (g_c+I1), s	4.8	2.0	16.2	20.0	9.6	31.8	8.1	6.0
Green Ext Time (p_c), s	0.0	15.9	0.0	0.7	0.1	2.7	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	35.2
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	59	263	9	11	208
Future Vol, veh/h	10	59	263	9	11	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	71	317	11	13	251

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	474	164	0	0	328	0
Stage 1	322	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	524	858	-	-	1243	-
Stage 1	713	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	519	858	-	-	1243	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.99	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	804	1243	-
HCM Lane V/C Ratio	-	-	0.103	0.011	-
HCM Control Delay (s/veh)	-	-	10	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	9	48	0	0	20
Future Vol, veh/h	9	9	48	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	10	52	0	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	82	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1567	-	-	-	926	1021
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	920	1021
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.66	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	1021
HCM Lane V/C Ratio	0.006	-	-	-	0.021
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1247	29	26	1290	0	26
Future Vol, veh/h	1247	29	26	1290	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1355	32	28	1402	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1387	0	-	678
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	524	-	0	*722
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	0	-		0
Mov Cap-1 Maneuver	-	-	524	-	-	*722
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.24	10.19
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	524	-
HCM Lane V/C Ratio	0.039	-	-	0.054	-
HCM Control Delay (s/veh)	10.2	-	-	12.3	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	2	0	0	10	8	0	2	0	5	2	35
Future Vol, veh/h	17	2	0	0	10	8	0	2	0	5	2	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	2	0	0	11	9	0	2	0	5	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	2	0	0	51	59	2	55	54	15
Stage 1	-	-	-	-	-	-	39	39	-	15	15	-
Stage 2	-	-	-	-	-	-	12	20	-	40	39	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1610	-	-	1633	-	-	953	836	1088	947	841	1070
Stage 1	-	-	-	-	-	-	981	866	-	1010	887	-
Stage 2	-	-	-	-	-	-	1014	883	-	980	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1610	-	-	1633	-	-	906	827	1088	934	831	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	827	-	934	831	-
Stage 1	-	-	-	-	-	-	970	856	-	1010	887	-
Stage 2	-	-	-	-	-	-	975	883	-	966	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	6.5	0	9.37	8.63
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	827	1608	-	-	1633	-	-	1038
HCM Lane V/C Ratio	0.003	0.011	-	-	-	-	-	0.044
HCM Control Delay (s/veh)	9.4	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

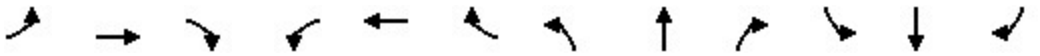
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1269	4	0	1316	0	6
Future Vol, veh/h	1269	4	0	1316	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1379	4	0	1430	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	690
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	-	0	*722
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*722
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	722	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s/veh)	10	-	-	-
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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1206	9	15	1192	20	41	0	20	11	0	87
Future Volume (veh/h)	59	1206	9	15	1192	20	41	0	20	11	0	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	1340	10	16	1324	22	45	0	22	12	0	97
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	4050	1257	30	2727	45	116	0	171	184	0	171
Arrive On Green	0.05	0.78	0.78	0.02	0.75	0.75	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	5187	1610	1810	3634	60	1319	0	1610	1412	0	1610
Grp Volume(v), veh/h	66	1340	10	16	657	689	45	0	22	12	0	97
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1889	1319	0	1610	1412	0	1610
Q Serve(g_s), s	5.1	10.7	0.2	1.2	20.0	20.0	4.7	0.0	1.7	1.1	0.0	8.0
Cycle Q Clear(g_c), s	5.1	10.7	0.2	1.2	20.0	20.0	12.7	0.0	1.7	2.8	0.0	8.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	4050	1257	30	1355	1418	116	0	171	184	0	171
V/C Ratio(X)	0.78	0.33	0.01	0.53	0.49	0.49	0.39	0.00	0.13	0.07	0.00	0.57
Avail Cap(c_a), veh/h	187	4050	1257	97	1355	1418	263	0	351	341	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.0	4.5	3.4	68.3	6.9	6.9	65.6	0.0	56.7	58.0	0.0	59.5
Incr Delay (d2), s/veh	14.1	0.2	0.0	14.0	1.2	1.2	2.1	0.0	0.3	0.1	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.9	0.1	0.7	6.6	6.9	1.7	0.0	0.7	0.4	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.1	4.8	3.4	82.3	8.1	8.0	67.7	0.0	57.0	58.1	0.0	62.5
LnGrp LOS	F	A	A	F	A	A	E		E	E		E
Approach Vol, veh/h		1416			1362			67			109	
Approach Delay, s/veh		8.3			8.9			64.2			62.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	113.8		19.4	11.1	109.6		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	88.5		30.5	14.5	81.5		30.5				
Max Q Clear Time (g_c+I1), s	3.2	12.7		10.0	7.1	22.0		14.7				
Green Ext Time (p_c), s	0.0	12.0		0.4	0.1	10.9		0.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		11.8	
HCM 7th LOS		B	

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	0	0	4	20	0	10	0	6	0	0
Future Vol, veh/h	0	10	0	0	4	20	0	10	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	0	4	22	0	11	0	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	11	0	0	15	37	11	32	26	15
Stage 1	-	-	-	-	-	-	11	11	-	15	15	-
Stage 2	-	-	-	-	-	-	4	26	-	16	11	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1601	-	-	1622	-	-	1006	859	1076	981	871	1070
Stage 1	-	-	-	-	-	-	1015	891	-	1010	887	-
Stage 2	-	-	-	-	-	-	1023	877	-	1008	891	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1601	-	-	1622	-	-	1006	859	1076	969	871	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	1006	859	-	969	871	-
Stage 1	-	-	-	-	-	-	1015	891	-	1010	887	-
Stage 2	-	-	-	-	-	-	1023	877	-	996	891	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.24	8.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	859	1601	-	-	1622	-	-	969
HCM Lane V/C Ratio	0.013	-	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.2	0	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

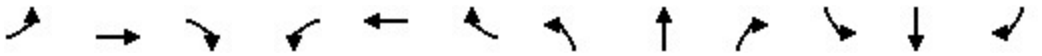
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1230	5	0	1227	0	11
Future Vol, veh/h	1230	5	0	1227	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1337	5	0	1334	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	668
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	-	0	*725
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*725
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.05
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	725	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-
HCM Control Delay (s/veh)	10.1	-	-	-
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



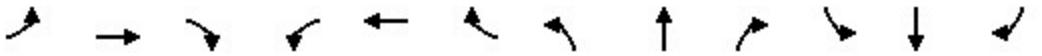
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1076	30	68	1038	172	50	99	123	149	81	143
Future Volume (veh/h)	128	1076	30	68	1038	172	50	99	123	149	81	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	1157	32	73	1116	185	54	106	132	160	87	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	1358	606	526	1791	296	70	187	167	183	600	
Arrive On Green	0.09	0.38	0.38	0.29	0.58	0.58	0.04	0.10	0.10	0.10	0.17	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3100	512	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	138	1157	32	73	648	653	54	106	132	160	87	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1808	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.5	41.2	1.5	4.2	33.1	33.4	4.1	7.8	11.2	12.2	2.9	0.0
Cycle Q Clear(g_c), s	10.5	41.2	1.5	4.2	33.1	33.4	4.1	7.8	11.2	12.2	2.9	0.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	1358	606	526	1043	1044	70	187	167	183	600	
V/C Ratio(X)	0.86	0.85	0.05	0.14	0.62	0.63	0.77	0.57	0.79	0.87	0.15	
Avail Cap(c_a), veh/h	162	1565	698	526	1043	1044	123	481	429	187	1091	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.9	40.1	19.4	36.7	19.5	19.6	66.7	59.8	61.3	62.0	49.9	0.0
Incr Delay (d2), s/veh	33.2	6.9	0.2	0.1	2.8	2.8	12.6	2.7	8.2	32.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	18.7	0.7	1.8	13.6	13.7	2.1	3.7	4.9	7.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.1	47.0	19.5	36.8	22.3	22.4	79.2	62.5	69.5	94.4	50.0	0.0
LnGrp LOS	F	D	B	D	C	C	E	E	E	F	D	
Approach Vol, veh/h		1327			1374			292			247	
Approach Delay, s/veh		51.4			23.1			68.7			78.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.2	57.2	9.9	27.8	17.0	85.4	18.7	19.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	60.7	9.5	42.3	12.5	57.7	14.5	37.3
Max Q Clear Time (g_c+I1), s	6.2	43.2	6.1	4.9	12.5	35.4	14.2	13.2
Green Ext Time (p_c), s	0.0	9.5	0.0	0.5	0.0	11.8	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	43.1
HCM 7th LOS	D

Notes

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



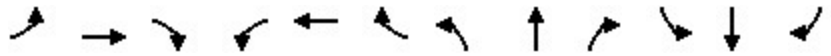
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	↲	↱↱
Traffic Volume (veh/h)	0	1769	785	0	1827	684	0	0	0	692	0	1155
Future Volume (veh/h)	0	1769	785	0	1827	684	0	0	0	692	0	1155
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1843	818	0	1903	712				721	0	1203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2269	704	0	2269	1390				1540	0	1371
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44				0.43	0.00	0.43
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	1843	818	0	1903	712				721	0	1203
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	37.2	52.5	0.0	39.1	13.0				17.1	0.0	41.1
Cycle Q Clear(g_c), s	0.0	37.2	52.5	0.0	39.1	13.0				17.1	0.0	41.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2269	704	0	2269	1390				1540	0	1371
V/C Ratio(X)	0.00	0.81	1.16	0.00	0.84	0.51				0.47	0.00	0.88
Avail Cap(c_a), veh/h	0	2269	704	0	2269	1390				1764	0	1570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.65	0.65				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.4	33.8	0.0	30.0	2.0				24.7	0.0	31.6
Incr Delay (d2), s/veh	0.0	2.4	87.8	0.0	2.6	0.9				0.2	0.0	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.0	36.2	0.0	15.7	19.7				7.4	0.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.8	121.5	0.0	32.6	2.9				24.9	0.0	37.0
LnGrp LOS		C	F		C	A				C		D
Approach Vol, veh/h		2661			2615						1924	
Approach Delay, s/veh		59.4			24.5						32.5	
Approach LOS		E			C						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	57.0	55.6	57.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	58.5	52.5
Max Q Clear Time (g_c+I1), s	54.5	43.1	41.1
Green Ext Time (p_c), s	0.0	8.0	9.6

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1660	807	0	1650	515	861	2	1097	0	0	0
Future Volume (veh/h)	0	1660	807	0	1650	515	861	2	1097	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1694	823	0	1684	526	880	0	1119			
Peak Hour Factor	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			
Cap, veh/h	0	2690	1489	0	2690	835	1471	0	1309			
Arrive On Green	0.00	0.52	0.52	0.00	1.00	1.00	0.41	0.00	0.41			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1694	823	0	1684	526	880	0	1119			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	28.0	9.4	0.0	0.0	0.0	22.9	0.0	37.9			
Cycle Q Clear(g_c), s	0.0	28.0	9.4	0.0	0.0	0.0	22.9	0.0	37.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2690	1489	0	2690	835	1471	0	1309			
V/C Ratio(X)	0.00	0.63	0.55	0.00	0.63	0.63	0.60	0.00	0.86			
Avail Cap(c_a), veh/h	0	2690	1489	0	2690	835	1734	0	1543			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.58	0.58	0.00	0.57	0.57	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	20.6	0.7	0.0	0.0	0.0	27.9	0.0	32.4			
Incr Delay (d2), s/veh	0.0	0.7	0.9	0.0	0.3	0.9	0.4	0.0	4.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.6	21.4	0.0	0.1	0.2	9.9	0.0	15.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.3	1.6	0.0	0.3	0.9	28.4	0.0	36.7			
LnGrp LOS		C	A		A	A	C		D			
Approach Vol, veh/h		2517			2210			1999				
Approach Delay, s/veh		14.8			0.4			33.0				
Approach LOS		B			A			C				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	66.7	66.7	53.3
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	53.5	53.5	57.5
Max Q Clear Time (g_c+I1), s	30.0	2.0	39.9
Green Ext Time (p_c), s	16.7	22.8	8.8

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1818	447	223	1476	90	438	54	173	66	45	226
Future Volume (veh/h)	392	1818	447	223	1476	90	438	54	173	66	45	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	400	1855	456	228	1506	92	447	55	177	67	46	231
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	528	2734	849	190	1500	466	278	420	356	86	52	261
Arrive On Green	0.58	1.00	1.00	0.11	0.58	0.58	0.08	0.22	0.22	0.05	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	274	1378
Grp Volume(v), veh/h	400	1855	456	228	1506	92	447	55	177	67	0	277
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1652
Q Serve(g_s), s	19.8	0.0	0.0	6.5	34.7	2.7	9.5	2.8	11.5	4.4	0.0	19.6
Cycle Q Clear(g_c), s	19.8	0.0	0.0	6.5	34.7	2.7	9.5	2.8	11.5	4.4	0.0	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	528	2734	849	190	1500	466	278	420	356	86	0	313
V/C Ratio(X)	0.76	0.68	0.54	1.20	1.00	0.20	1.61	0.13	0.50	0.78	0.00	0.88
Avail Cap(c_a), veh/h	528	2734	849	190	1500	466	278	701	594	143	0	610
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	53.5	25.3	12.8	55.3	37.5	40.9	56.5	0.0	47.3
Incr Delay (d2), s/veh	3.1	0.8	1.3	119.5	20.4	0.7	290.0	0.1	0.4	5.5	0.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.2	0.3	5.8	11.0	1.3	15.4	1.3	4.6	2.1	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	0.8	1.3	173.0	45.7	13.4	345.2	37.5	41.3	62.0	0.0	50.7
LnGrp LOS	C	A	A	F	F	B	F	D	D	E		D
Approach Vol, veh/h		2711			1826			679			344	
Approach Delay, s/veh		4.4			60.0			241.1			52.9	
Approach LOS		A			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	67.7	14.0	27.3	39.5	39.2	10.2	31.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	41.7	9.5	44.3	13.5	34.7	9.5	44.3
Max Q Clear Time (g_c+I1), s	8.5	2.0	11.5	21.6	21.8	36.7	6.4	13.5
Green Ext Time (p_c), s	0.0	29.6	0.0	1.2	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	54.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1652	177	48	1396	141	168	53	43	153	104	226
Future Volume (veh/h)	225	1652	177	48	1396	141	168	53	43	153	104	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	1739	186	51	1469	148	177	56	45	161	109	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	496	2618	279	66	1497	151	173	576	257	188	605	270
Arrive On Green	0.55	1.00	1.00	0.02	0.21	0.21	0.10	0.16	0.16	0.10	0.17	0.17
Sat Flow, veh/h	1810	4759	507	1810	4789	482	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	237	1262	663	51	1061	556	177	56	45	161	109	238
Grp Sat Flow(s),veh/h/ln	1810	1729	1809	1810	1729	1813	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	9.6	0.0	0.0	3.4	36.6	36.6	11.5	1.6	2.9	10.5	3.1	17.3
Cycle Q Clear(g_c), s	9.6	0.0	0.0	3.4	36.6	36.6	11.5	1.6	2.9	10.5	3.1	17.3
Prop In Lane	1.00		0.28	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	496	1902	995	66	1081	567	173	576	257	188	605	270
V/C Ratio(X)	0.48	0.66	0.67	0.77	0.98	0.98	1.02	0.10	0.18	0.86	0.18	0.88
Avail Cap(c_a), veh/h	496	1902	995	98	1081	567	173	1002	447	219	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	58.0	47.1	47.1	54.3	43.1	43.6	52.9	42.9	48.8
Incr Delay (d2), s/veh	0.2	1.4	2.6	9.8	23.3	33.6	73.9	0.0	0.1	21.9	0.1	3.7
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	3.3	0.4	0.7	1.7	19.5	22.1	8.8	0.7	1.2	5.9	1.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.0	1.4	2.6	67.9	70.4	80.7	128.1	43.1	43.7	74.8	42.9	52.5
LnGrp LOS	C	A	A	E	E	F	F	D	D	E	D	D
Approach Vol, veh/h		2162			1668			278			508	
Approach Delay, s/veh		4.0			73.7			97.3			57.5	
Approach LOS		A			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	70.5	16.0	24.6	37.4	42.0	17.0	23.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	47.7	11.5	36.3	16.7	37.5	14.5	33.3
Max Q Clear Time (g_c+I1), s	5.4	2.0	13.5	19.3	11.6	38.6	12.5	4.9
Green Ext Time (p_c), s	0.0	28.6	0.0	0.8	0.1	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	48	210	16	18	303
Future Vol, veh/h	10	48	210	16	18	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	51	221	17	19	319

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	427	119	0	0	238	0
Stage 1	229	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	561	917	-	-	1341	-
Stage 1	793	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	553	917	-	-	1341	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.58	0	0.43
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1341	-
HCM Lane V/C Ratio	-	-	0.072	0.014	-
HCM Control Delay (s/veh)	-	-	9.6	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	20	31	0	0	27
Future Vol, veh/h	13	20	31	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	22	34	0	0	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	84	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1591	-	-	-	923	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	915	1045
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.87	0	8.54
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	709	-	-	-	1045
HCM Lane V/C Ratio	0.009	-	-	-	0.028
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1812	37	36	1583	0	28
Future Vol, veh/h	1812	37	36	1583	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1970	40	39	1721	0	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2010	0	-	985
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	280	-	0	*659
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	0	-		0
Mov Cap-1 Maneuver	-	-	280	-	-	*659
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.44	10.73
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	659	-	-	280	-
HCM Lane V/C Ratio	0.046	-	-	0.14	-
HCM Control Delay (s/veh)	10.7	-	-	19.9	-
HCM Lane LOS	B	-	-	C	-
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	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	10	0	0	7	6	0	2	0	14	2	24
Future Vol, veh/h	20	10	0	0	7	6	0	2	0	14	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	11	0	0	8	7	0	2	0	15	2	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	11	0	0	63	68	11	66	65	11
Stage 1	-	-	-	-	-	-	54	54	-	11	11	-
Stage 2	-	-	-	-	-	-	9	14	-	55	54	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1617	-	-	1622	-	-	936	826	1076	932	829	1076
Stage 1	-	-	-	-	-	-	963	854	-	1015	891	-
Stage 2	-	-	-	-	-	-	1018	888	-	962	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1622	-	-	899	815	1076	917	818	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	815	-	917	818	-
Stage 1	-	-	-	-	-	-	950	842	-	1015	891	-
Stage 2	-	-	-	-	-	-	991	888	-	946	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.84	0	9.43	8.77
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	815	1200	-	-	1622	-	-	1000
HCM Lane V/C Ratio	0.003	0.013	-	-	-	-	-	0.043
HCM Control Delay (s/veh)	9.4	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

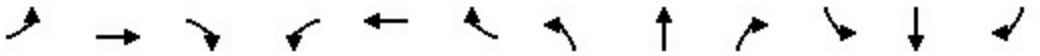
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1833	4	0	1619	0	4
Future Vol, veh/h	1833	4	0	1619	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1992	4	0	1760	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	996
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	-	0	*637
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*637
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.69
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	637	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s/veh)	10.7	-	-	-
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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1698	29	24	1503	8	31	0	22	16	0	90
Future Volume (veh/h)	109	1698	29	24	1503	8	31	0	22	16	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	1806	32	26	1599	9	34	0	24	17	0	96
Peak Hour Factor	0.94	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92	0.94	0.92	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	546	3960	1229	44	1788	10	116	0	161	181	0	161
Arrive On Green	0.20	0.51	0.51	0.02	0.49	0.49	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1810	5187	1610	1810	3681	21	1320	0	1610	1409	0	1610
Grp Volume(v), veh/h	116	1806	32	26	784	824	34	0	24	17	0	96
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1896	1320	0	1610	1409	0	1610
Q Serve(g_s), s	6.4	26.6	1.2	1.7	47.4	47.4	3.0	0.0	1.6	1.3	0.0	6.8
Cycle Q Clear(g_c), s	6.4	26.6	1.2	1.7	47.4	47.4	9.9	0.0	1.6	3.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	3960	1229	44	877	921	116	0	161	181	0	161
V/C Ratio(X)	0.21	0.46	0.03	0.59	0.89	0.89	0.29	0.00	0.15	0.09	0.00	0.60
Avail Cap(c_a), veh/h	546	3960	1229	92	972	1021	297	0	381	374	0	381
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	13.4	7.2	58.0	28.0	28.1	56.4	0.0	49.4	50.7	0.0	51.7
Incr Delay (d2), s/veh	0.2	0.4	0.0	12.2	13.5	13.0	1.4	0.0	0.4	0.2	0.0	3.5
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	2.8	10.9	0.3	0.9	21.8	22.8	1.1	0.0	0.7	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	13.8	7.3	70.2	41.5	41.1	57.8	0.0	49.8	50.9	0.0	55.2
LnGrp LOS	D	B	A	E	D	D	E		D	D		E
Approach Vol, veh/h		1954			1634			58			113	
Approach Delay, s/veh		15.0			41.8			54.5			54.6	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	96.1		16.5	40.7	62.8		16.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.1	72.0		28.4	13.5	64.6		28.4				
Max Q Clear Time (g_c+I1), s	3.7	28.6		8.8	8.4	49.4		11.9				
Green Ext Time (p_c), s	0.0	18.4		0.4	0.1	8.9		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	28.4	
HCM 7th LOS	C	

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	16	0	0	6	17	0	15	0	19	0	0
Future Vol, veh/h	0	16	0	0	6	17	0	15	0	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	0	0	7	18	0	16	0	21	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	17	0	0	24	42	17	41	33	16
Stage 1	-	-	-	-	-	-	17	17	-	16	16	-
Stage 2	-	-	-	-	-	-	7	25	-	26	17	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1603	-	-	1613	-	-	993	853	1067	967	863	1069
Stage 1	-	-	-	-	-	-	1007	885	-	1009	886	-
Stage 2	-	-	-	-	-	-	1020	878	-	997	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1613	-	-	993	853	1067	949	863	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	993	853	-	949	863	-
Stage 1	-	-	-	-	-	-	1007	885	-	1009	886	-
Stage 2	-	-	-	-	-	-	1020	878	-	979	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.3	8.88
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	853	1603	-	-	1613	-	-	949
HCM Lane V/C Ratio	0.019	-	-	-	-	-	-	0.022
HCM Control Delay (s/veh)	9.3	0	-	-	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

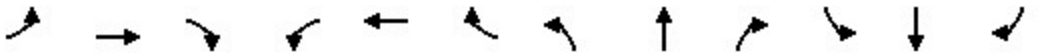
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1709	15	0	1536	0	7
Future Vol, veh/h	1709	15	0	1536	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1858	16	0	1670	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	929
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	-	0	*652
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*652
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.59
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	652	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s/veh)	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



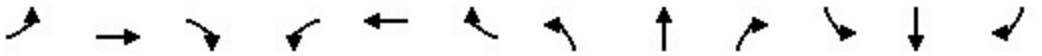
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1461	58	105	1315	173	76	162	172	160	145	146
Future Volume (veh/h)	193	1461	58	105	1315	173	76	162	172	160	145	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1506	60	108	1356	178	78	167	177	165	149	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	2146	957	98	1802	235	249	251	224	113	230	
Arrive On Green	0.09	0.59	0.59	0.05	0.56	0.56	0.14	0.14	0.14	0.06	0.06	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3211	418	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	199	1506	60	108	758	776	78	167	177	165	149	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1825	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.5	34.8	0.9	6.5	38.1	39.0	4.7	10.5	12.8	7.5	4.8	0.0
Cycle Q Clear(g_c), s	10.5	34.8	0.9	6.5	38.1	39.0	4.7	10.5	12.8	7.5	4.8	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	2146	957	98	1013	1024	249	251	224	113	230	
V/C Ratio(X)	1.26	0.70	0.06	1.10	0.75	0.76	0.31	0.67	0.79	1.46	0.65	
Avail Cap(c_a), veh/h	158	2146	957	98	1013	1024	249	576	514	113	1032	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.8	16.9	2.3	56.7	19.9	20.1	46.6	49.0	50.0	56.3	54.9	0.0
Incr Delay (d2), s/veh	156.6	1.9	0.1	121.1	5.1	5.3	0.5	3.0	6.2	248.6	3.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	13.2	0.7	6.2	15.6	16.2	2.1	4.9	5.4	11.2	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	211.4	18.9	2.4	177.8	25.0	25.4	47.1	52.0	56.1	304.8	57.9	0.0
LnGrp LOS	F	B	A	F	C	C	D	D	E	F	E	
Approach Vol, veh/h		1765			1642			422			314	
Approach Delay, s/veh		40.0			35.2			52.9			187.6	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	75.8	21.0	12.2	15.0	71.8	12.0	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	49.7	11.5	34.3	10.5	45.7	7.5	38.3
Max Q Clear Time (g_c+I1), s	8.5	36.8	6.7	6.8	12.5	41.0	9.5	14.8
Green Ext Time (p_c), s	0.0	9.6	0.0	0.8	0.0	3.9	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D

Notes

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



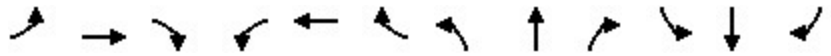
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2126	788	0	1611	920	0	0	0	419	1	1226
Future Volume (veh/h)	0	2126	788	0	1611	920	0	0	0	419	1	1226
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2238	829	0	1696	968				442	0	1291
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2356	731	0	2356	1436				1584	0	1410
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45				0.44	0.00	0.44
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	2238	829	0	1696	968				442	0	1291
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	49.7	54.5	0.0	31.8	19.6				9.4	0.0	45.1
Cycle Q Clear(g_c), s	0.0	49.7	54.5	0.0	31.8	19.6				9.4	0.0	45.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2356	731	0	2356	1436				1584	0	1410
V/C Ratio(X)	0.00	0.95	1.13	0.00	0.72	0.67				0.28	0.00	0.92
Avail Cap(c_a), veh/h	0	2356	731	0	2356	1436				1704	0	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.68	0.68				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.4	32.8	0.0	26.6	1.8				21.6	0.0	31.7
Incr Delay (d2), s/veh	0.0	9.4	76.5	0.0	1.3	1.7				0.1	0.0	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.2	35.1	0.0	12.6	29.5				4.0	0.0	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.9	109.3	0.0	27.9	3.5				21.7	0.0	40.3
LnGrp LOS		D	F		C	A				C		D
Approach Vol, veh/h		3067			2664						1733	
Approach Delay, s/veh		59.4			19.0						35.6	
Approach LOS		E			B						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	59.0	57.0	59.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	54.5	56.5	54.5
Max Q Clear Time (g_c+I1), s	56.5	47.1	33.8
Green Ext Time (p_c), s	0.0	5.4	15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	39.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	995	1549	0	1370	839	1161	0	635	0	0	0
Future Volume (veh/h)	0	995	1549	0	1370	839	1161	0	635	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1047	1631	0	1442	883	1222	0	668			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2743	1489	0	2743	852	1434	0	1276			
Arrive On Green	0.00	0.53	0.53	0.00	1.00	1.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1047	1631	0	1442	883	1222	0	668			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	14.3	63.5	0.0	0.0	63.5	36.9	0.0	19.0			
Cycle Q Clear(g_c), s	0.0	14.3	63.5	0.0	0.0	63.5	36.9	0.0	19.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2743	1489	0	2743	852	1434	0	1276			
V/C Ratio(X)	0.00	0.38	1.10	0.00	0.53	1.04	0.85	0.00	0.52			
Avail Cap(c_a), veh/h	0	2743	1489	0	2743	852	1764	0	1570			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.33	0.33	0.00	0.44	0.44	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	16.7	2.7	0.0	0.0	0.0	33.0	0.0	27.6			
Incr Delay (d2), s/veh	0.0	0.1	47.0	0.0	0.1	30.7	3.6	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.3	63.7	0.0	0.0	7.3	16.6	0.0	7.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.8	49.7	0.0	0.1	30.7	36.6	0.0	27.9			
LnGrp LOS		B	F		A	F	D		C			
Approach Vol, veh/h		2678			2325			1890				
Approach Delay, s/veh		36.8			11.7			33.5				
Approach LOS		D			B			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		68.0				68.0		52.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		52.5				52.5		58.5				
Max Q Clear Time (g_c+I1), s		65.5				65.5		38.9				
Green Ext Time (p_c), s		0.0				0.0		8.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C

Notes

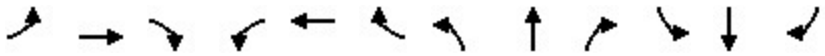
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1182	175	286	1336	123	489	205	414	144	100	344
Future Volume (veh/h)	165	1182	175	286	1336	123	489	205	414	144	100	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1244	184	301	1406	129	515	216	436	152	105	362
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	1398	434	585	1485	461	395	611	518	167	113	390
Arrive On Green	0.30	0.54	0.54	0.33	0.57	0.57	0.11	0.32	0.32	0.09	0.30	0.30
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	375	1292
Grp Volume(v), veh/h	174	1244	184	301	1406	129	515	216	436	152	0	467
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1667
Q Serve(g_s), s	10.0	25.5	6.1	8.3	30.4	3.7	13.5	10.4	19.5	10.0	0.0	32.6
Cycle Q Clear(g_c), s	10.0	25.5	6.1	8.3	30.4	3.7	13.5	10.4	19.5	10.0	0.0	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	271	1398	434	585	1485	461	395	611	518	167	0	503
V/C Ratio(X)	0.64	0.89	0.42	0.51	0.95	0.28	1.30	0.35	0.84	0.91	0.00	0.93
Avail Cap(c_a), veh/h	271	1465	455	585	1500	466	395	739	627	167	0	616
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	26.1	12.2	36.1	24.8	11.3	53.2	31.2	15.7	53.9	0.0	40.7
Incr Delay (d2), s/veh	3.5	7.9	2.7	0.2	9.0	0.9	154.2	0.1	7.4	43.2	0.0	17.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.6	2.9	3.1	8.5	1.8	14.4	4.8	8.0	6.5	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	34.0	14.9	36.3	33.8	12.2	207.4	31.3	23.1	97.1	0.0	57.7
LnGrp LOS	D	C	B	D	C	B	F	C	C	F		E
Approach Vol, veh/h		1602			1836			1167			619	
Approach Delay, s/veh		32.8			32.7			106.0			67.4	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	36.8	18.0	40.7	22.5	38.9	15.6	43.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.3	33.9	13.5	44.3	9.5	34.7	11.1	46.7
Max Q Clear Time (g_c+I1), s	10.3	27.5	15.5	34.6	12.0	32.4	12.0	21.5
Green Ext Time (p_c), s	0.0	4.8	0.0	1.6	0.0	2.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	53.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1361	166	106	1290	116	185	93	233	149	93	269
Future Volume (veh/h)	215	1361	166	106	1290	116	185	93	233	149	93	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	226	1433	175	112	1358	122	195	98	245	157	98	283
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	1823	813	116	1224	546	173	323	288	185	668	298
Arrive On Green	0.46	1.00	1.00	0.06	0.34	0.34	0.10	0.18	0.18	0.10	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	226	1433	175	112	1358	122	195	98	245	157	98	283
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.8	0.0	0.0	7.4	40.7	4.8	11.5	5.7	17.7	10.2	2.7	13.1
Cycle Q Clear(g_c), s	10.8	0.0	0.0	7.4	40.7	4.8	11.5	5.7	17.7	10.2	2.7	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	1823	813	116	1224	546	173	323	288	185	668	298
V/C Ratio(X)	0.54	0.79	0.22	0.96	1.11	0.22	1.12	0.30	0.85	0.85	0.15	0.95
Avail Cap(c_a), veh/h	416	1823	813	116	1224	546	173	507	452	213	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	0.0	56.0	39.7	15.2	54.3	42.8	47.7	53.0	41.0	18.9
Incr Delay (d2), s/veh	1.0	2.5	0.4	64.7	59.3	0.8	105.7	0.5	8.9	24.1	0.1	20.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.6	0.1	5.4	27.2	2.6	10.3	2.6	7.8	5.9	1.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	2.5	0.4	120.7	98.9	16.0	160.0	43.3	56.6	77.1	41.1	39.5
LnGrp LOS	C	A	A	F	F	B	F	D	E	E	D	D
Approach Vol, veh/h		1834			1592			538			538	
Approach Delay, s/veh		5.5			94.1			91.6			50.7	
Approach LOS		A			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	65.1	16.0	26.7	32.1	45.2	16.7	26.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.7	46.5	11.5	36.3	13.5	40.7	14.1	33.7
Max Q Clear Time (g_c+I1), s	9.4	2.0	13.5	15.1	12.8	42.7	12.2	19.7
Green Ext Time (p_c), s	0.0	15.0	0.0	1.5	0.0	0.0	0.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	52.5
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.1

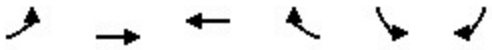
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	507	0	1	363
Future Vol, veh/h	0	4	507	0	1	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	534	0	1	382

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	727	267	0	0	534	0
Stage 1	534	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*443	737	-	-	1044	-
Stage 1	*558	-	-	-	-	-
Stage 2	*948	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	*443	737	-	-	1044	-
Mov Cap-2 Maneuver	*490	-	-	-	-	-
Stage 1	*558	-	-	-	-	-
Stage 2	*947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.91	0	0.02
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	737	1044	-
HCM Lane V/C Ratio	-	-	0.006	0.001	-
HCM Control Delay (s/veh)	-	-	9.9	8.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	1672	1410	21	12	101
Future Volume (veh/h)	71	1672	1410	21	12	101
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1760	1484	22	13	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	95	3062	2788	41	145	129
Arrive On Green	0.05	0.85	0.77	0.77	0.08	0.08
Sat Flow, veh/h	1810	3705	3736	54	1810	1610
Grp Volume(v), veh/h	75	1760	735	771	13	106
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1890	1810	1610
Q Serve(g_s), s	5.7	20.2	22.5	22.6	0.9	9.1
Cycle Q Clear(g_c), s	5.7	20.2	22.5	22.6	0.9	9.1
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	95	3062	1382	1447	145	129
V/C Ratio(X)	0.79	0.57	0.53	0.53	0.09	0.82
Avail Cap(c_a), veh/h	178	3062	1382	1447	372	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.17	0.17	1.00	1.00
Uniform Delay (d), s/veh	65.5	3.1	6.5	6.5	59.6	63.4
Incr Delay (d2), s/veh	7.7	0.4	0.3	0.2	0.3	12.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.9	6.7	7.1	0.4	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	73.2	3.6	6.7	6.7	59.9	75.4
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		1835	1506		119	
Approach Delay, s/veh		6.4	6.7		73.7	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		124.6		15.4	11.6	113.0
Change Period (Y+Rc), s		5.8		4.2	4.2	5.8
Max Green Setting (Gmax), s		101.2		28.8	13.8	83.2
Max Q Clear Time (g_c+I1), s		22.2		11.1	7.7	24.6
Green Ext Time (p_c), s		22.1		0.3	0.1	13.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A



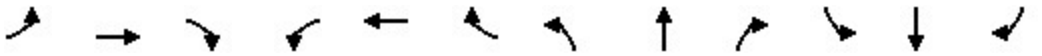
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	1204	48	87	1124	189	83	232	128	156	151	231
Future Volume (veh/h)	432	1204	48	87	1124	189	83	232	128	156	151	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	455	1267	51	92	1183	199	87	244	135	164	159	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	2068	923	114	1412	236	262	310	166	131	229	
Arrive On Green	0.18	0.57	0.57	0.06	0.46	0.46	0.14	0.14	0.14	0.07	0.06	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3094	518	1810	2272	1214	1810	3610	1610
Grp Volume(v), veh/h	455	1267	51	92	688	694	87	192	187	164	159	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1807	1810	1805	1681	1810	1805	1610
Q Serve(g_s), s	25.1	32.3	0.9	7.0	46.8	47.5	6.0	14.4	15.1	10.1	6.0	0.0
Cycle Q Clear(g_c), s	25.1	32.3	0.9	7.0	46.8	47.5	6.0	14.4	15.1	10.1	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	324	2068	923	114	824	825	262	246	229	131	229	
V/C Ratio(X)	1.40	0.61	0.06	0.81	0.83	0.84	0.33	0.78	0.82	1.26	0.69	
Avail Cap(c_a), veh/h	324	2068	923	136	824	825	262	464	432	131	856	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.5	19.7	3.0	64.8	33.4	33.6	53.8	58.4	58.7	64.9	64.2	0.0
Incr Delay (d2), s/veh	195.6	1.1	0.1	24.1	9.7	10.2	0.5	5.3	6.9	163.1	3.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.7	12.8	0.7	3.9	21.5	21.9	2.8	6.9	6.8	10.5	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	253.1	20.8	3.1	88.9	43.1	43.7	54.3	63.8	65.7	228.1	67.9	0.0
LnGrp LOS	F	C	A	F	D	D	D	E	E	F	E	
Approach Vol, veh/h		1773			1474			466			323	
Approach Delay, s/veh		79.9			46.3			62.8			149.2	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	86.4	25.2	14.7	30.0	70.1	15.0	24.9
Change Period (Y+Rc), s	4.9	6.2	4.9	5.8	4.9	6.2	4.9	5.8
Max Green Setting (Gmax), s	10.5	61.6	12.9	33.2	25.1	47.0	10.1	36.0
Max Q Clear Time (g_c+I1), s	9.0	34.3	8.0	8.0	27.1	49.5	12.1	17.1
Green Ext Time (p_c), s	0.0	13.7	0.0	0.9	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	71.2
HCM 7th LOS	E

Notes

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



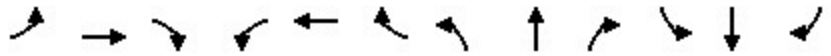
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2142	824	0	1901	709	0	0	0	709	0	1730
Future Volume (veh/h)	0	2142	824	0	1901	709	0	0	0	709	0	1730
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2255	867	0	2001	746				746	0	1821
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2356	731	0	2356	1489				1704	0	1516
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45				0.47	0.00	0.47
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	2255	867	0	2001	746				746	0	1821
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	50.4	54.5	0.0	41.1	7.8				16.5	0.0	56.5
Cycle Q Clear(g_c), s	0.0	50.4	54.5	0.0	41.1	7.8				16.5	0.0	56.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2356	731	0	2356	1489				1704	0	1516
V/C Ratio(X)	0.00	0.96	1.19	0.00	0.85	0.50				0.44	0.00	1.20
Avail Cap(c_a), veh/h	0	2356	731	0	2356	1489				1704	0	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.61	0.61				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.6	32.8	0.0	29.1	0.6				21.2	0.0	31.8
Incr Delay (d2), s/veh	0.0	10.4	97.0	0.0	2.5	0.7				0.2	0.0	97.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.7	39.3	0.0	16.4	20.6				7.0	0.0	41.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	42.0	129.8	0.0	31.6	1.4				21.3	0.0	128.8
LnGrp LOS		D	F		C	A				C		F
Approach Vol, veh/h		3122			2747						2567	
Approach Delay, s/veh		66.4			23.4						97.6	
Approach LOS		E			C						F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	59.0	61.0	59.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	54.5	56.5	54.5
Max Q Clear Time (g_c+I1), s	56.5	58.5	43.1
Green Ext Time (p_c), s	0.0	0.0	9.9

Intersection Summary	
HCM 7th Control Delay, s/veh	61.9
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



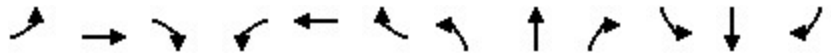
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1833	1018	0	1674	517	935	8	1138	0	0	0
Future Volume (veh/h)	0	1833	1018	0	1674	517	935	8	1138	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1929	1072	0	1762	544	990	0	1198			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2587	1489	0	2587	803	1543	0	1373			
Arrive On Green	0.00	0.50	0.50	0.00	1.00	1.00	0.43	0.00	0.43			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1929	1072	0	1762	544	990	0	1198			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	35.6	17.9	0.0	0.3	0.3	25.9	0.0	40.8			
Cycle Q Clear(g_c), s	0.0	35.6	17.9	0.0	0.3	0.3	25.9	0.0	40.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2587	1489	0	2587	803	1543	0	1373			
V/C Ratio(X)	0.00	0.75	0.72	0.00	0.68	0.68	0.64	0.00	0.87			
Avail Cap(c_a), veh/h	0	2587	1489	0	2587	803	1704	0	1516			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.34	0.34	0.00	0.29	0.29	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	24.0	1.0	0.0	0.1	0.1	27.2	0.0	31.5			
Incr Delay (d2), s/veh	0.0	0.7	1.0	0.0	0.2	0.7	0.7	0.0	5.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	13.6	32.3	0.0	0.1	0.2	11.2	0.0	16.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	24.7	2.1	0.0	0.3	0.7	27.9	0.0	37.0			
LnGrp LOS		C	A		A	A	C		D			
Approach Vol, veh/h		3001			2306			2188				
Approach Delay, s/veh		16.6			0.4			32.9				
Approach LOS		B			A			C				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	64.4	64.4	55.6
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	54.5	54.5	56.5
Max Q Clear Time (g_c+I1), s	37.6	2.3	42.8
Green Ext Time (p_c), s	14.6	24.7	8.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	1851	469	287	1513	92	460	87	239	67	98	237
Future Volume (veh/h)	415	1851	469	287	1513	92	460	87	239	67	98	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	1948	494	302	1593	97	484	92	252	71	103	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	453	1802	560	674	1500	466	278	334	283	244	114	276
Arrive On Green	0.50	0.69	0.69	0.38	0.58	0.58	0.08	0.18	0.18	0.13	0.23	0.23
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	493	1192
Grp Volume(v), veh/h	437	1948	494	302	1593	97	484	92	252	71	0	352
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1685
Q Serve(g_s), s	28.0	41.7	22.2	7.7	34.7	3.5	9.5	5.0	18.4	4.2	0.0	24.3
Cycle Q Clear(g_c), s	28.0	41.7	22.2	7.7	34.7	3.5	9.5	5.0	18.4	4.2	0.0	24.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	453	1802	560	674	1500	466	278	334	283	244	0	390
V/C Ratio(X)	0.97	1.08	0.88	0.45	1.06	0.21	1.74	0.28	0.89	0.29	0.00	0.90
Avail Cap(c_a), veh/h	453	1802	560	674	1500	466	278	735	623	244	0	622
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	18.3	9.5	32.2	25.3	18.7	55.3	42.8	48.3	46.8	0.0	44.8
Incr Delay (d2), s/veh	19.0	41.2	8.6	0.0	29.7	0.1	348.3	0.2	3.8	0.2	0.0	7.4
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	10.4	13.0	5.0	2.9	12.3	1.3	17.6	2.4	7.6	1.9	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.5	59.5	18.1	32.3	55.0	18.8	403.5	43.0	52.2	47.0	0.0	52.2
LnGrp LOS	D	F	B	C	F	B	F	D	D	D		D
Approach Vol, veh/h		2879			1992			828			423	
Approach Delay, s/veh		50.7			49.8			256.5			51.3	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	46.2	14.0	32.3	34.5	39.2	20.7	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	41.7	9.5	44.3	13.5	34.7	7.4	46.4
Max Q Clear Time (g_c+I1), s	9.7	43.7	11.5	26.3	30.0	36.7	6.2	20.4
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	78.3
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1729	183	197	1505	210	143	71	119	149	102	245
Future Volume (veh/h)	245	1729	183	197	1505	210	143	71	119	149	102	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	1820	193	207	1584	221	151	75	125	157	107	258
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	2054	916	158	1994	889	136	178	159	172	427	190
Arrive On Green	0.21	1.00	1.00	0.09	0.55	0.55	0.08	0.10	0.10	0.09	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	258	1820	193	207	1584	221	151	75	125	157	107	258
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.5	0.0	0.0	10.5	42.0	8.5	9.0	4.7	9.1	10.3	3.2	11.3
Cycle Q Clear(g_c), s	12.5	0.0	0.0	10.5	42.0	8.5	9.0	4.7	9.1	10.3	3.2	11.3
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	188	2054	916	158	1994	889	136	178	159	172	427	190
V/C Ratio(X)	1.37	0.89	0.21	1.31	0.79	0.25	1.11	0.42	0.79	0.91	0.25	1.36
Avail Cap(c_a), veh/h	188	2054	916	158	1994	889	136	487	435	172	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	0.0	54.8	21.4	13.9	55.5	50.9	52.9	53.8	48.1	33.6
Incr Delay (d2), s/veh	186.7	4.2	0.3	163.7	2.1	0.4	108.5	0.6	3.3	43.7	0.1	164.9
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	14.6	1.2	0.1	11.9	16.6	3.2	8.2	2.2	3.8	6.8	1.5	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	234.2	4.2	0.3	218.4	23.6	14.4	164.0	51.5	56.1	97.5	48.2	198.4
LnGrp LOS	F	A	A	F	C	B	F	D	E	F	D	F
Approach Vol, veh/h		2271			2012			351			522	
Approach Delay, s/veh		30.0			42.6			101.5			137.3	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	72.8	13.6	18.7	17.0	70.8	15.9	16.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	47.7	7.5	36.3	12.5	45.7	11.4	32.4
Max Q Clear Time (g_c+I1), s	12.5	2.0	11.0	13.3	14.5	44.0	12.3	11.1
Green Ext Time (p_c), s	0.0	31.2	0.0	0.9	0.0	1.5	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0

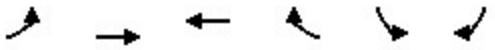
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	333	4	3	478
Future Vol, veh/h	0	0	333	4	3	478
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	351	4	3	503

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	611	177	0	0	355	0
Stage 1	353	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*582	841	-	-	1215	-
Stage 1	*688	-	-	-	-	-
Stage 2	*917	-	-	-	-	-
Platoon blocked, %	0		-	-		-
Mov Cap-1 Maneuver	*581	841	-	-	1215	-
Mov Cap-2 Maneuver	*604	-	-	-	-	-
Stage 1	*688	-	-	-	-	-
Stage 2	*915	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0.05
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1215	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s/veh)	-	-	0	8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

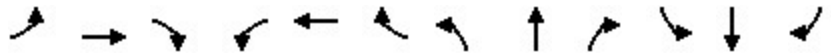
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	1875	1800	8	17	113
Future Volume (veh/h)	122	1875	1800	8	17	113
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	1974	1895	8	18	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	438	3011	2044	9	164	146
Arrive On Green	0.48	1.00	0.55	0.55	0.09	0.09
Sat Flow, veh/h	1810	3705	3782	16	1810	1610
Grp Volume(v), veh/h	128	1974	927	976	18	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1897	1810	1610
Q Serve(g_s), s	5.1	0.0	56.5	56.6	1.1	8.7
Cycle Q Clear(g_c), s	5.1	0.0	56.5	56.6	1.1	8.7
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	438	3011	1001	1052	164	146
V/C Ratio(X)	0.29	0.66	0.93	0.93	0.11	0.81
Avail Cap(c_a), veh/h	438	3011	1038	1091	407	362
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	24.5	24.5	50.1	53.5
Incr Delay (d2), s/veh	0.0	0.1	1.9	1.9	0.3	10.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	21.7	22.8	0.5	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.8	0.1	26.4	26.4	50.4	63.9
LnGrp LOS	C	A	C	C	D	E
Approach Vol, veh/h		2102	1903		137	
Approach Delay, s/veh		1.6	26.4		62.1	
Approach LOS		A	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.6		15.4	33.6	71.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		84.0		27.0	10.5	69.0
Max Q Clear Time (g_c+I1), s		2.0		10.7	7.1	58.6
Green Ext Time (p_c), s		29.1		0.3	0.1	7.9

Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B



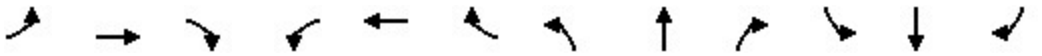
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1546	71	106	1372	182	121	231	190	188	255	316
Future Volume (veh/h)	275	1546	71	106	1372	182	121	231	190	188	255	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	289	1627	75	112	1444	192	127	243	200	198	268	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	1994	889	98	1611	212	256	315	249	143	368	
Arrive On Green	0.07	0.37	0.37	0.05	0.50	0.50	0.14	0.16	0.16	0.08	0.10	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3207	422	1810	1917	1515	1810	3610	1610
Grp Volume(v), veh/h	289	1627	75	112	806	830	127	228	215	198	268	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1824	1810	1805	1627	1810	1805	1610
Q Serve(g_s), s	12.5	48.8	1.9	6.5	48.2	49.9	7.8	14.5	15.3	9.5	8.6	0.0
Cycle Q Clear(g_c), s	12.5	48.8	1.9	6.5	48.2	49.9	7.8	14.5	15.3	9.5	8.6	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	188	1994	889	98	907	916	256	297	268	143	368	
V/C Ratio(X)	1.53	0.82	0.08	1.14	0.89	0.91	0.50	0.77	0.80	1.38	0.73	
Avail Cap(c_a), veh/h	188	1994	889	98	907	916	256	579	522	143	1098	
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.8	32.3	4.8	56.7	26.9	27.3	47.5	48.0	48.3	55.3	52.3	0.0
Incr Delay (d2), s/veh	258.8	2.9	0.1	134.4	12.7	14.2	1.1	4.2	5.6	209.3	2.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	22.3	1.3	6.5	21.9	23.1	3.5	6.7	6.5	12.6	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	314.6	35.2	4.9	191.2	39.5	41.4	48.6	52.1	53.8	264.6	55.1	0.0
LnGrp LOS	F	D	A	F	D	D	D	D	D	F	E	
Approach Vol, veh/h		1991			1748			570			466	
Approach Delay, s/veh		74.6			50.2			52.0			144.1	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	70.8	21.5	16.7	17.0	64.8	14.0	24.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	47.5	11.5	36.5	12.5	41.5	9.5	38.5
Max Q Clear Time (g_c+I1), s	8.5	50.8	9.8	10.6	14.5	51.9	11.5	17.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	69.7
HCM 7th LOS	E

Notes

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



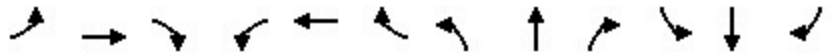
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2142	788	0	1633	933	0	0	0	428	1	1226
Future Volume (veh/h)	0	2142	788	0	1633	933	0	0	0	428	1	1226
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2255	829	0	1719	982				452	0	1291
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2334	725	0	2334	1430				1585	0	1410
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45				0.44	0.00	0.44
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	2255	829	0	1719	982				452	0	1291
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	50.8	54.0	0.0	32.7	21.0				9.6	0.0	45.1
Cycle Q Clear(g_c), s	0.0	50.8	54.0	0.0	32.7	21.0				9.6	0.0	45.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2334	725	0	2334	1430				1585	0	1410
V/C Ratio(X)	0.00	0.97	1.14	0.00	0.74	0.69				0.29	0.00	0.92
Avail Cap(c_a), veh/h	0	2334	725	0	2334	1430				1704	0	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	33.0	0.0	27.1	1.9				21.7	0.0	31.6
Incr Delay (d2), s/veh	0.0	11.8	80.7	0.0	1.4	1.8				0.1	0.0	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.2	35.7	0.0	13.0	29.9				4.1	0.0	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	43.9	113.7	0.0	28.6	3.7				21.8	0.0	40.3
LnGrp LOS		D	F		C	A				C		D
Approach Vol, veh/h		3084			2701						1743	
Approach Delay, s/veh		62.6			19.5						35.5	
Approach LOS		E			B						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	59.0	57.0	59.0
Change Period (Y+Rc), s	5.0	4.5	5.0
Max Green Setting (Gmax), s	54.0	56.5	54.0
Max Q Clear Time (g_c+I1), s	56.0	47.1	34.7
Green Ext Time (p_c), s	0.0	5.4	15.2

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1020	1549	0	1406	856	1161	0	643	0	0	0
Future Volume (veh/h)	0	1020	1549	0	1406	856	1161	0	643	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1074	1631	0	1480	901	1222	0	677			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2720	1483	0	2720	844	1435	0	1277			
Arrive On Green	0.00	0.52	0.52	0.00	1.00	1.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1074	1631	0	1480	901	1222	0	677			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	14.9	62.9	0.0	0.0	0.0	36.9	0.0	19.3			
Cycle Q Clear(g_c), s	0.0	14.9	62.9	0.0	0.0	0.0	36.9	0.0	19.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2720	1483	0	2720	844	1435	0	1277			
V/C Ratio(X)	0.00	0.39	1.10	0.00	0.54	1.07	0.85	0.00	0.53			
Avail Cap(c_a), veh/h	0	2720	1483	0	2720	844	1764	0	1570			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.31	0.31	0.00	0.43	0.43	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.1	2.9	0.0	0.0	0.0	33.0	0.0	27.7			
Incr Delay (d2), s/veh	0.0	0.1	48.8	0.0	0.1	40.9	3.5	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.6	64.2	0.0	0.0	9.6	16.6	0.0	7.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.2	51.7	0.0	0.1	40.9	36.5	0.0	28.0			
LnGrp LOS		B	F		A	F	D		C			
Approach Vol, veh/h		2705			2381			1899				
Approach Delay, s/veh		38.0			15.6			33.5				
Approach LOS		D			B			C				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	67.9	67.9	52.1
Change Period (Y+Rc), s	5.0	5.0	4.5
Max Green Setting (Gmax), s	52.0	52.0	58.5
Max Q Clear Time (g_c+I1), s	64.9	2.0	38.9
Green Ext Time (p_c), s	0.0	23.9	8.7

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1212	175	297	1388	125	489	205	420	146	100	344
Future Volume (veh/h)	165	1212	175	297	1388	125	489	205	420	146	100	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1276	184	313	1461	132	515	216	442	154	105	362
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1408	437	577	1500	466	395	597	506	181	113	390
Arrive On Green	0.29	0.54	0.54	0.33	0.58	0.58	0.11	0.31	0.31	0.10	0.30	0.30
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	375	1292
Grp Volume(v), veh/h	174	1276	184	313	1461	132	515	216	442	154	0	467
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1667
Q Serve(g_s), s	10.1	26.6	6.0	8.7	32.6	3.7	13.5	10.6	20.3	10.0	0.0	32.6
Cycle Q Clear(g_c), s	10.1	26.6	6.0	8.7	32.6	3.7	13.5	10.6	20.3	10.0	0.0	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	266	1408	437	577	1500	466	395	597	506	181	0	503
V/C Ratio(X)	0.65	0.91	0.42	0.54	0.97	0.28	1.30	0.36	0.87	0.85	0.00	0.93
Avail Cap(c_a), veh/h	266	1457	452	577	1500	466	395	717	608	188	0	616
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	26.0	12.0	36.6	24.9	10.8	53.2	31.8	16.5	53.1	0.0	40.7
Incr Delay (d2), s/veh	4.0	8.9	2.6	0.4	14.2	1.1	154.2	0.1	10.4	27.1	0.0	17.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	7.9	2.9	3.3	9.7	1.8	14.4	4.9	8.8	5.9	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	34.9	14.6	37.0	39.1	11.9	207.4	32.0	26.9	80.2	0.0	57.7
LnGrp LOS	D	C	B	D	D	B	F	C	C	F		E
Approach Vol, veh/h		1634			1906			1173			621	
Approach Delay, s/veh		33.5			36.9			107.1			63.3	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	37.1	18.0	40.7	22.1	39.2	16.5	42.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	33.7	13.5	44.3	9.5	34.7	12.5	45.3
Max Q Clear Time (g_c+I1), s	10.7	28.6	15.5	34.6	12.1	34.6	12.0	22.3
Green Ext Time (p_c), s	0.0	4.0	0.0	1.6	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	54.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1397	168	109	1312	121	229	104	234	155	99	269
Future Volume (veh/h)	215	1397	168	109	1312	121	229	104	234	155	99	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	226	1471	177	115	1381	127	241	109	246	163	104	283
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	2103	253	140	1438	132	234	482	215	345	704	314
Arrive On Green	0.46	0.90	0.90	0.08	0.30	0.30	0.13	0.13	0.13	0.19	0.19	0.19
Sat Flow, veh/h	1810	4692	564	1810	4834	444	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	226	1084	564	115	988	520	241	109	246	163	104	283
Grp Sat Flow(s),veh/h/ln	1810	1729	1798	1810	1729	1820	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.9	10.4	10.5	7.5	33.7	33.7	15.5	3.2	13.2	9.6	2.9	20.6
Cycle Q Clear(g_c), s	10.9	10.4	10.5	7.5	33.7	33.7	15.5	3.2	13.2	9.6	2.9	20.6
Prop In Lane	1.00		0.31	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1550	806	140	1029	541	234	482	215	345	704	314
V/C Ratio(X)	0.55	0.70	0.70	0.82	0.96	0.96	1.03	0.23	1.14	0.47	0.15	0.90
Avail Cap(c_a), veh/h	413	1550	806	158	1029	541	234	1002	447	345	1092	487
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	4.0	4.0	54.5	41.5	41.5	52.3	46.5	35.3	43.2	40.0	47.2
Incr Delay (d2), s/veh	0.6	1.8	3.5	22.5	20.0	30.0	67.2	0.1	74.9	0.4	0.0	9.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.0	2.4	4.2	16.6	19.0	11.4	1.5	9.7	4.4	1.3	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	5.8	7.4	77.0	61.4	71.5	119.4	46.5	110.2	43.6	40.1	57.0
LnGrp LOS	C	A	A	E	E	E	F	D	F	D	D	E
Approach Vol, veh/h		1874			1623			596			550	
Approach Delay, s/veh		9.0			65.8			102.3			49.8	
Approach LOS		A			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	58.3	20.0	27.9	31.9	40.2	27.4	20.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	39.7	15.5	36.3	14.5	35.7	18.5	33.3
Max Q Clear Time (g_c+I1), s	19.5	12.5	17.5	22.6	12.9	35.7	11.6	15.2
Green Ext Time (p_c), s	0.0	17.1	0.0	0.8	0.0	0.0	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	45.7
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	60	506	9	11	364
Future Vol, veh/h	10	60	506	9	11	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	63	533	9	12	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	752	271	0	0	542	0
Stage 1	537	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	350	733	-	-	1037	-
Stage 1	556	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	346	733	-	-	1037	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.02	0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1037	-
HCM Lane V/C Ratio	-	-	0.11	0.011	-
HCM Control Delay (s/veh)	-	-	11	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	9	48	0	0	20
Future Vol, veh/h	9	9	48	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	9	51	0	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	79	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1569	-	-	-	929	1023
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1569	-	-	-	923	1023
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.65	0	8.59
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	1023
HCM Lane V/C Ratio	0.006	-	-	-	0.021
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1309	29	26	1353	0	26
Future Vol, veh/h	1309	29	26	1353	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1378	31	27	1424	0	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1408	0	-	689
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	546	-	0	*707
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	0	-		0
Mov Cap-1 Maneuver	-	-	546	-	-	*707
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.23	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	707	-	-	546	-
HCM Lane V/C Ratio	0.039	-	-	0.05	-
HCM Control Delay (s/veh)	10.3	-	-	11.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	2	0	0	10	8	0	2	0	5	2	35
Future Vol, veh/h	17	2	0	0	10	8	0	2	0	5	2	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	2	0	0	11	8	0	2	0	5	2	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	2	0	0	49	57	2	54	53	15
Stage 1	-	-	-	-	-	-	38	38	-	15	15	-
Stage 2	-	-	-	-	-	-	12	19	-	39	38	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1611	-	-	1633	-	-	956	838	1088	950	843	1071
Stage 1	-	-	-	-	-	-	982	867	-	1010	887	-
Stage 2	-	-	-	-	-	-	1014	884	-	981	867	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1633	-	-	910	829	1088	937	833	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	910	829	-	937	833	-
Stage 1	-	-	-	-	-	-	972	858	-	1010	887	-
Stage 2	-	-	-	-	-	-	977	884	-	968	858	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	6.5	0	9.35	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	1609	-	-	1633	-	-	1039
HCM Lane V/C Ratio	0.003	0.011	-	-	-	-	-	0.043
HCM Control Delay (s/veh)	9.4	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

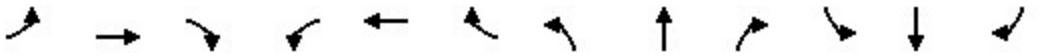
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1331	4	0	1379	0	6
Future Vol, veh/h	1331	4	0	1379	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1401	4	0	1452	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	701
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	-	0	*707
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*707
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	707	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s/veh)	10.1	-	-	-
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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1703	9	15	1429	21	41	0	20	12	0	101
Future Volume (veh/h)	71	1703	9	15	1429	21	41	0	20	12	0	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1793	9	16	1504	22	43	0	21	13	0	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	4029	1251	30	2698	39	114	0	177	191	0	177
Arrive On Green	0.05	0.78	0.78	0.02	0.74	0.74	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	5187	1610	1810	3642	53	1308	0	1610	1413	0	1610
Grp Volume(v), veh/h	75	1793	9	16	745	781	43	0	21	13	0	106
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1890	1308	0	1610	1413	0	1610
Q Serve(g_s), s	5.7	16.5	0.2	1.2	25.5	25.6	4.5	0.0	1.6	1.2	0.0	8.8
Cycle Q Clear(g_c), s	5.7	16.5	0.2	1.2	25.5	25.6	13.3	0.0	1.6	2.8	0.0	8.8
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	4029	1251	30	1337	1400	114	0	177	191	0	177
V/C Ratio(X)	0.79	0.44	0.01	0.53	0.56	0.56	0.38	0.00	0.12	0.07	0.00	0.60
Avail Cap(c_a), veh/h	174	4029	1251	76	1337	1400	245	0	339	333	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.5	5.3	3.5	68.3	8.0	8.0	65.7	0.0	56.2	57.4	0.0	59.3
Incr Delay (d2), s/veh	13.3	0.4	0.0	14.0	1.7	1.6	2.1	0.0	0.3	0.1	0.0	3.2
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	2.9	4.6	0.0	0.7	8.6	9.0	1.6	0.0	0.7	0.4	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.8	5.7	3.5	82.3	9.7	9.6	67.7	0.0	56.4	57.6	0.0	62.5
LnGrp LOS	E	A	A	F	A	A	E		E	E		E
Approach Vol, veh/h		1877			1542			64			119	
Approach Delay, s/veh		8.6			10.4			64.0			62.0	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	113.3		19.9	11.9	108.2		19.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.9	91.1		29.5	13.5	83.5		29.5				
Max Q Clear Time (g_c+I1), s	3.2	18.5		10.8	7.7	27.6		15.3				
Green Ext Time (p_c), s	0.0	20.6		0.5	0.1	13.9		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	12.1	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	0	0	4	20	0	10	0	6	0	0
Future Vol, veh/h	0	11	0	0	4	20	0	10	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	0	0	4	21	0	11	0	6	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	12	0	0	16	37	12	32	26	15
Stage 1	-	-	-	-	-	-	12	12	-	15	15	-
Stage 2	-	-	-	-	-	-	4	25	-	17	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1602	-	-	1621	-	-	1005	859	1075	981	871	1071
Stage 1	-	-	-	-	-	-	1014	890	-	1010	887	-
Stage 2	-	-	-	-	-	-	1023	878	-	1008	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1602	-	-	1621	-	-	1005	859	1075	969	871	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	1005	859	-	969	871	-
Stage 1	-	-	-	-	-	-	1014	890	-	1010	887	-
Stage 2	-	-	-	-	-	-	1023	878	-	996	890	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.24	8.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	859	1602	-	-	1621	-	-	969
HCM Lane V/C Ratio	0.012	-	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.2	0	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

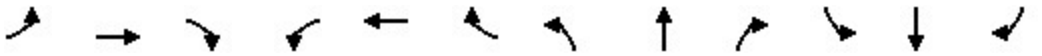
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1289	5	0	1287	0	11
Future Vol, veh/h	1289	5	0	1287	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1357	5	0	1355	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	678
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	-	0	*712
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*712
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	712	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-
HCM Control Delay (s/veh)	10.1	-	-	-
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



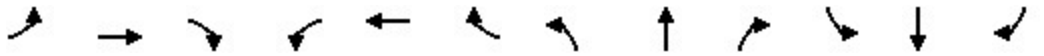
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	1223	61	87	1135	189	91	232	128	156	151	241
Future Volume (veh/h)	447	1223	61	87	1135	189	91	232	128	156	151	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	471	1287	64	92	1195	199	96	244	135	164	159	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	1487	663	449	1480	245	118	310	166	136	528	
Arrive On Green	0.18	0.41	0.41	0.25	0.48	0.48	0.07	0.14	0.14	0.08	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3099	513	1810	2272	1214	1810	3610	1610
Grp Volume(v), veh/h	471	1287	64	92	693	701	96	192	187	164	159	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1808	1810	1805	1681	1810	1805	1610
Q Serve(g_s), s	25.5	45.6	2.7	5.6	45.6	46.3	7.3	14.4	15.1	10.5	5.5	0.0
Cycle Q Clear(g_c), s	25.5	45.6	2.7	5.6	45.6	46.3	7.3	14.4	15.1	10.5	5.5	0.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	330	1487	663	449	862	863	118	247	230	136	528	
V/C Ratio(X)	1.43	0.87	0.10	0.21	0.80	0.81	0.81	0.78	0.81	1.21	0.30	
Avail Cap(c_a), veh/h	330	1643	733	449	862	863	174	481	448	136	884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.3	37.6	15.3	41.7	31.0	31.2	64.6	58.4	58.7	64.7	53.4	0.0
Incr Delay (d2), s/veh	209.8	7.0	0.3	0.2	7.9	8.2	13.8	5.3	6.8	143.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	20.6	1.3	2.5	20.5	20.9	3.8	6.9	6.8	10.2	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	267.1	44.6	15.6	41.9	38.9	39.4	78.3	63.7	65.5	208.7	53.7	0.0
LnGrp LOS	F	D	B	D	D	D	E	E	E	F	D	
Approach Vol, veh/h		1822			1486			475			323	
Approach Delay, s/veh		101.1			39.3			67.4			132.4	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.2	62.2	13.7	25.0	30.0	71.4	15.0	23.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	63.7	13.5	34.3	25.5	48.7	10.5	37.3
Max Q Clear Time (g_c+I1), s	7.6	47.6	9.3	7.5	27.5	48.3	12.5	17.1
Green Ext Time (p_c), s	0.0	10.0	0.0	0.9	0.0	0.3	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	77.3
HCM 7th LOS	E

Notes

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



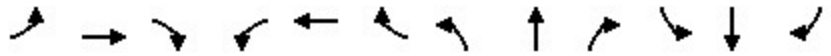
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2166	824	0	1918	718	0	0	0	726	0	1730
Future Volume (veh/h)	0	2166	824	0	1918	718	0	0	0	726	0	1730
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2280	867	0	2019	756				764	0	1821
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2161	671	0	2161	1483				1825	0	1624
Arrive On Green	0.00	0.42	0.42	0.00	0.42	0.42				0.50	0.00	0.50
Sat Flow, veh/h	0	5358	1610	0	5358	1610				3619	0	3220
Grp Volume(v), veh/h	0	2280	867	0	2019	756				764	0	1821
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	50.0	50.0	0.0	44.6	8.4				15.9	0.0	60.5
Cycle Q Clear(g_c), s	0.0	50.0	50.0	0.0	44.6	8.4				15.9	0.0	60.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2161	671	0	2161	1483				1825	0	1624
V/C Ratio(X)	0.00	1.05	1.29	0.00	0.93	0.51				0.42	0.00	1.12
Avail Cap(c_a), veh/h	0	2161	671	0	2161	1483				1825	0	1624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.60	0.60				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.0	35.0	0.0	33.4	0.7				18.7	0.0	29.7
Incr Delay (d2), s/veh	0.0	35.8	142.5	0.0	5.9	0.8				0.2	0.0	63.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.8	44.8	0.0	18.7	22.8				6.6	0.0	36.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	70.8	177.5	0.0	39.3	1.5				18.9	0.0	93.3
LnGrp LOS		F	F		D	A				B		F
Approach Vol, veh/h		3147			2775						2585	
Approach Delay, s/veh		100.2			29.0						71.3	
Approach LOS		F			C						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	55.0	65.0	55.0
Change Period (Y+Rc), s	5.0	4.5	5.0
Max Green Setting (Gmax), s	50.0	60.5	50.0
Max Q Clear Time (g_c+I1), s	52.0	62.5	46.6
Green Ext Time (p_c), s	0.0	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	68.2
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1875	1018	0	1700	530	935	8	1151	0	0	0
Future Volume (veh/h)	0	1875	1018	0	1700	530	935	8	1151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	0	1974	1072	0	1789	558	990	0	1212			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	2549	1483	0	2549	791	1554	0	1383			
Arrive On Green	0.00	0.49	0.49	0.00	0.98	0.98	0.43	0.00	0.43			
Sat Flow, veh/h	0	5358	1610	0	5358	1610	3619	0	3220			
Grp Volume(v), veh/h	0	1974	1072	0	1789	558	990	0	1212			
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	0.0	37.5	18.9	0.0	2.3	2.3	25.8	0.0	41.3			
Cycle Q Clear(g_c), s	0.0	37.5	18.9	0.0	2.3	2.3	25.8	0.0	41.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2549	1483	0	2549	791	1554	0	1383			
V/C Ratio(X)	0.00	0.77	0.72	0.00	0.70	0.71	0.64	0.00	0.88			
Avail Cap(c_a), veh/h	0	2549	1483	0	2549	791	1704	0	1516			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.17	0.17	0.00	0.34	0.34	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	25.0	1.1	0.0	0.5	0.5	26.9	0.0	31.3			
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.0	0.3	1.0	0.7	0.0	5.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	14.3	32.1	0.0	0.3	0.5	11.1	0.0	16.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	25.5	1.7	0.0	0.8	1.5	27.6	0.0	37.1			
LnGrp LOS		C	A		A	A	C		D			
Approach Vol, veh/h		3046			2347			2202				
Approach Delay, s/veh		17.1			1.0			32.8				
Approach LOS		B			A			C				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		64.0				64.0		56.0				
Change Period (Y+Rc), s		5.0				5.0		4.5				
Max Green Setting (Gmax), s		54.0				54.0		56.5				
Max Q Clear Time (g_c+I1), s		39.5				4.3		43.3				
Green Ext Time (p_c), s		12.9				24.9		8.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	1906	469	294	1548	94	460	87	250	69	98	237
Future Volume (veh/h)	415	1906	469	294	1548	94	460	87	250	69	98	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	2006	494	309	1629	99	484	92	263	73	103	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	438	2431	755	219	1500	466	307	276	233	314	114	276
Arrive On Green	0.32	0.62	0.62	0.06	0.29	0.29	0.09	0.14	0.14	0.17	0.23	0.23
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	493	1192
Grp Volume(v), veh/h	437	2006	494	309	1629	99	484	92	263	73	0	352
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1685
Q Serve(g_s), s	28.9	36.0	23.4	7.5	34.7	5.6	10.5	5.2	14.6	4.2	0.0	24.4
Cycle Q Clear(g_c), s	28.9	36.0	23.4	7.5	34.7	5.6	10.5	5.2	14.6	4.2	0.0	24.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	438	2431	755	219	1500	466	307	276	233	314	0	390
V/C Ratio(X)	1.00	0.83	0.65	1.41	1.09	0.21	1.58	0.33	1.13	0.23	0.00	0.90
Avail Cap(c_a), veh/h	438	2431	755	219	1500	466	307	701	594	314	0	608
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.29	0.29	0.29	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	18.8	16.4	56.3	42.6	32.3	54.8	46.1	36.1	42.7	0.0	44.8
Incr Delay (d2), s/veh	25.9	1.3	1.7	191.6	42.7	0.3	274.2	0.3	62.0	0.1	0.0	8.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	11.1	7.6	9.1	20.1	2.2	16.3	2.5	9.8	1.9	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	20.1	18.1	247.9	85.4	32.6	329.0	46.4	98.1	42.8	0.0	53.0
LnGrp LOS	E	C	B	F	F	C	F	D	F	D		D
Approach Vol, veh/h		2937			2037			839			425	
Approach Delay, s/veh		26.7			107.5			225.6			51.2	
Approach LOS		C			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	60.8	15.0	32.2	33.6	39.2	25.4	21.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	40.7	10.5	43.3	13.5	34.7	9.5	44.3
Max Q Clear Time (g_c+I1), s	9.5	38.0	12.5	26.4	30.9	36.7	6.2	16.6
Green Ext Time (p_c), s	0.0	2.6	0.0	1.4	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	81.5
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1792	188	199	1513	213	180	80	122	160	109	245
Future Volume (veh/h)	245	1792	188	199	1513	213	180	80	122	160	109	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	1886	198	209	1593	224	189	84	128	168	115	258
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	2533	264	204	2403	337	174	356	159	195	399	178
Arrive On Green	0.16	0.71	0.71	0.04	0.17	0.17	0.10	0.10	0.10	0.11	0.11	0.11
Sat Flow, veh/h	1810	4771	498	1810	4597	645	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	258	1364	720	209	1197	620	189	84	128	168	115	258
Grp Sat Flow(s),veh/h/ln	1810	1729	1810	1810	1729	1784	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.5	29.2	29.8	13.5	38.8	39.0	11.5	2.6	9.3	11.0	3.5	10.4
Cycle Q Clear(g_c), s	14.5	29.2	29.8	13.5	38.8	39.0	11.5	2.6	9.3	11.0	3.5	10.4
Prop In Lane	1.00		0.27	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1836	961	204	1807	932	174	356	159	195	399	178
V/C Ratio(X)	1.18	0.74	0.75	1.03	0.66	0.66	1.09	0.24	0.81	0.86	0.29	1.45
Avail Cap(c_a), veh/h	219	1836	961	204	1807	932	174	942	420	237	1128	503
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	12.6	12.6	57.8	39.8	39.8	54.2	49.9	53.0	52.6	49.0	32.5
Incr Delay (d2), s/veh	95.2	0.9	1.7	70.2	1.9	3.7	94.1	0.1	3.6	20.1	0.1	205.2
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	11.9	7.5	8.2	10.5	18.3	19.5	9.8	1.2	3.9	6.1	1.6	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	145.6	13.4	14.4	128.0	41.7	43.6	148.3	50.0	56.6	72.7	49.2	237.6
LnGrp LOS	F	B	B	F	D	D	F	D	E	E	D	F
Approach Vol, veh/h		2342			2026			401			541	
Approach Delay, s/veh		28.3			51.2			98.5			146.4	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	68.2	16.0	17.8	19.0	67.2	17.4	16.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	41.5	9.5	37.5	14.5	40.5	15.7	31.3
Max Q Clear Time (g_c+I1), s	15.5	31.8	13.5	12.4	16.5	41.0	13.0	11.3
Green Ext Time (p_c), s	0.0	8.7	0.0	0.9	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	48	333	16	18	477
Future Vol, veh/h	10	48	333	16	18	477
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	51	351	17	19	502

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	648	184	0	0	367	0
Stage 1	359	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	408	834	-	-	1202	-
Stage 1	683	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	834	-	-	1202	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.23	0	0.29
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1202	-
HCM Lane V/C Ratio	-	-	0.081	0.016	-
HCM Control Delay (s/veh)	-	-	10.2	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	20	31	0	0	27
Future Vol, veh/h	13	20	31	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	21	33	0	0	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	33	0	-	0	81	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1592	-	-	-	926	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1592	-	-	-	918	1047
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.87	0	8.54
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	709	-	-	-	1047
HCM Lane V/C Ratio	0.009	-	-	-	0.027
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1901	37	36	1662	0	28
Future Vol, veh/h	1901	37	36	1662	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	205	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2001	39	38	1749	0	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2040	0	-	1001
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.3	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.1	-	-	3.9
Pot Cap-1 Maneuver	-	-	284	-	0	*645
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	0	-		0
Mov Cap-1 Maneuver	-	-	284	-	-	*645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.42	10.85
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	645	-	-	284	-
HCM Lane V/C Ratio	0.046	-	-	0.133	-
HCM Control Delay (s/veh)	10.8	-	-	19.6	-
HCM Lane LOS	B	-	-	C	-
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	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	10	0	0	7	6	0	2	0	14	2	24
Future Vol, veh/h	20	10	0	0	7	6	0	2	0	14	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	11	0	0	7	6	0	2	0	15	2	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	11	0	0	61	66	11	64	63	11
Stage 1	-	-	-	-	-	-	53	53	-	11	11	-
Stage 2	-	-	-	-	-	-	8	14	-	54	53	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1618	-	-	1622	-	-	939	828	1076	935	832	1076
Stage 1	-	-	-	-	-	-	965	855	-	1016	891	-
Stage 2	-	-	-	-	-	-	1018	888	-	964	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1618	-	-	1622	-	-	903	817	1076	920	821	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	903	817	-	920	821	-
Stage 1	-	-	-	-	-	-	952	844	-	1016	891	-
Stage 2	-	-	-	-	-	-	992	888	-	949	844	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.84	0	9.42	8.75
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	817	1200	-	-	1622	-	-	1001
HCM Lane V/C Ratio	0.003	0.013	-	-	-	-	-	0.042
HCM Control Delay (s/veh)	9.4	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

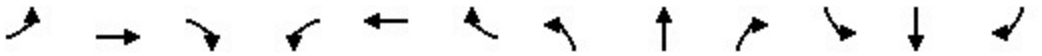
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1922	4	0	1698	0	4
Future Vol, veh/h	1922	4	0	1698	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2023	4	0	1787	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1012
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	-	0	*622
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*622
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	622	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	-
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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	1908	29	24	1823	8	31	0	22	17	0	113
Future Volume (veh/h)	122	1908	29	24	1823	8	31	0	22	17	0	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	2008	31	25	1919	8	33	0	23	18	0	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	3893	1209	43	2544	11	115	0	182	202	0	182
Arrive On Green	0.17	1.00	1.00	0.02	0.69	0.69	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	5187	1610	1810	3687	15	1293	0	1610	1410	0	1610
Grp Volume(v), veh/h	128	2008	31	25	939	988	33	0	23	18	0	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1897	1293	0	1610	1410	0	1610
Q Serve(g_s), s	8.2	0.0	0.0	1.6	40.3	40.4	3.0	0.0	1.5	1.4	0.0	8.5
Cycle Q Clear(g_c), s	8.2	0.0	0.0	1.6	40.3	40.4	11.5	0.0	1.5	2.9	0.0	8.5
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	3893	1209	43	1246	1309	115	0	182	202	0	182
V/C Ratio(X)	0.84	0.52	0.03	0.59	0.75	0.75	0.29	0.00	0.13	0.09	0.00	0.65
Avail Cap(c_a), veh/h	158	3893	1209	90	1246	1309	275	0	381	376	0	381
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	0.0	0.0	58.0	12.0	12.0	56.4	0.0	47.9	49.2	0.0	50.9
Incr Delay (d2), s/veh	30.7	0.5	0.0	12.1	4.3	4.1	1.4	0.0	0.3	0.2	0.0	3.9
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	4.6	0.2	0.0	0.9	14.3	15.0	1.0	0.0	0.6	0.5	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.8	0.5	0.0	70.2	16.3	16.1	57.8	0.0	48.2	49.4	0.0	54.8
LnGrp LOS	E	A	A	E	B	B	E		D	D		D
Approach Vol, veh/h		2167			1952			56			137	
Approach Delay, s/veh		5.2			16.9			53.8			54.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	94.6		18.1	14.6	87.3		18.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.0	72.1		28.4	10.5	67.6		28.4				
Max Q Clear Time (g_c+I1), s	3.6	2.0		10.5	10.2	42.4		13.5				
Green Ext Time (p_c), s	0.0	26.0		0.6	0.0	15.5		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.7
HCM 7th LOS		B

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	17	0	0	6	17	0	15	0	19	0	0
Future Vol, veh/h	0	17	0	0	6	17	0	15	0	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	18	0	0	6	18	0	16	0	20	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	18	0	0	24	42	18	41	33	15
Stage 1	-	-	-	-	-	-	18	18	-	15	15	-
Stage 2	-	-	-	-	-	-	6	24	-	26	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1604	-	-	1612	-	-	992	854	1067	968	863	1070
Stage 1	-	-	-	-	-	-	1007	884	-	1010	887	-
Stage 2	-	-	-	-	-	-	1021	879	-	997	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1612	-	-	992	854	1067	950	863	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	992	854	-	950	863	-
Stage 1	-	-	-	-	-	-	1007	884	-	1010	887	-
Stage 2	-	-	-	-	-	-	1021	879	-	979	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.3	8.87
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1604	-	-	1612	-	-	950
HCM Lane V/C Ratio	0.018	-	-	-	-	-	-	0.021
HCM Control Delay (s/veh)	9.3	0	-	-	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

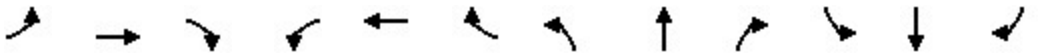
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1793	15	0	1610	0	7
Future Vol, veh/h	1793	15	0	1610	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1887	16	0	1695	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	944
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	-	0	*637
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*637
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	637	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s/veh)	10.7	-	-	-
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



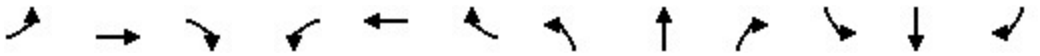
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	1560	80	106	1392	182	134	231	190	188	255	332
Future Volume (veh/h)	285	1560	80	106	1392	182	134	231	190	188	255	332
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	1642	84	112	1465	192	141	243	200	198	268	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	1964	876	98	1614	209	271	315	249	158	368	
Arrive On Green	0.10	0.54	0.54	0.05	0.50	0.50	0.15	0.16	0.16	0.09	0.10	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3213	417	1810	1917	1515	1810	3610	1610
Grp Volume(v), veh/h	300	1642	84	112	816	841	141	228	215	198	268	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1825	1810	1805	1627	1810	1805	1610
Q Serve(g_s), s	11.5	45.7	1.5	6.5	49.3	51.1	8.6	14.5	15.3	10.5	8.6	0.0
Cycle Q Clear(g_c), s	11.5	45.7	1.5	6.5	49.3	51.1	8.6	14.5	15.3	10.5	8.6	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	173	1964	876	98	907	917	271	297	268	158	368	
V/C Ratio(X)	1.73	0.84	0.10	1.14	0.90	0.92	0.52	0.77	0.80	1.25	0.73	
Avail Cap(c_a), veh/h	173	1964	876	98	907	917	271	579	522	158	1128	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.3	22.9	3.4	56.7	27.1	27.6	47.0	48.0	48.3	54.8	52.3	0.0
Incr Delay (d2), s/veh	351.5	4.4	0.2	134.4	13.7	15.4	1.4	4.2	5.6	154.2	2.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.0	18.4	1.1	6.5	22.5	23.9	3.9	6.7	6.5	11.5	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	405.7	27.3	3.6	191.2	40.8	43.0	48.4	52.1	53.8	209.0	55.0	0.0
LnGrp LOS	F	C	A	F	D	D	D	D	D	F	E	
Approach Vol, veh/h		2026			1769			584			466	
Approach Delay, s/veh		82.4			51.4			51.9			120.4	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	69.8	22.5	16.7	16.0	64.8	15.0	24.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	46.5	11.5	37.5	11.5	41.5	10.5	38.5
Max Q Clear Time (g_c+I1), s	8.5	47.7	10.6	10.6	13.5	53.1	12.5	17.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	71.0
HCM 7th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2142	788	0	1633	933	0	0	0	428	1	1226
Future Volume (veh/h)	0	2142	788	0	1633	933	0	0	0	428	1	1226
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2255	829	0	1719	982				301	0	1452
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2680	832	0	2680	1397				636	0	1696
Arrive On Green	0.00	0.52	0.52	0.00	0.52	0.52				0.35	0.00	0.35
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1810	0	4831
Grp Volume(v), veh/h	0	2255	829	0	1719	982				301	0	1452
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	44.6	61.6	0.0	28.7	24.8				15.5	0.0	33.5
Cycle Q Clear(g_c), s	0.0	44.6	61.6	0.0	28.7	24.8				15.5	0.0	33.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2680	832	0	2680	1397				636	0	1696
V/C Ratio(X)	0.00	0.84	1.00	0.00	0.64	0.70				0.47	0.00	0.86
Avail Cap(c_a), veh/h	0	2680	832	0	2680	1397				731	0	1952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.8	28.9	0.0	21.0	2.7				30.3	0.0	36.1
Incr Delay (d2), s/veh	0.0	2.6	30.3	0.0	0.8	2.0				0.5	0.0	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.3	28.4	0.0	11.0	30.0				6.9	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	27.4	59.2	0.0	21.8	4.7				30.8	0.0	39.7
LnGrp LOS		C	E		C	A				C		D
Approach Vol, veh/h		3084			2701						1753	
Approach Delay, s/veh		35.9			15.5						38.2	
Approach LOS		D			B						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	67.0	46.6	67.0
Change Period (Y+Rc), s	5.0	4.5	5.0
Max Green Setting (Gmax), s	62.0	48.5	62.0
Max Q Clear Time (g_c+I1), s	63.6	35.5	30.7
Green Ext Time (p_c), s	0.0	6.7	22.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Notes

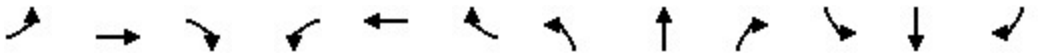
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1212	175	297	1388	125	489	205	420	146	100	344
Future Volume (veh/h)	165	1212	175	297	1388	125	489	205	420	146	100	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1276	184	313	1461	132	515	216	442	154	105	362
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1408	618	577	1500	466	395	597	506	181	113	390
Arrive On Green	0.29	0.54	0.54	0.33	0.58	0.58	0.11	0.31	0.31	0.10	0.30	0.30
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	375	1292
Grp Volume(v), veh/h	174	1276	184	313	1461	132	515	216	442	154	0	467
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1667
Q Serve(g_s), s	10.1	26.6	3.8	8.7	32.6	3.7	13.5	10.6	20.3	10.0	0.0	32.6
Cycle Q Clear(g_c), s	10.1	26.6	3.8	8.7	32.6	3.7	13.5	10.6	20.3	10.0	0.0	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	266	1408	618	577	1500	466	395	597	506	181	0	503
V/C Ratio(X)	0.65	0.91	0.30	0.54	0.97	0.28	1.30	0.36	0.87	0.85	0.00	0.93
Avail Cap(c_a), veh/h	266	1457	633	577	1500	466	395	717	608	188	0	616
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	26.0	6.4	36.6	24.9	10.8	53.2	31.8	16.5	53.1	0.0	40.7
Incr Delay (d2), s/veh	4.0	8.9	1.1	0.4	14.2	1.1	154.2	0.1	10.4	27.1	0.0	17.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	7.9	1.5	3.3	9.7	1.8	14.4	4.9	8.8	5.9	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	34.9	7.4	37.0	39.1	11.9	207.4	32.0	26.9	80.2	0.0	57.7
LnGrp LOS	D	C	A	D	D	B	F	C	C	F		E
Approach Vol, veh/h		1634			1906			1173			621	
Approach Delay, s/veh		32.7			36.9			107.1			63.3	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	37.1	18.0	40.7	22.1	39.2	16.5	42.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	33.7	13.5	44.3	9.5	34.7	12.5	45.3
Max Q Clear Time (g_c+I1), s	10.7	28.6	15.5	34.6	12.1	34.6	12.0	22.3
Green Ext Time (p_c), s	0.0	4.0	0.0	1.6	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	54.1
HCM 7th LOS	D



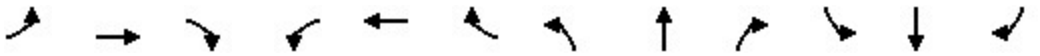
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	1223	61	87	1135	189	91	232	128	156	151	241
Future Volume (veh/h)	447	1223	61	87	1135	189	91	232	128	156	151	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	471	1287	64	92	1195	199	96	244	135	164	159	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	2155	961	114	1480	245	118	310	166	136	528	
Arrive On Green	0.18	0.60	0.60	0.06	0.48	0.48	0.07	0.14	0.14	0.08	0.15	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3099	513	1810	2272	1214	1810	3610	1610
Grp Volume(v), veh/h	471	1287	64	92	693	701	96	192	187	164	159	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1808	1810	1805	1681	1810	1805	1610
Q Serve(g_s), s	25.5	31.3	2.3	7.0	45.6	46.3	7.3	14.4	15.1	10.5	5.5	0.0
Cycle Q Clear(g_c), s	25.5	31.3	2.3	7.0	45.6	46.3	7.3	14.4	15.1	10.5	5.5	0.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	330	2155	961	114	862	863	118	247	230	136	528	
V/C Ratio(X)	1.43	0.60	0.07	0.81	0.80	0.81	0.81	0.78	0.81	1.21	0.30	
Avail Cap(c_a), veh/h	330	2155	961	136	862	863	174	481	448	136	884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.3	17.7	11.8	64.8	31.0	31.2	64.6	58.4	58.7	64.7	53.4	0.0
Incr Delay (d2), s/veh	209.8	1.2	0.1	24.1	7.9	8.2	13.8	5.3	6.8	143.9	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	12.3	0.9	3.9	20.5	20.9	3.8	6.9	6.8	10.2	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	267.1	18.9	12.0	88.9	38.9	39.4	78.3	63.7	65.5	208.7	53.7	0.0
LnGrp LOS	F	B	B	F	D	D	E	E	E	F	D	
Approach Vol, veh/h		1822			1486			475			323	
Approach Delay, s/veh		82.8			42.2			67.4			132.4	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	88.1	13.7	25.0	30.0	71.4	15.0	23.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	63.7	13.5	34.3	25.5	48.7	10.5	37.3
Max Q Clear Time (g_c+I1), s	9.0	33.3	9.3	7.5	27.5	48.3	12.5	17.1
Green Ext Time (p_c), s	0.0	14.9	0.0	0.9	0.0	0.3	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	70.2
HCM 7th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰	✣	↱↱
Traffic Volume (veh/h)	0	2166	824	0	1918	718	0	0	0	726	0	1730
Future Volume (veh/h)	0	2166	824	0	1918	718	0	0	0	726	0	1730
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2280	867	0	2019	756				509	0	2094
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2408	747	0	2408	1479				822	0	2194
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46				0.45	0.00	0.45
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1810	0	4831
Grp Volume(v), veh/h	0	2280	867	0	2019	756				509	0	2094
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	50.4	55.7	0.0	41.0	8.7				25.6	0.0	50.1
Cycle Q Clear(g_c), s	0.0	50.4	55.7	0.0	41.0	8.7				25.6	0.0	50.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2408	747	0	2408	1479				822	0	2194
V/C Ratio(X)	0.00	0.95	1.16	0.00	0.84	0.51				0.62	0.00	0.95
Avail Cap(c_a), veh/h	0	2408	747	0	2408	1479				826	0	2206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.60	0.60				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.7	32.2	0.0	28.2	0.8				24.9	0.0	31.6
Incr Delay (d2), s/veh	0.0	8.9	86.5	0.0	2.3	0.8				1.4	0.0	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.3	37.9	0.0	16.2	20.7				11.2	0.0	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.7	118.7	0.0	30.5	1.5				26.3	0.0	42.1
LnGrp LOS		D	F		C	A				C		D
Approach Vol, veh/h		3147			2775						2603	
Approach Delay, s/veh		61.4			22.6						39.0	
Approach LOS		E			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	60.7	59.0	60.7
Change Period (Y+Rc), s	5.0	4.5	5.0
Max Green Setting (Gmax), s	55.7	54.8	55.7
Max Q Clear Time (g_c+I1), s	57.7	52.1	43.0
Green Ext Time (p_c), s	0.0	2.4	11.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

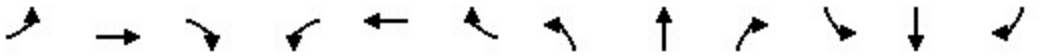
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	1906	469	294	1548	94	460	87	250	69	98	237
Future Volume (veh/h)	415	1906	469	294	1548	94	460	87	250	69	98	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	2006	494	309	1629	99	484	92	263	73	103	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	374	2303	916	263	1619	503	439	241	204	408	112	271
Arrive On Green	0.21	0.44	0.44	0.08	0.31	0.31	0.13	0.13	0.13	0.23	0.23	0.23
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	493	1192
Grp Volume(v), veh/h	437	2006	494	309	1629	99	484	92	263	73	0	352
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	0	1685
Q Serve(g_s), s	29.0	49.1	6.6	10.5	43.7	6.3	17.5	6.2	14.9	4.6	0.0	28.6
Cycle Q Clear(g_c), s	29.0	49.1	6.6	10.5	43.7	6.3	17.5	6.2	14.9	4.6	0.0	28.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	374	2303	916	263	1619	503	439	241	204	408	0	383
V/C Ratio(X)	1.17	0.87	0.54	1.17	1.01	0.20	1.10	0.38	1.29	0.18	0.00	0.92
Avail Cap(c_a), veh/h	374	2303	916	263	1619	503	439	683	579	408	0	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.29	0.29	0.29	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	35.3	8.0	64.8	48.2	35.3	61.3	56.1	43.2	43.8	0.0	52.8
Incr Delay (d2), s/veh	86.4	1.9	0.9	89.8	13.5	0.3	73.9	0.4	131.9	0.1	0.0	14.3
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	21.9	20.1	5.3	7.9	20.2	2.6	12.3	3.0	13.5	2.1	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	142.0	37.2	8.8	154.5	61.7	35.5	135.1	56.4	175.1	43.8	0.0	67.1
LnGrp LOS	F	D	A	F	F	D	F	E	F	D		E
Approach Vol, veh/h		2937			2037			839			425	
Approach Delay, s/veh		48.0			74.5			139.0			63.1	
Approach LOS		D			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	66.7	22.0	36.3	33.5	48.2	36.1	22.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	49.7	17.5	44.3	16.5	43.7	11.5	50.3
Max Q Clear Time (g_c+I1), s	12.5	51.1	19.5	30.6	31.0	45.7	6.6	16.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	69.9
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	1560	80	106	1392	182	134	231	190	188	255	332
Future Volume (veh/h)	285	1560	80	106	1392	182	134	231	190	188	255	332
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	1642	84	112	1465	192	141	243	200	198	268	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	2057	917	110	1624	211	260	304	241	149	352	
Arrive On Green	0.13	0.57	0.57	0.06	0.51	0.51	0.14	0.16	0.16	0.08	0.10	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3213	417	1810	1917	1515	1810	3610	1610
Grp Volume(v), veh/h	300	1642	84	112	816	841	141	228	215	198	268	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1825	1810	1805	1627	1810	1805	1610
Q Serve(g_s), s	17.5	50.3	1.7	8.5	57.1	59.2	10.1	17.0	17.9	11.5	10.1	0.0
Cycle Q Clear(g_c), s	17.5	50.3	1.7	8.5	57.1	59.2	10.1	17.0	17.9	11.5	10.1	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	226	2057	917	110	912	923	260	287	258	149	352	
V/C Ratio(X)	1.33	0.80	0.09	1.02	0.89	0.91	0.54	0.80	0.83	1.33	0.76	
Avail Cap(c_a), veh/h	226	2057	917	110	912	923	260	481	434	149	884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	61.3	23.8	3.7	65.8	31.2	31.8	55.7	56.7	57.1	64.3	61.6	0.0
Incr Delay (d2), s/veh	174.1	3.3	0.2	91.2	13.1	14.7	1.9	5.0	6.8	188.0	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.8	20.5	1.2	6.6	26.3	27.9	4.7	8.1	7.8	13.0	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	235.4	27.1	3.9	156.9	44.3	46.5	57.6	61.7	63.9	252.3	65.0	0.0
LnGrp LOS	F	C	A	F	D	D	E	E	E	F	E	
Approach Vol, veh/h		2026			1769			584			466	
Approach Delay, s/veh		57.0			52.5			61.5			144.6	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	84.3	24.6	18.1	22.0	75.3	16.0	26.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	64.7	14.5	34.3	17.5	55.7	11.5	37.3
Max Q Clear Time (g_c+I1), s	10.5	52.3	12.1	12.1	19.5	61.2	13.5	19.9
Green Ext Time (p_c), s	0.0	10.0	0.1	1.5	0.0	0.0	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	64.3
HCM 7th LOS	E

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2166	824	0	1918	718	0	0	0	726	0	1730
Future Volume (veh/h)	0	2166	824	0	1918	718	0	0	0	726	0	1730
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2280	867	0	2019	756				509	0	2094
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2408	747	0	2408	1479				822	0	2194
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46				0.45	0.00	0.45
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1810	0	4831
Grp Volume(v), veh/h	0	2280	867	0	2019	756				509	0	2094
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	50.4	55.7	0.0	41.0	8.7				25.6	0.0	50.1
Cycle Q Clear(g_c), s	0.0	50.4	55.7	0.0	41.0	8.7				25.6	0.0	50.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2408	747	0	2408	1479				822	0	2194
V/C Ratio(X)	0.00	0.95	1.16	0.00	0.84	0.51				0.62	0.00	0.95
Avail Cap(c_a), veh/h	0	2408	747	0	2408	1479				826	0	2206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.60	0.60				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.7	32.2	0.0	28.2	0.8				24.9	0.0	31.6
Incr Delay (d2), s/veh	0.0	8.9	86.5	0.0	2.3	0.8				1.4	0.0	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.3	37.9	0.0	16.2	20.7				11.2	0.0	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.7	118.7	0.0	30.5	1.5				26.3	0.0	42.1
LnGrp LOS		D	F		C	A				C		D
Approach Vol, veh/h		3147			2775						2603	
Approach Delay, s/veh		61.4			22.6						39.0	
Approach LOS		E			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	60.7	59.0	60.7
Change Period (Y+Rc), s	5.0	4.5	5.0
Max Green Setting (Gmax), s	55.7	54.8	55.7
Max Q Clear Time (g_c+I1), s	57.7	52.1	43.0
Green Ext Time (p_c), s	0.0	2.4	11.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

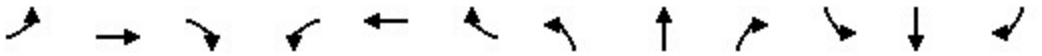
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	1906	469	294	1548	94	460	87	250	69	98	237
Future Volume (veh/h)	415	1906	469	294	1548	94	460	87	250	69	98	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	2006	494	309	1629	99	484	92	263	73	103	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	442	2483	972	339	1717	533	439	466	395	92	326	276
Arrive On Green	0.24	0.48	0.48	0.10	0.33	0.33	0.13	0.25	0.25	0.05	0.17	0.17
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	437	2006	494	309	1629	99	484	92	263	73	103	249
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	33.7	46.0	8.0	12.2	42.9	5.1	17.5	5.4	20.6	5.6	6.6	21.2
Cycle Q Clear(g_c), s	33.7	46.0	8.0	12.2	42.9	5.1	17.5	5.4	20.6	5.6	6.6	21.2
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	442	2483	972	339	1717	533	439	466	395	92	326	276
V/C Ratio(X)	0.99	0.81	0.51	0.91	0.95	0.19	1.10	0.20	0.67	0.79	0.32	0.90
Avail Cap(c_a), veh/h	442	2483	972	339	1723	535	439	683	579	149	601	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	31.0	5.8	62.7	45.7	22.9	61.3	41.9	47.7	65.7	50.8	56.9
Incr Delay (d2), s/veh	23.7	1.1	0.7	10.7	4.7	0.2	73.9	0.1	0.7	5.5	0.2	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	18.5	3.7	5.8	18.5	2.4	12.3	2.6	8.4	2.7	3.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.4	32.2	6.6	73.3	50.4	23.1	135.1	42.0	48.4	71.2	51.0	61.3
LnGrp LOS	E	C	A	E	D	C	F	D	D	E	D	E
Approach Vol, veh/h		2937			2037			839			425	
Approach Delay, s/veh		34.4			52.5			97.7			60.5	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	71.5	22.0	28.5	38.7	50.8	11.7	38.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	46.7	17.5	44.3	13.7	46.5	11.5	50.3
Max Q Clear Time (g_c+I1), s	14.2	48.0	19.5	23.2	35.7	44.9	7.6	22.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	1.5	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D



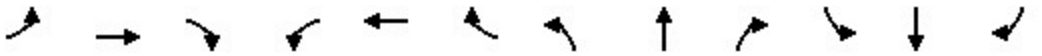
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	1560	80	106	1392	182	134	231	190	188	255	332
Future Volume (veh/h)	285	1560	80	106	1392	182	134	231	190	188	255	332
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	1642	84	112	1465	192	141	243	200	198	268	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	2051	915	136	1573	204	237	477	213	174	353	
Arrive On Green	0.15	0.57	0.57	0.07	0.49	0.49	0.13	0.13	0.13	0.10	0.10	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3213	417	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	300	1642	84	112	816	841	141	243	200	198	268	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1825	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	21.5	50.5	1.8	8.5	59.0	61.1	10.3	8.8	14.5	13.5	10.1	0.0
Cycle Q Clear(g_c), s	21.5	50.5	1.8	8.5	59.0	61.1	10.3	8.8	14.5	13.5	10.1	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	2051	915	136	883	893	237	477	213	174	353	
V/C Ratio(X)	1.08	0.80	0.09	0.83	0.92	0.94	0.60	0.51	0.94	1.13	0.76	
Avail Cap(c_a), veh/h	278	2051	915	213	883	893	237	967	431	174	941	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.2	24.0	4.1	63.9	33.3	33.9	57.4	56.5	42.4	63.3	61.6	0.0
Incr Delay (d2), s/veh	76.8	3.4	0.2	11.2	16.6	18.9	3.5	0.8	17.5	109.0	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	20.6	1.2	4.3	28.0	29.8	4.9	4.0	6.7	11.4	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	136.0	27.4	4.3	75.0	49.9	52.8	60.9	57.4	60.0	172.2	64.9	0.0
LnGrp LOS	F	C	A	E	D	D	E	E	E	F	E	
Approach Vol, veh/h		2026			1769			584			466	
Approach Delay, s/veh		42.5			52.9			59.1			110.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	84.0	22.8	18.2	26.0	73.0	18.0	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	54.5	14.5	36.5	21.5	49.5	13.5	37.5
Max Q Clear Time (g_c+I1), s	10.5	52.5	12.3	12.1	23.5	63.1	15.5	16.5
Green Ext Time (p_c), s	0.1	1.8	0.1	1.6	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2142	788	0	1633	933	0	0	0	428	1	1226
Future Volume (veh/h)	0	2142	788	0	1633	933	0	0	0	428	1	1226
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2255	829	0	1719	982				301	0	1452
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2680	832	0	2680	1397				636	0	1696
Arrive On Green	0.00	0.52	0.52	0.00	0.52	0.52				0.35	0.00	0.35
Sat Flow, veh/h	0	5358	1610	0	5358	1610				1810	0	4831
Grp Volume(v), veh/h	0	2255	829	0	1719	982				301	0	1452
Grp Sat Flow(s),veh/h/ln	0	1729	1610	0	1729	1610				1810	0	1610
Q Serve(g_s), s	0.0	44.6	61.6	0.0	28.7	24.8				15.5	0.0	33.5
Cycle Q Clear(g_c), s	0.0	44.6	61.6	0.0	28.7	24.8				15.5	0.0	33.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2680	832	0	2680	1397				636	0	1696
V/C Ratio(X)	0.00	0.84	1.00	0.00	0.64	0.70				0.47	0.00	0.86
Avail Cap(c_a), veh/h	0	2680	832	0	2680	1397				731	0	1952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.8	28.9	0.0	21.0	2.7				30.3	0.0	36.1
Incr Delay (d2), s/veh	0.0	2.6	30.3	0.0	0.8	2.0				0.5	0.0	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.3	28.4	0.0	11.0	30.0				6.9	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	27.4	59.2	0.0	21.8	4.7				30.8	0.0	39.7
LnGrp LOS		C	E		C	A				C		D
Approach Vol, veh/h		3084			2701						1753	
Approach Delay, s/veh		35.9			15.5						38.2	
Approach LOS		D			B						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	67.0	46.6	67.0
Change Period (Y+Rc), s	5.0	4.5	5.0
Max Green Setting (Gmax), s	62.0	48.5	62.0
Max Q Clear Time (g_c+I1), s	63.6	35.5	30.7
Green Ext Time (p_c), s	0.0	6.7	22.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Notes

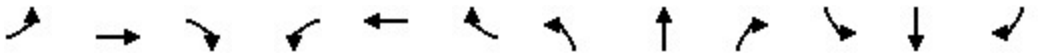
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1212	175	297	1388	125	489	205	420	146	100	344
Future Volume (veh/h)	165	1212	175	297	1388	125	489	205	420	146	100	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1276	184	313	1461	132	515	216	442	154	105	362
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	1408	680	645	1500	466	530	560	475	181	463	393
Arrive On Green	0.33	0.54	0.54	0.37	0.58	0.58	0.15	0.29	0.29	0.10	0.24	0.24
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	174	1276	184	313	1461	132	515	216	442	154	105	362
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1900	1610	1810	1900	1610
Q Serve(g_s), s	9.5	26.6	0.0	8.2	32.6	5.0	17.5	10.9	32.0	10.0	5.3	26.3
Cycle Q Clear(g_c), s	9.5	26.6	0.0	8.2	32.6	5.0	17.5	10.9	32.0	10.0	5.3	26.3
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	301	1408	680	645	1500	466	530	560	475	181	463	393
V/C Ratio(X)	0.58	0.91	0.27	0.49	0.97	0.28	0.97	0.39	0.93	0.85	0.23	0.92
Avail Cap(c_a), veh/h	301	1457	695	645	1500	466	530	717	608	188	701	594
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	26.0	13.5	33.6	24.9	19.0	50.7	33.7	41.1	53.1	36.3	44.3
Incr Delay (d2), s/veh	1.6	8.9	0.9	0.1	14.2	1.1	31.8	0.2	16.6	27.1	0.1	11.4
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	3.8	7.9	2.2	3.1	9.7	1.9	10.0	5.1	14.7	5.9	2.5	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	34.9	14.4	33.7	39.1	20.1	82.5	33.8	57.7	80.2	36.4	55.7
LnGrp LOS	D	C	B	C	D	C	F	C	E	F	D	E
Approach Vol, veh/h		1634			1906			1173			621	
Approach Delay, s/veh		32.9			36.9			64.2			58.5	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	37.1	22.6	33.8	24.4	39.2	16.5	39.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	33.7	13.5	44.3	9.5	34.7	12.5	45.3
Max Q Clear Time (g_c+I1), s	10.2	28.6	19.5	28.3	11.5	34.6	12.0	34.0
Green Ext Time (p_c), s	0.0	4.0	0.0	1.0	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	44.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	1223	61	87	1135	189	91	232	128	156	151	241
Future Volume (veh/h)	447	1223	61	87	1135	189	91	232	128	156	151	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	471	1287	64	92	1195	199	96	244	135	164	159	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	485	2292	1022	114	1333	221	199	356	159	136	230	
Arrive On Green	0.27	0.63	0.63	0.06	0.43	0.43	0.11	0.10	0.10	0.08	0.06	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3099	513	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	471	1287	64	92	693	701	96	244	135	164	159	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1808	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	36.1	28.3	1.1	7.0	49.8	50.5	7.0	9.1	9.9	10.5	6.0	0.0
Cycle Q Clear(g_c), s	36.1	28.3	1.1	7.0	49.8	50.5	7.0	9.1	9.9	10.5	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	485	2292	1022	114	776	777	199	356	159	136	230	
V/C Ratio(X)	0.97	0.56	0.06	0.81	0.89	0.90	0.48	0.69	0.85	1.21	0.69	
Avail Cap(c_a), veh/h	485	2292	1022	174	776	777	199	962	429	136	884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.7	14.5	2.7	64.8	36.9	37.1	58.6	61.0	45.8	64.8	64.2	0.0
Incr Delay (d2), s/veh	33.5	1.0	0.1	12.0	14.8	15.6	1.3	2.4	11.9	143.9	3.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.2	10.8	0.7	3.5	23.9	24.4	3.2	4.3	4.5	10.2	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.2	15.5	2.8	76.7	51.7	52.8	59.9	63.4	57.7	208.7	67.9	0.0
LnGrp LOS	F	B	A	E	D	D	E	E	E	F	E	
Approach Vol, veh/h		1822			1486			475			323	
Approach Delay, s/veh		32.8			53.8			61.1			139.4	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	93.4	19.9	13.4	42.0	64.7	15.0	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	60.7	13.5	34.3	37.5	36.7	10.5	37.3
Max Q Clear Time (g_c+I1), s	9.0	30.3	9.0	8.0	38.1	52.5	12.5	11.9
Green Ext Time (p_c), s	0.0	14.8	0.1	0.9	0.0	0.0	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D

Notes

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

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	971	516	892	676	231	1	591
Future Volume (vph)	971	516	892	676	231	1	591
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	44.0	44.0	58.0	38.0	38.0	38.0	38.0
Total Split (%)	31.4%	31.4%	41.4%	27.1%	27.1%	27.1%	27.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	5.8	5.8	5.8	5.8
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	36.1	36.1	53.3	91.8	32.2	32.2	32.2
Actuated g/C Ratio	0.26	0.26	0.38	0.66	0.23	0.23	0.23
v/c Ratio	0.76	0.66	0.48	0.55	0.31	0.31	0.55
Control Delay (s/veh)	52.2	7.5	54.1	18.7	47.2	47.3	5.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	52.2	7.5	54.1	18.8	47.2	47.3	5.2
LOS	D	A	D	B	D	D	A
Approach Delay (s/veh)	36.7		38.9			17.0	
Approach LOS	D		D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 33.4	Intersection LOS: C
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

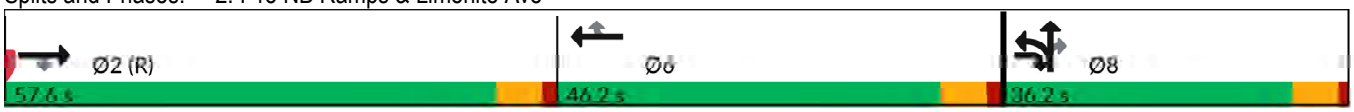
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	498	704	1123	427	445	0	439
Future Volume (vph)	498	704	1123	427	445	0	439
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	56.3	22.5	35.3	35.3	22.5	22.5	22.5
Total Split (s)	57.6	36.2	46.2	46.2	36.2	36.2	36.2
Total Split (%)	41.1%	25.9%	33.0%	33.0%	25.9%	25.9%	25.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.8	6.3	6.3	5.8	5.8	5.8
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	Max	None	None	Max	Max	Max
Act Effct Green (s)	51.3	89.1	38.8	38.8	31.5	31.5	31.5
Actuated g/C Ratio	0.37	0.64	0.28	0.28	0.23	0.23	0.23
v/c Ratio	0.27	0.57	0.81	0.60	0.60	0.60	0.46
Control Delay (s/veh)	33.1	12.3	52.5	8.9	56.6	56.6	5.4
Queue Delay	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	13.7	52.5	8.9	56.6	56.6	5.4
LOS	C	B	D	A	E	E	A
Approach Delay (s/veh)	21.8		40.5			31.2	
Approach LOS	C		D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 32.0	Intersection LOS: C
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	67	736	133	96	1016	2	360	35	85	1	25
Future Volume (vph)	67	736	133	96	1016	2	360	35	85	1	25
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	5.0	5.0	4.0	5.0
Minimum Split (s)	8.2	35.8	35.8	8.2	37.8	37.8	8.2	48.8	48.8	8.2	48.8
Total Split (s)	8.2	37.8	37.8	9.4	39.0	39.0	14.0	54.6	54.6	8.2	48.8
Total Split (%)	7.5%	34.4%	34.4%	8.5%	35.5%	35.5%	12.7%	49.6%	49.6%	7.5%	44.4%
Yellow Time (s)	3.2	4.8	4.8	3.2	4.8	4.8	3.2	4.8	4.8	3.2	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	5.8	5.8	4.2	5.8	5.8	4.2	5.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	4.0	32.0	32.0	5.2	33.2	33.2	9.8	55.4	55.4	4.0	43.0
Actuated g/C Ratio	0.04	0.29	0.29	0.05	0.30	0.30	0.09	0.50	0.50	0.04	0.39
v/c Ratio	1.09	0.51	0.25	0.61	0.68	0.00	1.22	0.04	0.10	0.02	0.18
Control Delay (s/veh)	189.6	34.0	6.1	41.0	9.7	0.0	166.7	15.1	2.3	52.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	189.6	34.0	6.1	41.0	9.7	0.0	166.7	15.1	2.3	52.0	7.2
LOS	F	C	A	D	A	A	F	B	A	D	A
Approach Delay (s/veh)		41.2			12.4			126.6			7.5
Approach LOS		D			B			F			A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay (s/veh): 43.1	Intersection LOS: D
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

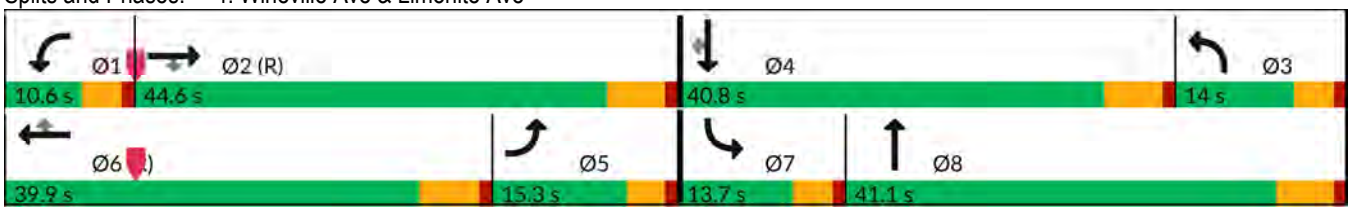
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	116	627	79	33	839	87	103	86	61	65	171
Future Volume (vph)	116	627	79	33	839	87	103	86	61	65	171
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	5.0	4.0	5.0	5.0
Minimum Split (s)	8.2	31.8	31.8	8.2	30.8	30.8	8.2	35.8	8.2	40.8	40.8
Total Split (s)	15.3	44.6	44.6	10.6	39.9	39.9	14.0	41.1	13.7	40.8	40.8
Total Split (%)	13.9%	40.5%	40.5%	9.6%	36.3%	36.3%	12.7%	37.4%	12.5%	37.1%	37.1%
Yellow Time (s)	3.2	4.8	4.8	3.2	4.8	4.8	3.2	4.8	3.2	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	5.8	5.8	4.2	5.8	4.2	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	11.1	43.1	43.1	5.6	34.1	34.1	9.8	39.0	7.5	35.0	35.0
Actuated g/C Ratio	0.10	0.39	0.39	0.05	0.31	0.31	0.09	0.35	0.07	0.32	0.32
v/c Ratio	0.69	0.48	0.12	0.40	0.82	0.15	0.70	0.12	0.54	0.06	0.29
Control Delay (s/veh)	39.5	8.5	0.3	49.9	50.6	9.3	72.1	16.4	65.0	26.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.5	8.5	0.3	49.9	50.6	9.3	72.1	16.4	65.0	26.4	5.3
LOS	D	A	A	D	D	A	E	B	E	C	A
Approach Delay (s/veh)		12.0			46.8			40.4		22.1	
Approach LOS		B			D			D		C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 30.6	Intersection LOS: C
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

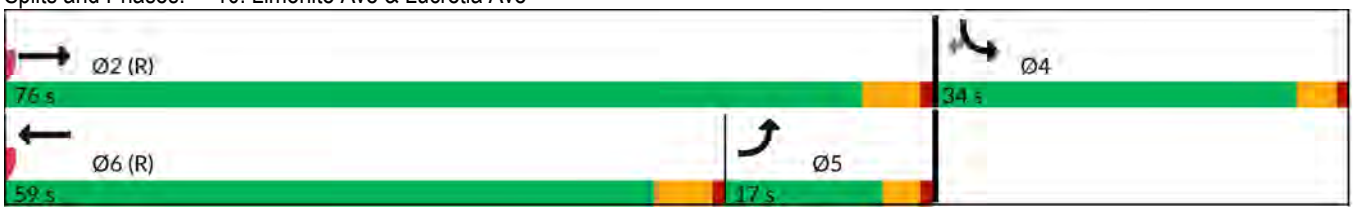
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	57	682	875	11	84
Future Volume (vph)	57	682	875	11	84
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	4.0	6.0	6.0	4.0	4.0
Minimum Split (s)	8.2	11.8	32.8	31.2	31.2
Total Split (s)	17.0	76.0	59.0	34.0	34.0
Total Split (%)	15.5%	69.1%	53.6%	30.9%	30.9%
Yellow Time (s)	3.2	4.8	4.8	3.2	3.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	4.2
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	11.4	70.2	56.6	29.8	29.8
Actuated g/C Ratio	0.10	0.64	0.51	0.27	0.27
v/c Ratio	0.34	0.33	0.54	0.02	0.18
Control Delay (s/veh)	24.6	5.0	21.4	29.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	5.0	21.4	29.7	7.3
LOS	C	A	C	C	A
Approach Delay (s/veh)		6.5	21.4	9.9	
Approach LOS		A	C	A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 43.3%	ICU Level of Service A
Analysis Period (min) 15	

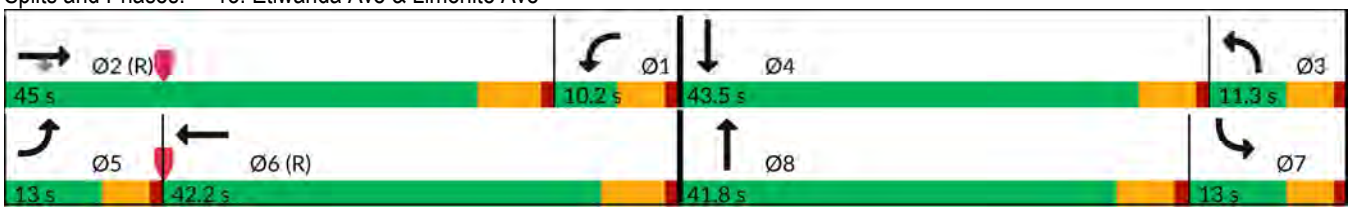
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	103	579	11	65	747	34	95	107	78	121
Future Volume (vph)	103	579	11	65	747	34	95	107	78	121
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0	
Minimum Split (s)	8.9	44.2	44.2	8.9	37.2	8.9	41.8	8.9	37.8	
Total Split (s)	13.0	45.0	45.0	10.2	42.2	11.3	41.8	13.0	43.5	
Total Split (%)	11.8%	40.9%	40.9%	9.3%	38.4%	10.3%	38.0%	11.8%	39.5%	
Yellow Time (s)	3.9	5.2	5.2	3.9	5.2	3.9	4.8	3.9	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.9	6.2	6.2	4.9	6.2	4.9	5.8	4.9	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	
Act Effct Green (s)	8.1	38.8	38.8	5.3	36.0	6.1	36.0	8.1	42.2	110.0
Actuated g/C Ratio	0.07	0.35	0.35	0.05	0.33	0.06	0.33	0.07	0.38	1.00
v/c Ratio	0.84	0.49	0.02	0.81	0.82	0.37	0.20	0.87	0.06	0.08
Control Delay (s/veh)	70.3	26.8	0.1	108.4	40.3	60.8	12.2	101.3	23.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	26.8	0.1	108.4	40.3	60.8	12.2	101.3	23.4	0.1
LOS	E	C	A	F	D	E	B	F	C	A
Approach Delay (s/veh)		32.8			45.0		19.0		41.4	
Approach LOS		C			D		B		D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 37.7	Intersection LOS: D
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

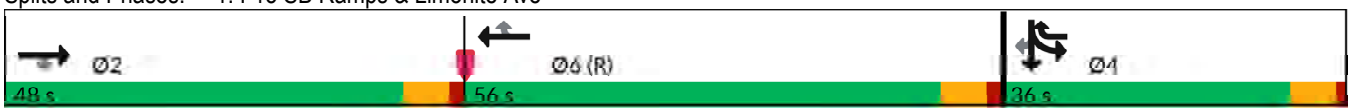
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1154	446	1158	459	428	0	822
Future Volume (vph)	1154	446	1158	459	428	0	822
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	22.5	22.5	22.5	22.5
Total Split (s)	48.0	48.0	56.0	36.0	36.0	36.0	36.0
Total Split (%)	34.3%	34.3%	40.0%	25.7%	25.7%	25.7%	25.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	5.8	5.8	5.8	5.8
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	Max	Max	Max	Max
Act Effct Green (s)	40.5	40.5	50.9	87.4	30.2	30.2	30.2
Actuated g/C Ratio	0.29	0.29	0.36	0.62	0.22	0.22	0.22
v/c Ratio	0.80	0.60	0.64	0.40	0.60	0.60	0.67
Control Delay (s/veh)	50.7	8.8	57.8	12.4	57.4	57.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.7	8.8	57.8	12.4	57.4	57.4	5.7
LOS	D	A	E	B	E	E	A
Approach Delay (s/veh)	39.0		44.9			23.4	
Approach LOS	D		D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 36.8	Intersection LOS: D
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

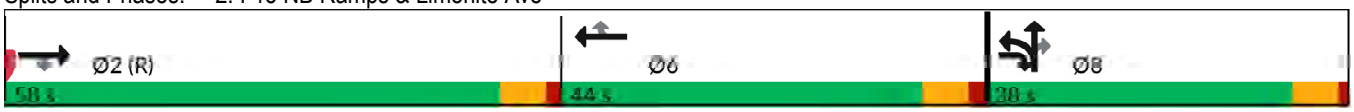
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1088	494	1121	274	496	2	850
Future Volume (vph)	1088	494	1121	274	496	2	850
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	58.0	38.0	44.0	44.0	38.0	38.0	38.0
Total Split (%)	41.4%	27.1%	31.4%	31.4%	27.1%	27.1%	27.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.8	6.3	6.3	5.8	5.8	5.8
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	Max	None	None	Max	Max	Max
Act Effct Green (s)	51.7	91.1	36.8	36.8	33.1	33.1	33.1
Actuated g/C Ratio	0.37	0.65	0.26	0.26	0.24	0.24	0.24
v/c Ratio	0.58	0.41	0.84	0.46	0.62	0.63	0.66
Control Delay (s/veh)	46.2	3.8	55.3	8.7	56.0	56.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.2	3.8	55.3	8.7	56.0	56.1	6.7
LOS	D	A	E	A	E	E	A
Approach Delay (s/veh)	33.0		46.2			25.0	
Approach LOS	C		D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 34.7	Intersection LOS: C
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	143	1363	336	180	942	7	365	48	139	3	38
Future Volume (vph)	143	1363	336	180	942	7	365	48	139	3	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	5.0	5.0	4.0	5.0
Minimum Split (s)	8.2	35.8	35.8	8.2	37.8	37.8	8.2	48.8	48.8	8.2	48.8
Total Split (s)	11.0	38.2	38.2	11.0	38.2	38.2	12.0	52.6	52.6	8.2	48.8
Total Split (%)	10.0%	34.7%	34.7%	10.0%	34.7%	34.7%	10.9%	47.8%	47.8%	7.5%	44.4%
Yellow Time (s)	3.2	4.8	4.8	3.2	4.8	4.8	3.2	4.8	4.8	3.2	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	5.8	5.8	4.2	5.8	5.8	4.2	5.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	6.8	32.4	32.4	6.8	32.4	32.4	7.8	53.4	53.4	4.0	43.0
Actuated g/C Ratio	0.06	0.29	0.29	0.06	0.29	0.29	0.07	0.49	0.49	0.04	0.39
v/c Ratio	1.32	0.91	0.48	0.85	0.63	0.01	1.50	0.05	0.17	0.05	0.15
Control Delay (s/veh)	233.0	47.5	5.6	56.3	9.2	0.0	281.1	16.3	3.5	52.7	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	233.0	47.5	5.6	56.3	9.2	0.0	281.1	16.3	3.5	52.7	9.8
LOS	F	D	A	E	A	A	F	B	A	D	A
Approach Delay (s/veh)		54.3			16.6			188.0			10.9
Approach LOS		D			B			F			B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay (s/veh): 61.6	Intersection LOS: E
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

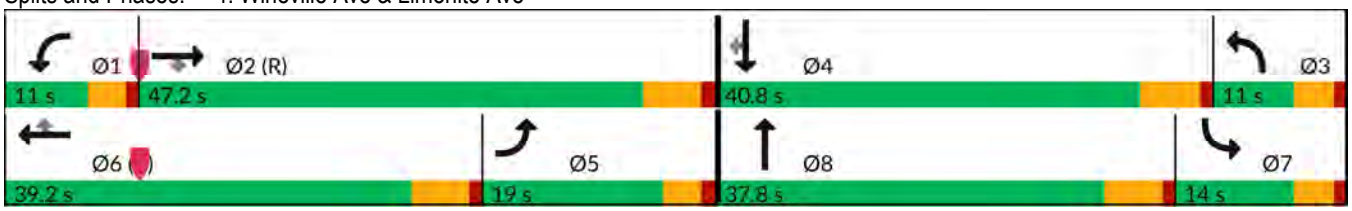
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	179	1197	128	41	864	92	87	42	112	93	178
Future Volume (vph)	179	1197	128	41	864	92	87	42	112	93	178
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	5.0	4.0	5.0	5.0
Minimum Split (s)	11.0	31.8	31.8	11.0	30.8	30.8	11.0	35.8	11.0	40.8	40.8
Total Split (s)	19.0	47.2	47.2	11.0	39.2	39.2	11.0	37.8	14.0	40.8	40.8
Total Split (%)	17.3%	42.9%	42.9%	10.0%	35.6%	35.6%	10.0%	34.4%	12.7%	37.1%	37.1%
Yellow Time (s)	3.2	4.8	4.8	3.2	4.8	4.8	3.2	4.8	3.2	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	5.8	5.8	4.2	5.8	4.2	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.8	45.9	45.9	5.9	33.4	33.4	6.8	32.0	9.8	35.0	35.0
Actuated g/C Ratio	0.13	0.42	0.42	0.05	0.30	0.30	0.06	0.29	0.09	0.32	0.32
v/c Ratio	0.78	0.84	0.18	0.45	0.83	0.17	0.84	0.08	0.74	0.09	0.29
Control Delay (s/veh)	31.5	21.3	1.2	53.0	54.6	17.5	101.5	16.9	76.1	26.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5	21.3	1.2	53.0	54.6	17.5	101.5	16.9	76.1	26.6	5.2
LOS	C	C	A	D	D	B	F	B	E	C	A
Approach Delay (s/veh)		20.8			51.1			61.6		31.2	
Approach LOS		C			D			E		C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 34.2	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	105	1240	910	15	87
Future Volume (vph)	105	1240	910	15	87
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	4.0	6.0	6.0	4.0	4.0
Minimum Split (s)	8.2	11.8	32.8	31.2	31.2
Total Split (s)	21.0	77.0	56.0	33.0	33.0
Total Split (%)	19.1%	70.0%	50.9%	30.0%	30.0%
Yellow Time (s)	3.2	4.8	4.8	3.2	3.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	4.2
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	Max	Max
Act Effct Green (s)	16.8	71.2	50.2	28.8	28.8
Actuated g/C Ratio	0.15	0.65	0.46	0.26	0.26
v/c Ratio	0.41	0.56	0.59	0.03	0.19
Control Delay (s/veh)	22.9	6.5	27.5	30.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	6.5	27.5	30.7	7.6
LOS	C	A	C	C	A
Approach Delay (s/veh)		7.7	27.5	10.9	
Approach LOS		A	C	B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

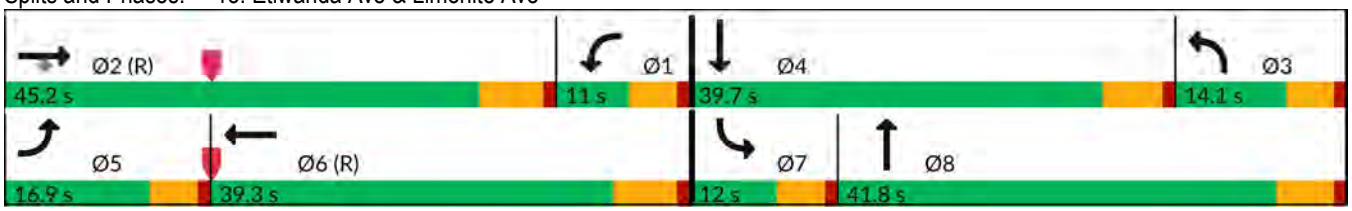
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	175	1034	46	101	734	60	156	129	139	124
Future Volume (vph)	175	1034	46	101	734	60	156	129	139	124
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0	
Minimum Split (s)	8.9	44.2	44.2	8.9	37.2	8.9	41.8	8.9	37.8	
Total Split (s)	16.9	45.2	45.2	11.0	39.3	14.1	41.8	12.0	39.7	
Total Split (%)	15.4%	41.1%	41.1%	10.0%	35.7%	12.8%	38.0%	10.9%	36.1%	
Yellow Time (s)	3.9	5.2	5.2	3.9	5.2	3.9	4.8	3.9	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.9	6.2	6.2	4.9	6.2	4.9	5.8	4.9	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Max	None	Max	
Act Effct Green (s)	12.0	39.0	39.0	6.1	33.1	8.4	36.0	7.1	36.7	110.0
Actuated g/C Ratio	0.11	0.35	0.35	0.06	0.30	0.08	0.33	0.06	0.33	1.00
v/c Ratio	0.92	0.83	0.07	1.04	0.83	0.45	0.28	1.15	0.12	0.08
Control Delay (s/veh)	71.8	36.3	0.4	152.7	42.7	59.0	16.3	174.9	27.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.8	36.3	0.4	152.7	42.7	59.0	16.3	174.9	27.1	0.1
LOS	E	D	A	F	D	E	B	F	C	A
Approach Delay (s/veh)		40.0			54.2		23.0		67.2	
Approach LOS		D			D		C		E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 46.0	Intersection LOS: D
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

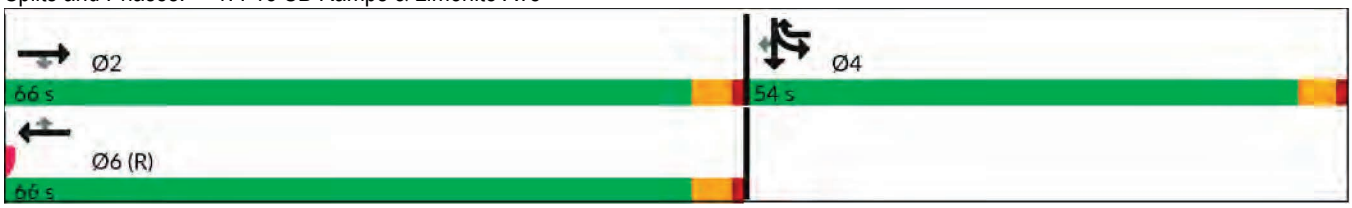
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1010	537	928	703	240	1	615
Future Volume (vph)	1010	537	928	703	240	1	615
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	51.0	51.0	53.3	22.5	22.5	22.5	22.5
Total Split (s)	66.0	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	None	None	None	None
Act Effct Green (s)	71.9	71.9	71.9	120.0	39.1	39.1	39.1
Actuated g/C Ratio	0.60	0.60	0.60	1.00	0.33	0.33	0.33
v/c Ratio	0.34	0.47	0.31	0.45	0.22	0.22	0.62
Control Delay (s/veh)	13.7	2.6	17.8	2.8	28.1	28.2	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	2.6	17.8	2.8	28.1	28.2	27.5
LOS	B	A	B	A	C	C	C
Approach Delay (s/veh)	9.9		11.4			27.7	
Approach LOS	A		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 14 (12%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	518	732	1168	444	463	0	457
Future Volume (vph)	518	732	1168	444	463	0	457
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	62.7	120.0	62.7	62.7	48.3	48.3	48.3
Actuated g/C Ratio	0.52	1.00	0.52	0.52	0.40	0.40	0.40
v/c Ratio	0.19	0.47	0.44	0.43	0.34	0.34	0.34
Control Delay (s/veh)	27.8	4.8	13.1	3.1	25.7	25.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.8	4.8	13.1	3.1	25.7	25.7	3.9
LOS	C	A	B	A	C	C	A
Approach Delay (s/veh)	14.4		10.4			14.9	
Approach LOS	B		B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 102 (85%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

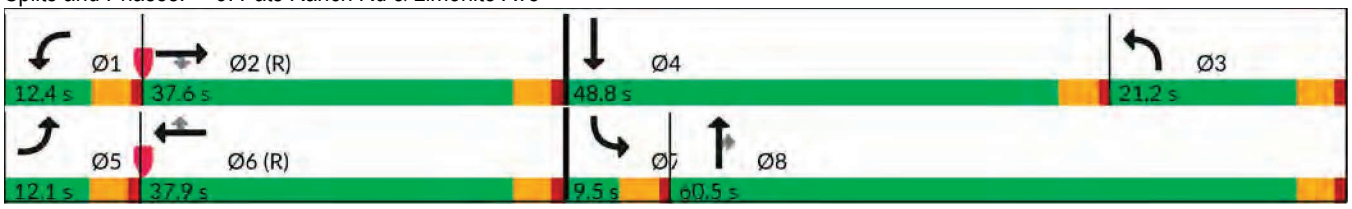
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	70	765	138	100	1057	2	374	36	88	1	26
Future Volume (vph)	70	765	138	100	1057	2	374	36	88	1	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	12.1	37.6	37.6	12.4	37.9	37.9	21.2	60.5	60.5	9.5	48.8
Total Split (%)	10.1%	31.3%	31.3%	10.3%	31.6%	31.6%	17.7%	50.4%	50.4%	7.9%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	9.1	69.3	69.3	7.5	69.7	69.7	17.6	27.8	27.8	5.0	7.6
Actuated g/C Ratio	0.08	0.58	0.58	0.06	0.58	0.58	0.15	0.23	0.23	0.04	0.06
v/c Ratio	0.54	0.26	0.14	0.48	0.36	0.00	0.76	0.08	0.20	0.01	0.64
Control Delay (s/veh)	75.2	8.3	1.7	78.9	4.8	0.0	59.4	35.2	7.9	56.0	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.2	8.3	1.7	78.9	4.8	0.0	59.4	35.2	7.9	56.0	30.1
LOS	E	A	A	E	A	A	E	D	A	E	C
Approach Delay (s/veh)		12.2			11.2			48.6			30.4
Approach LOS		B			B			D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 106 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

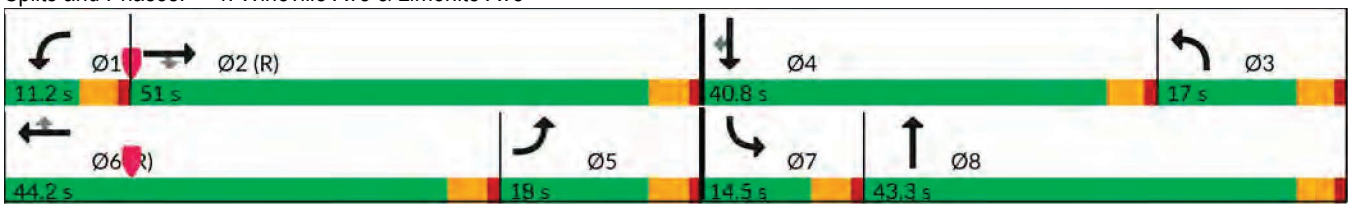
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	121	652	82	34	873	90	107	89	63	68	178
Future Volume (vph)	121	652	82	34	873	90	107	89	63	68	178
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	31.8	31.8	9.5	30.8	30.8	9.5	35.8	9.5	40.8	40.8
Total Split (s)	18.0	51.0	51.0	11.2	44.2	44.2	17.0	43.3	14.5	40.8	40.8
Total Split (%)	15.0%	42.5%	42.5%	9.3%	36.8%	36.8%	14.2%	36.1%	12.1%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	13.0	76.7	76.7	7.9	67.3	67.3	13.0	14.7	9.1	8.6	8.6
Actuated g/C Ratio	0.11	0.64	0.64	0.07	0.56	0.56	0.11	0.12	0.08	0.07	0.07
v/c Ratio	0.67	0.30	0.08	0.31	0.46	0.10	0.59	0.33	0.50	0.28	0.65
Control Delay (s/veh)	49.3	3.6	0.1	59.5	17.9	1.3	63.0	31.6	65.7	54.5	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.3	3.6	0.1	59.5	17.9	1.3	63.0	31.6	65.7	54.5	18.1
LOS	D	A	A	E	B	A	E	C	E	D	B
Approach Delay (s/veh)		9.8			17.9			45.1		35.9	
Approach LOS		A			B			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 99 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 20.1	Intersection LOS: C
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

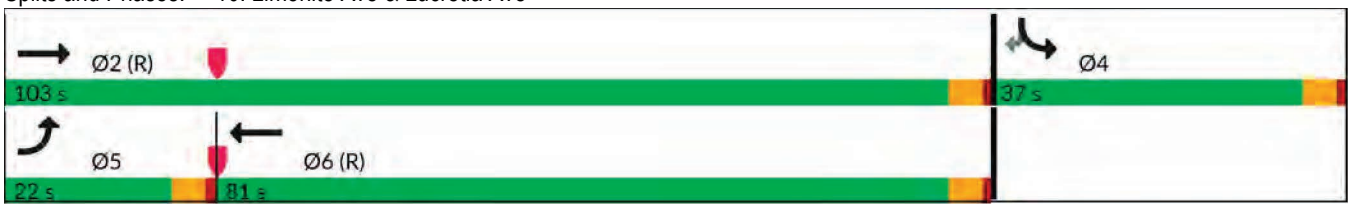
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	59	709	910	11	87
Future Volume (vph)	59	709	910	11	87
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.8	24.2	31.5	31.5
Total Split (s)	22.0	103.0	81.0	37.0	37.0
Total Split (%)	15.7%	73.6%	57.9%	26.4%	26.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None
Act Effct Green (s)	10.5	123.7	110.9	7.3	7.3
Actuated g/C Ratio	0.08	0.88	0.79	0.05	0.05
v/c Ratio	0.49	0.24	0.36	0.12	0.55
Control Delay (s/veh)	73.6	1.4	13.0	64.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.6	1.4	13.0	64.7	23.4
LOS	E	A	B	E	C
Approach Delay (s/veh)		7.1	13.1	28.0	
Approach LOS		A	B	C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 110 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

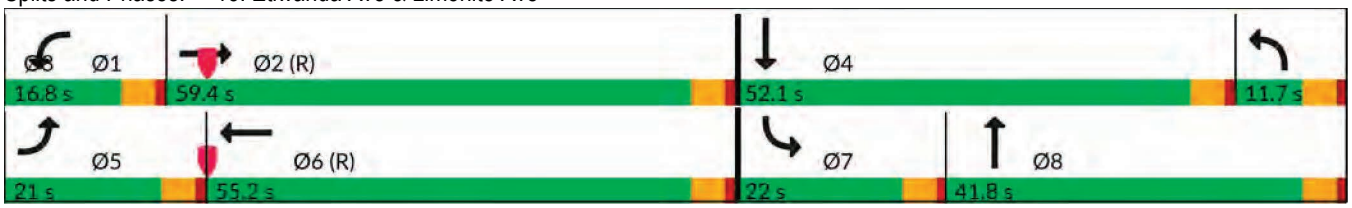
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	107	602	11	68	777	35	99	111	81	126
Future Volume (vph)	107	602	11	68	777	35	99	111	81	126
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	44.2	44.2	9.5	37.2	9.5	41.8	9.5	37.8	
Total Split (s)	21.0	59.4	59.4	16.8	55.2	11.7	41.8	22.0	52.1	
Total Split (%)	15.0%	42.4%	42.4%	12.0%	39.4%	8.4%	29.9%	15.7%	37.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	13.7	89.6	89.6	10.5	84.3	14.6	10.1	13.9	11.2	140.0
Actuated g/C Ratio	0.10	0.64	0.64	0.08	0.60	0.10	0.07	0.10	0.08	1.00
v/c Ratio	0.65	0.27	0.01	0.54	0.46	0.20	0.66	0.66	0.30	0.08
Control Delay (s/veh)	75.8	14.0	0.0	76.2	17.6	56.7	36.5	77.9	64.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.8	14.0	0.0	76.2	17.6	56.7	36.5	77.9	64.6	0.1
LOS	E	B	A	E	B	E	D	E	E	A
Approach Delay (s/veh)		23.0			21.6		39.3		43.7	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 136 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 27.1	Intersection LOS: C
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

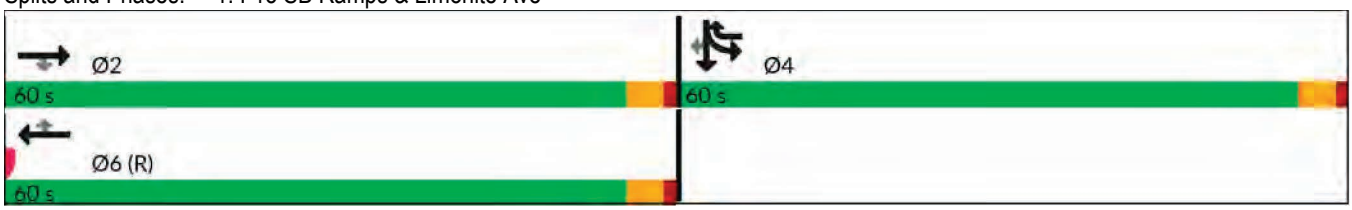
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1200	464	1204	477	445	0	855
Future Volume (vph)	1200	464	1204	477	445	0	855
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	57.9	57.9	57.9	120.0	53.1	53.1	53.1
Actuated g/C Ratio	0.48	0.48	0.48	1.00	0.44	0.44	0.44
v/c Ratio	0.49	0.46	0.50	0.30	0.30	0.30	0.69
Control Delay (s/veh)	23.1	3.4	19.5	0.4	21.6	21.6	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.1	3.4	19.5	0.4	21.6	21.6	27.8
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	17.7		14.1			25.8	
Approach LOS	B		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 16 (13%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1132	514	1166	285	516	2	884
Future Volume (vph)	1132	514	1166	285	516	2	884
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	36.3	36.3	23.8	23.8	23.8
Total Split (s)	62.0	58.0	62.0	62.0	58.0	58.0	58.0
Total Split (%)	51.7%	48.3%	51.7%	51.7%	48.3%	48.3%	48.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	None	None	None	None	None	None
Act Effct Green (s)	61.0	120.0	61.0	61.0	50.0	50.0	50.0
Actuated g/C Ratio	0.51	1.00	0.51	0.51	0.42	0.42	0.42
v/c Ratio	0.43	0.32	0.45	0.30	0.36	0.37	0.73
Control Delay (s/veh)	17.3	0.6	20.4	4.4	25.0	25.1	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.3	0.6	20.4	4.4	25.0	25.1	30.4
LOS	B	A	C	A	C	C	C
Approach Delay (s/veh)	12.1		17.3			28.5	
Approach LOS	B		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

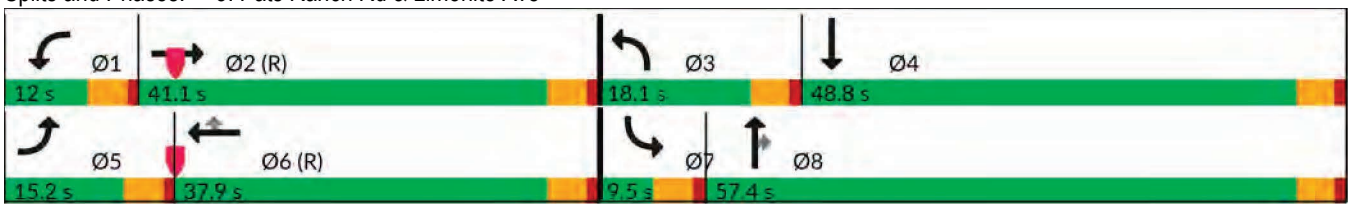
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	150	1418	349	187	980	7	380	50	145	3	40
Future Volume (vph)	150	1418	349	187	980	7	380	50	145	3	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	15.2	41.1	41.1	12.0	37.9	37.9	18.1	57.4	57.4	9.5	48.8
Total Split (%)	12.7%	34.3%	34.3%	10.0%	31.6%	31.6%	15.1%	47.8%	47.8%	7.9%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	16.1	68.8	68.8	11.1	63.7	63.7	14.1	24.7	24.7	5.0	8.0
Actuated g/C Ratio	0.13	0.57	0.57	0.09	0.53	0.53	0.12	0.21	0.21	0.04	0.07
v/c Ratio	0.63	0.48	0.33	0.59	0.36	0.00	0.94	0.13	0.32	0.04	0.61
Control Delay (s/veh)	59.9	13.7	3.5	74.0	9.1	0.0	85.2	40.4	8.5	56.3	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	13.7	3.5	74.0	9.1	0.0	85.2	40.4	8.5	56.3	37.2
LOS	E	B	A	E	A	A	F	D	A	E	D
Approach Delay (s/veh)		15.5			19.4			62.0			37.8
Approach LOS		B			B			E			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 24.5	Intersection LOS: C
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

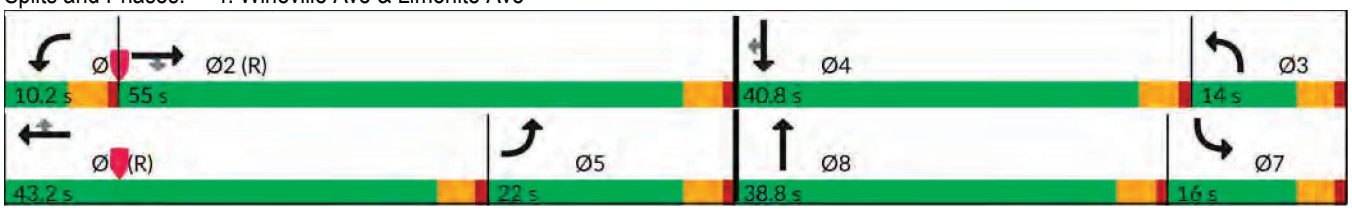
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	186	1245	133	43	899	96	90	44	116	97	185
Future Volume (vph)	186	1245	133	43	899	96	90	44	116	97	185
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	31.8	31.8	9.5	30.8	30.8	9.5	35.8	9.5	40.8	40.8
Total Split (s)	22.0	55.0	55.0	10.2	43.2	43.2	14.0	38.8	16.0	40.8	40.8
Total Split (%)	18.3%	45.8%	45.8%	8.5%	36.0%	36.0%	11.7%	32.3%	13.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	16.1	77.8	77.8	7.2	67.0	67.0	10.6	6.3	14.5	8.3	8.3
Actuated g/C Ratio	0.13	0.65	0.65	0.06	0.56	0.56	0.09	0.05	0.12	0.07	0.07
v/c Ratio	0.81	0.56	0.12	0.41	0.46	0.10	0.60	0.39	0.56	0.40	0.66
Control Delay (s/veh)	57.8	6.2	0.4	45.3	21.4	7.1	67.5	37.1	59.9	57.5	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.8	6.2	0.4	45.3	21.4	7.1	67.5	37.1	59.9	57.5	18.6
LOS	E	A	A	D	C	A	E	D	E	E	B
Approach Delay (s/veh)		11.9			21.1			53.2		40.2	
Approach LOS		B			C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 111 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

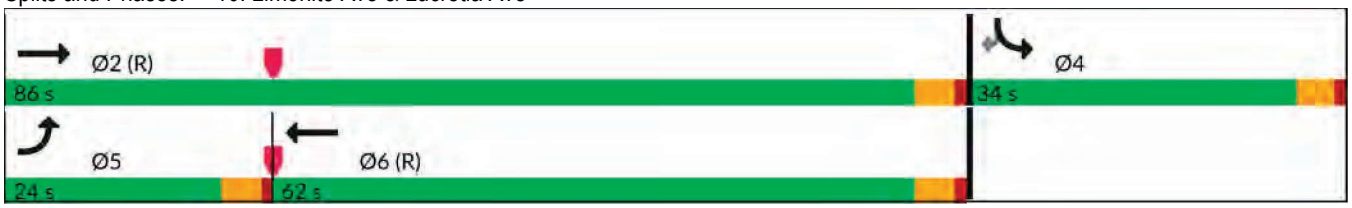
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	109	1290	946	16	90
Future Volume (vph)	109	1290	946	16	90
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.8	24.2	31.5	31.5
Total Split (s)	24.0	86.0	62.0	34.0	34.0
Total Split (%)	20.0%	71.7%	51.7%	28.3%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None
Act Effct Green (s)	13.0	103.7	86.3	7.3	7.3
Actuated g/C Ratio	0.11	0.86	0.72	0.06	0.06
v/c Ratio	0.59	0.43	0.39	0.15	0.51
Control Delay (s/veh)	54.5	2.7	4.0	55.5	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.5	2.7	4.0	55.5	20.2
LOS	D	A	A	E	C
Approach Delay (s/veh)		6.8	4.0	25.6	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 27 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 6.5	Intersection LOS: A
Intersection Capacity Utilization 47.9%	ICU Level of Service A
Analysis Period (min) 15	

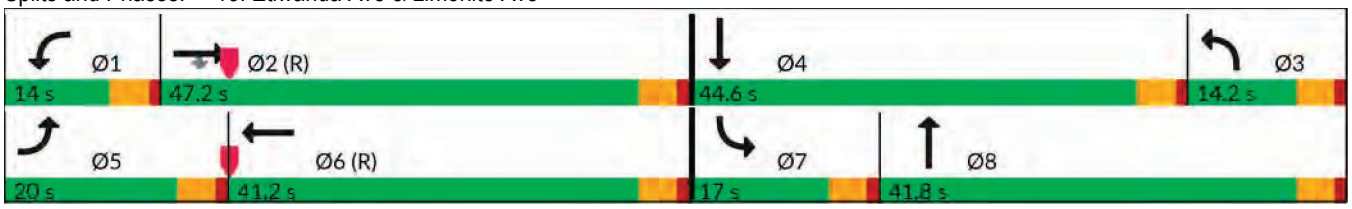
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	182	1075	48	105	763	62	162	134	145	129
Future Volume (vph)	182	1075	48	105	763	62	162	134	145	129
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	44.2	44.2	9.5	37.2	9.5	41.8	9.5	37.8	
Total Split (s)	20.0	47.2	47.2	14.0	41.2	14.2	41.8	17.0	44.6	
Total Split (%)	16.7%	39.3%	39.3%	11.7%	34.3%	11.8%	34.8%	14.2%	37.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	17.9	65.5	65.5	12.6	60.2	13.0	11.7	12.2	12.9	120.0
Actuated g/C Ratio	0.15	0.55	0.55	0.11	0.50	0.11	0.10	0.10	0.11	1.00
v/c Ratio	0.69	0.56	0.05	0.57	0.51	0.32	0.70	0.75	0.38	0.08
Control Delay (s/veh)	53.3	23.8	2.1	62.5	22.5	52.7	33.1	77.2	53.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.3	23.8	2.1	62.5	22.5	52.7	33.1	77.2	53.7	0.1
LOS	D	C	A	E	C	D	C	E	D	A
Approach Delay (s/veh)		27.2			26.8		36.2		44.5	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 30.5	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

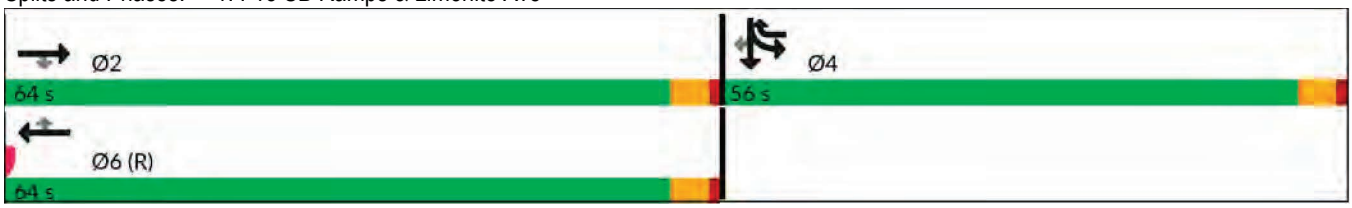
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1026	537	950	716	249	1	615
Future Volume (vph)	1026	537	950	716	249	1	615
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	64.0	64.0	64.0	56.0	56.0	56.0	56.0
Total Split (%)	53.3%	53.3%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	63.8	63.8	63.8	120.0	47.2	47.2	47.2
Actuated g/C Ratio	0.53	0.53	0.53	1.00	0.39	0.39	0.39
v/c Ratio	0.39	0.50	0.36	0.46	0.19	0.19	0.54
Control Delay (s/veh)	18.3	3.4	12.7	2.7	23.1	23.1	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	3.4	12.7	2.7	23.1	23.1	22.9
LOS	B	A	B	A	C	C	C
Approach Delay (s/veh)	13.2		8.5			23.0	
Approach LOS	B		A			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 28 (23%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 48.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	543	732	1204	461	463	0	465
Future Volume (vph)	543	732	1204	461	463	0	465
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	64.5	120.0	64.5	64.5	46.5	46.5	46.5
Actuated g/C Ratio	0.54	1.00	0.54	0.54	0.39	0.39	0.39
v/c Ratio	0.20	0.47	0.45	0.44	0.36	0.36	0.36
Control Delay (s/veh)	17.1	5.8	9.7	2.7	27.0	27.0	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.1	5.8	9.7	2.7	27.0	27.0	5.5
LOS	B	A	A	A	C	C	A
Approach Delay (s/veh)	10.7		7.8			16.3	
Approach LOS	B		A			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 116 (97%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

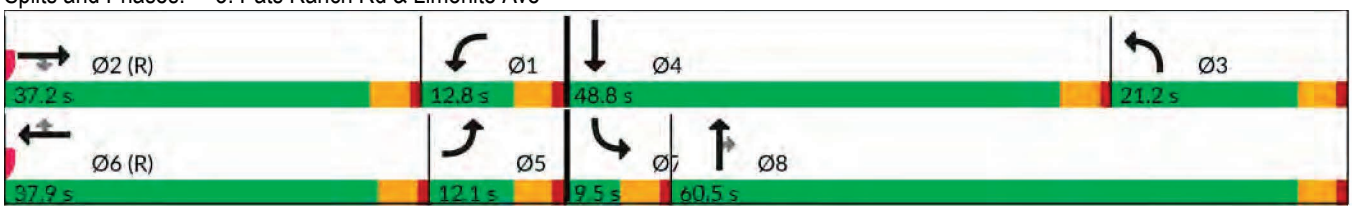
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	70	795	138	111	1109	4	374	36	94	3	26
Future Volume (vph)	70	795	138	111	1109	4	374	36	94	3	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	12.1	37.2	37.2	12.8	37.9	37.9	21.2	60.5	60.5	9.5	48.8
Total Split (%)	10.1%	31.0%	31.0%	10.7%	31.6%	31.6%	17.7%	50.4%	50.4%	7.9%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	7.4	64.9	64.9	11.9	71.3	71.3	17.6	27.8	27.8	5.0	7.6
Actuated g/C Ratio	0.06	0.54	0.54	0.10	0.59	0.59	0.15	0.23	0.23	0.04	0.06
v/c Ratio	0.66	0.29	0.15	0.33	0.37	0.00	0.76	0.08	0.22	0.04	0.64
Control Delay (s/veh)	76.5	16.5	5.1	50.8	4.8	0.0	59.4	35.2	8.0	56.3	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	16.5	5.1	50.8	4.8	0.0	59.4	35.2	8.0	56.3	30.1
LOS	E	B	A	D	A	A	E	D	A	E	C
Approach Delay (s/veh)		19.2			9.0			48.2			30.8
Approach LOS		B			A			D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 20.5	Intersection LOS: C
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

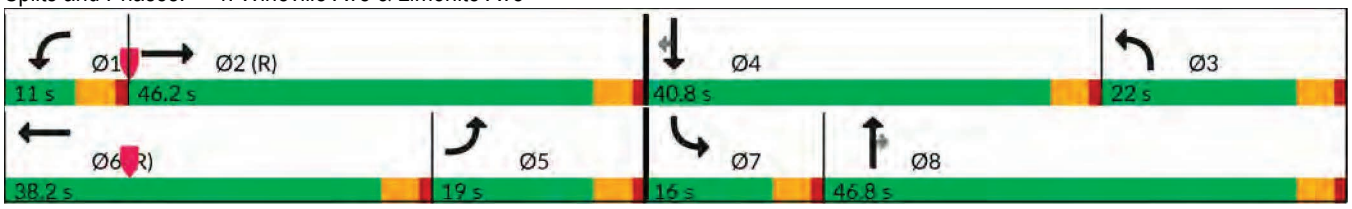
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	121	688	37	895	151	100	54	69	74	178
Future Volume (vph)	121	688	37	895	151	100	54	69	74	178
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	31.8	11.0	30.8	11.0	35.8	35.8	11.0	40.8	40.8
Total Split (s)	19.0	46.2	11.0	38.2	22.0	46.8	46.8	16.0	40.8	40.8
Total Split (%)	15.8%	38.5%	9.2%	31.8%	18.3%	39.0%	39.0%	13.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	11.9	74.5	6.9	67.5	14.7	15.8	15.8	8.6	7.8	7.8
Actuated g/C Ratio	0.10	0.62	0.06	0.56	0.12	0.13	0.13	0.07	0.07	0.07
v/c Ratio	0.73	0.26	0.38	0.37	0.74	0.22	0.17	0.58	0.34	0.67
Control Delay (s/veh)	61.2	3.4	64.8	16.1	69.9	47.5	1.1	71.1	56.7	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.2	3.4	64.8	16.1	69.9	47.5	1.1	71.1	56.7	19.7
LOS	E	A	E	B	E	D	A	E	E	B
Approach Delay (s/veh)		11.3		17.9		50.4			39.3	
Approach LOS		B		B		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 2 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

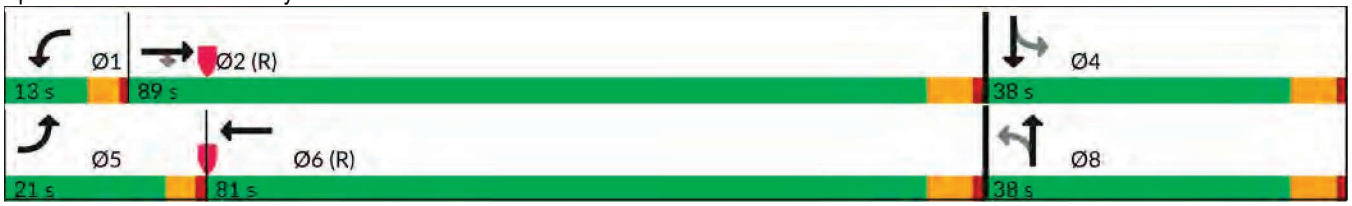
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	59	740	9	15	929	41	0	11	0
Future Volume (vph)	59	740	9	15	929	41	0	11	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.2	32.8	32.8	8.2	32.8	32.8	32.8	32.8	32.8
Total Split (s)	21.0	89.0	89.0	13.0	81.0	38.0	38.0	38.0	38.0
Total Split (%)	15.0%	63.6%	63.6%	9.3%	57.9%	27.1%	27.1%	27.1%	27.1%
Yellow Time (s)	3.2	4.8	4.8	3.2	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	5.8	5.8	4.2	5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	10.5	113.2	113.2	6.8	105.6	10.3	10.3	10.3	10.3
Actuated g/C Ratio	0.08	0.81	0.81	0.05	0.75	0.07	0.07	0.07	0.07
v/c Ratio	0.49	0.19	0.00	0.18	0.38	0.54	0.05	0.11	0.29
Control Delay (s/veh)	73.6	3.8	0.0	55.0	5.4	86.0	0.3	60.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.6	3.8	0.0	55.0	5.4	86.0	0.3	60.9	2.2
LOS	E	A	A	E	A	F	A	E	A
Approach Delay (s/veh)		9.0			6.2		57.9		8.7
Approach LOS		A			A		E		A

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 56 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Dwy. 6/Lucretia Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	122	621	24	68	788	43	99	111	81	136
Future Volume (vph)	122	621	24	68	788	43	99	111	81	136
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0	
Minimum Split (s)	11.0	44.2	44.2	11.0	37.2	15.0	41.8	11.0	37.8	
Total Split (s)	21.0	61.1	61.1	17.0	57.1	15.0	41.9	20.0	46.9	
Total Split (%)	15.0%	43.6%	43.6%	12.1%	40.8%	10.7%	29.9%	14.3%	33.5%	
Yellow Time (s)	3.9	5.2	5.2	3.9	5.2	3.9	4.8	3.9	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.9	6.2	6.2	4.9	6.2	4.9	5.8	4.9	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	14.9	85.8	85.8	10.5	79.2	8.1	10.1	14.0	18.0	140.0
Actuated g/C Ratio	0.11	0.61	0.61	0.08	0.57	0.06	0.07	0.10	0.13	1.00
v/c Ratio	0.68	0.30	0.02	0.54	0.50	0.44	0.65	0.66	0.18	0.09
Control Delay (s/veh)	73.8	17.3	0.0	76.2	20.9	76.2	36.4	77.4	54.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.8	17.3	0.0	76.2	20.9	76.2	36.4	77.4	54.8	0.1
LOS	E	B	A	E	C	E	D	E	D	A
Approach Delay (s/veh)		25.7			24.7		42.9		39.8	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 136 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 29.2	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

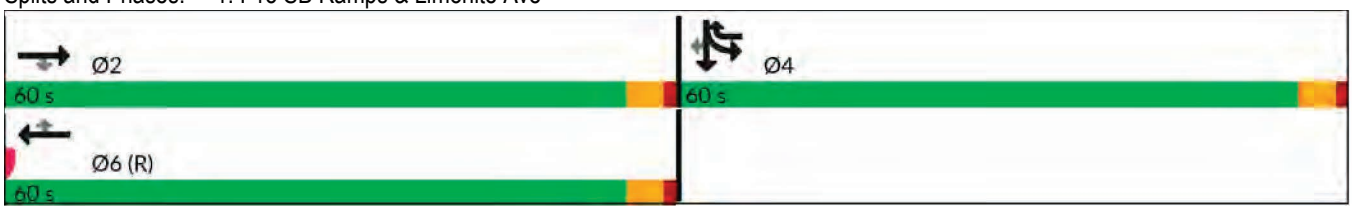
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1224	464	1221	486	462	0	855
Future Volume (vph)	1224	464	1221	486	462	0	855
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	58.1	58.1	58.1	120.0	52.9	52.9	52.9
Actuated g/C Ratio	0.48	0.48	0.48	1.00	0.44	0.44	0.44
v/c Ratio	0.50	0.46	0.50	0.31	0.31	0.31	0.69
Control Delay (s/veh)	23.1	3.4	14.7	0.4	22.0	22.0	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.1	3.4	14.7	0.4	22.0	22.0	28.2
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	17.7		10.7			26.0	
Approach LOS	B		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 20 (17%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

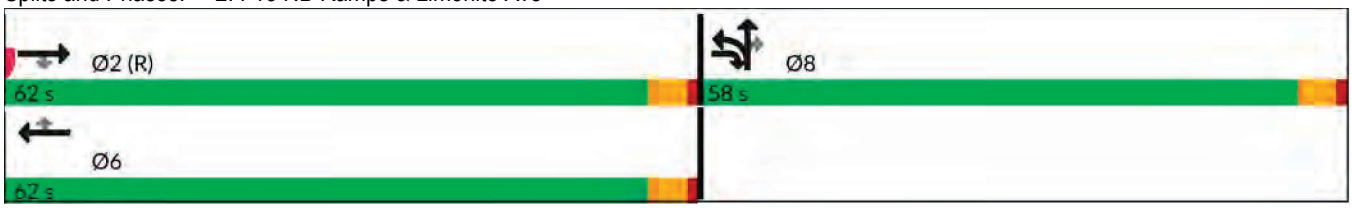
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1174	514	1192	298	516	2	897
Future Volume (vph)	1174	514	1192	298	516	2	897
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	62.0	58.0	62.0	62.0	58.0	58.0	58.0
Total Split (%)	51.7%	48.3%	51.7%	51.7%	48.3%	48.3%	48.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	55.6	120.0	55.6	55.6	55.4	55.4	55.4
Actuated g/C Ratio	0.46	1.00	0.46	0.46	0.46	0.46	0.46
v/c Ratio	0.49	0.32	0.50	0.33	0.33	0.33	0.67
Control Delay (s/veh)	33.5	0.5	16.0	4.1	20.6	20.7	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.5	0.5	16.0	4.1	20.6	20.7	25.5
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	23.5		13.7			23.7	
Approach LOS	C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 111 (93%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 20.4	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

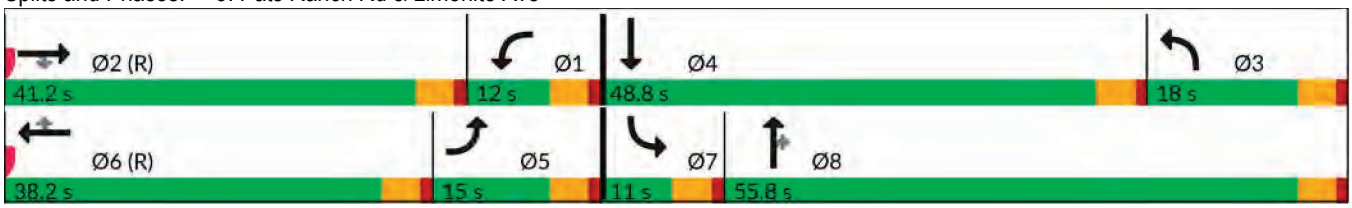
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	150	1473	349	194	1015	9	380	50	156	5	40
Future Volume (vph)	150	1473	349	194	1015	9	380	50	156	5	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	35.8	35.8	11.0	37.8	37.8	11.0	48.8	48.8	11.0	48.8
Total Split (s)	15.0	41.2	41.2	12.0	38.2	38.2	18.0	55.8	55.8	11.0	48.8
Total Split (%)	12.5%	34.3%	34.3%	10.0%	31.8%	31.8%	15.0%	46.5%	46.5%	9.2%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	17.5	67.3	67.3	7.6	57.5	57.5	19.0	29.6	29.6	5.1	8.0
Actuated g/C Ratio	0.15	0.56	0.56	0.06	0.48	0.48	0.16	0.25	0.25	0.04	0.07
v/c Ratio	0.58	0.51	0.33	0.89	0.41	0.01	0.69	0.10	0.30	0.06	0.61
Control Delay (s/veh)	54.5	17.9	2.8	89.3	11.6	0.0	54.8	35.0	7.0	57.0	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.5	17.9	2.8	89.3	11.6	0.0	54.8	35.0	7.0	57.0	37.2
LOS	D	B	A	F	B	A	D	D	A	E	D
Approach Delay (s/veh)		18.0			23.9			40.5			38.1
Approach LOS		B			C			D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 23.9	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

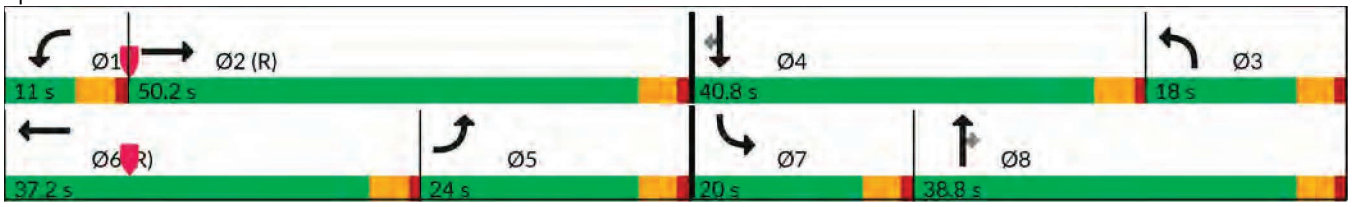
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	186	1308	45	907	127	53	40	127	104	185
Future Volume (vph)	186	1308	45	907	127	53	40	127	104	185
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	31.8	11.0	30.8	11.0	35.8	35.8	11.0	40.8	40.8
Total Split (s)	24.0	50.2	11.0	37.2	18.0	38.8	38.8	20.0	40.8	40.8
Total Split (%)	20.0%	41.8%	9.2%	31.0%	15.0%	32.3%	32.3%	16.7%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	17.1	75.3	7.2	63.6	12.9	9.0	9.0	14.3	8.5	8.5
Actuated g/C Ratio	0.14	0.63	0.06	0.53	0.11	0.08	0.08	0.12	0.07	0.07
v/c Ratio	0.76	0.47	0.43	0.39	0.69	0.20	0.17	0.62	0.42	0.66
Control Delay (s/veh)	50.3	3.7	62.0	17.7	69.3	52.3	1.5	63.9	57.9	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.3	3.7	62.0	17.7	69.3	52.3	1.5	63.9	57.9	18.4
LOS	D	A	E	B	E	D	A	E	E	B
Approach Delay (s/veh)		9.1		19.6		52.9			42.2	
Approach LOS		A		B		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 116 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.5	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

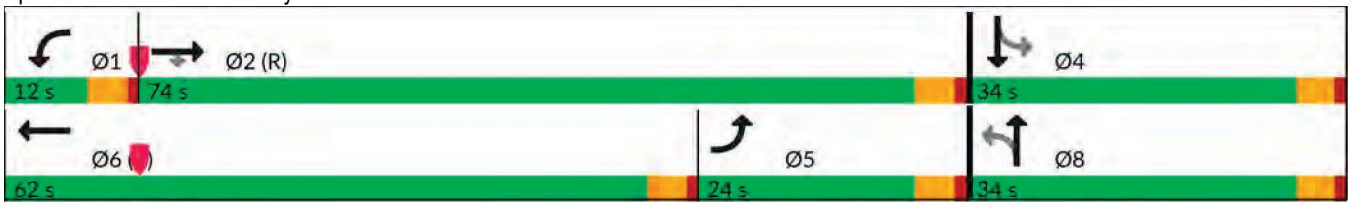
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	109	1323	29	24	969	31	0	16	0
Future Volume (vph)	109	1323	29	24	969	31	0	16	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	32.8	32.8	9.5	32.8	32.8	32.8	32.8	32.8
Total Split (s)	24.0	74.0	74.0	12.0	62.0	34.0	34.0	34.0	34.0
Total Split (%)	20.0%	61.7%	61.7%	10.0%	51.7%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	13.0	94.7	94.7	7.3	84.8	8.7	8.7	8.7	8.7
Actuated g/C Ratio	0.11	0.79	0.79	0.06	0.71	0.07	0.07	0.07	0.07
v/c Ratio	0.59	0.34	0.02	0.23	0.40	0.44	0.09	0.16	0.22
Control Delay (s/veh)	52.9	4.7	1.1	44.7	15.4	70.8	0.7	54.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.9	4.7	1.1	44.7	15.4	70.8	0.7	54.5	1.2
LOS	D	A	A	D	B	E	A	D	A
Approach Delay (s/veh)		8.2			16.2		41.8		9.2
Approach LOS		A			B		D		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 12.0	Intersection LOS: B
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

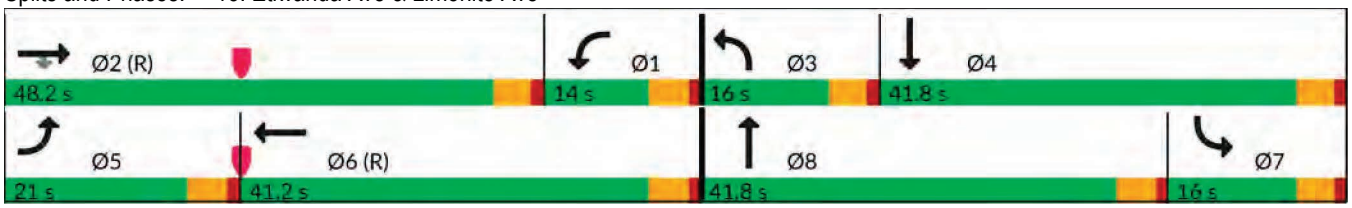
Splits and Phases: 10: Dwy. 6/Lucretia Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	1089	57	105	783	75	162	134	145	145
Future Volume (vph)	192	1089	57	105	783	75	162	134	145	145
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	44.2	44.2	11.0	37.2	11.0	41.8	11.0	37.8	
Total Split (s)	21.0	48.2	48.2	14.0	41.2	16.0	41.8	16.0	41.8	
Total Split (%)	17.5%	40.2%	40.2%	11.7%	34.3%	13.3%	34.8%	13.3%	34.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	18.5	64.4	64.4	11.2	57.1	9.4	11.7	14.7	19.1	120.0
Actuated g/C Ratio	0.15	0.54	0.54	0.09	0.48	0.08	0.10	0.12	0.16	1.00
v/c Ratio	0.71	0.57	0.06	0.64	0.55	0.54	0.70	0.62	0.26	0.09
Control Delay (s/veh)	50.4	23.4	2.8	71.1	25.8	67.1	33.1	62.1	45.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.4	23.4	2.8	71.1	25.8	67.1	33.1	62.1	45.1	0.1
LOS	D	C	A	E	C	E	C	E	D	A
Approach Delay (s/veh)		26.5			30.5		39.3		35.1	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113 (94%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 30.5	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

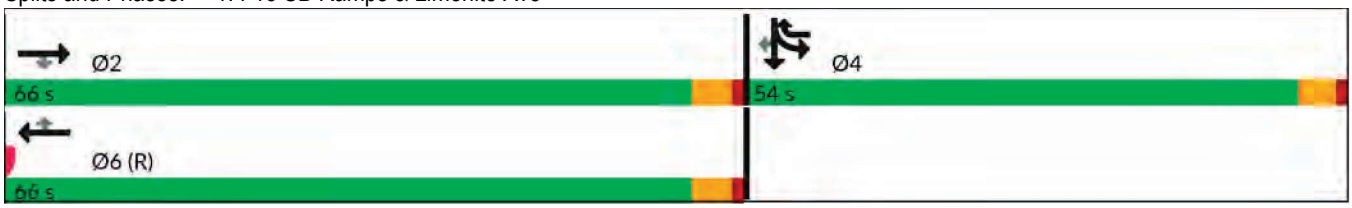
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1364	750	1243	876	399	1	778
Future Volume (vph)	1364	750	1243	876	399	1	778
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	51.0	51.0	53.3	22.5	22.5	22.5	22.5
Total Split (s)	66.0	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	61.5	61.5	61.5	120.0	49.5	49.5	49.5
Actuated g/C Ratio	0.51	0.51	0.51	1.00	0.41	0.41	0.41
v/c Ratio	0.54	0.65	0.49	0.57	0.29	0.29	0.67
Control Delay (s/veh)	21.0	3.9	15.1	4.6	24.5	24.5	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	3.9	15.1	4.6	24.5	24.5	29.5
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	15.0		10.8			27.8	
Approach LOS	B		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

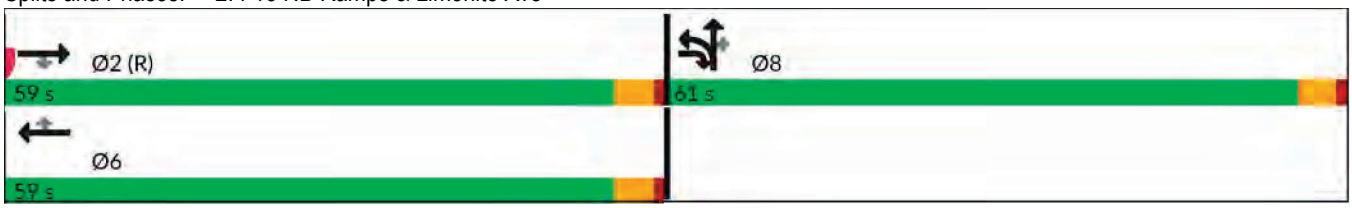
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	846	915	1503	646	616	0	605
Future Volume (vph)	846	915	1503	646	616	0	605
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	59.0	61.0	59.0	59.0	61.0	61.0	61.0
Total Split (%)	49.2%	50.8%	49.2%	49.2%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	59.4	120.0	59.4	59.4	51.6	51.6	51.6
Actuated g/C Ratio	0.50	1.00	0.50	0.50	0.43	0.43	0.43
v/c Ratio	0.34	0.59	0.61	0.59	0.43	0.43	0.48
Control Delay (s/veh)	12.0	7.3	13.6	3.4	25.2	25.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.0	7.3	13.6	3.4	25.2	25.2	19.1
LOS	B	A	B	A	C	C	B
Approach Delay (s/veh)	9.6		10.6			22.2	
Approach LOS	A		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

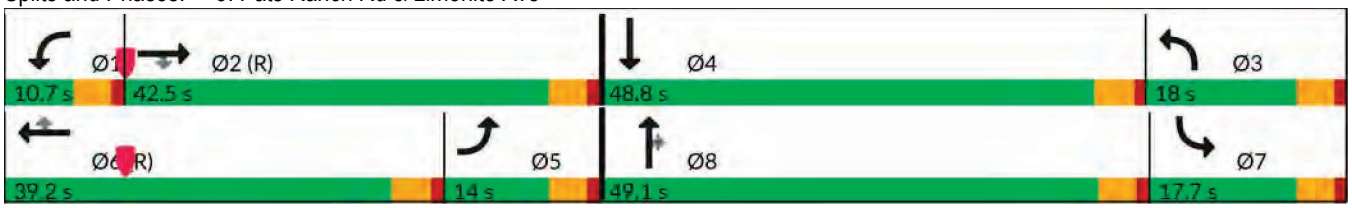
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	156	1126	167	109	1272	117	466	58	115	137	45
Future Volume (vph)	156	1126	167	109	1272	117	466	58	115	137	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	14.0	42.5	42.5	10.7	39.2	39.2	18.0	49.1	49.1	17.7	48.8
Total Split (%)	11.7%	35.4%	35.4%	8.9%	32.7%	32.7%	15.0%	40.9%	40.9%	14.8%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	9.7	47.0	47.0	7.1	44.3	44.3	27.1	8.3	8.3	39.6	20.9
Actuated g/C Ratio	0.08	0.39	0.39	0.06	0.37	0.37	0.23	0.07	0.07	0.33	0.17
v/c Ratio	1.13	0.58	0.23	0.55	0.69	0.18	0.62	0.46	0.50	0.24	0.87
Control Delay (s/veh)	154.8	24.1	3.6	80.7	31.9	12.6	46.5	64.2	14.1	29.7	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	154.8	24.1	3.6	80.7	31.9	12.6	46.5	64.2	14.1	29.7	42.7
LOS	F	C	A	F	C	B	D	E	B	C	D
Approach Delay (s/veh)		35.8			34.0			42.3			39.2
Approach LOS		D			C			D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 116 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay (s/veh): 36.6	Intersection LOS: D
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

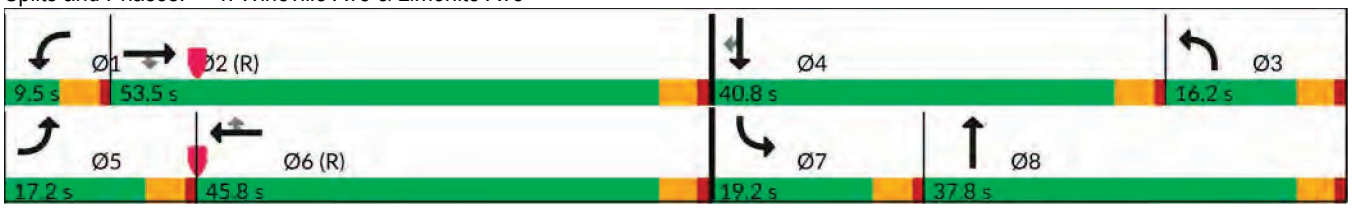
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	171	1077	132	37	1114	110	156	89	101	68	227
Future Volume (vph)	171	1077	132	37	1114	110	156	89	101	68	227
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	31.8	31.8	9.5	30.8	30.8	9.5	35.8	9.5	40.8	40.8
Total Split (s)	17.2	53.5	53.5	9.5	45.8	45.8	16.2	37.8	19.2	40.8	40.8
Total Split (%)	14.3%	44.6%	44.6%	7.9%	38.2%	38.2%	13.5%	31.5%	16.0%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	18.9	64.8	64.8	8.1	51.9	51.9	18.9	19.2	12.0	12.3	12.3
Actuated g/C Ratio	0.16	0.54	0.54	0.07	0.43	0.43	0.16	0.16	0.10	0.10	0.10
v/c Ratio	0.65	0.60	0.15	0.33	0.77	0.15	0.60	0.26	0.60	0.20	0.77
Control Delay (s/veh)	66.9	21.4	6.7	60.1	35.0	1.2	55.9	26.5	65.6	48.2	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.9	21.4	6.7	60.1	35.0	1.2	55.9	26.5	65.6	48.2	32.7
LOS	E	C	A	E	D	A	E	C	E	D	C
Approach Delay (s/veh)		25.7			32.8			41.8		43.8	
Approach LOS		C			C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 108 (90%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 32.0	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

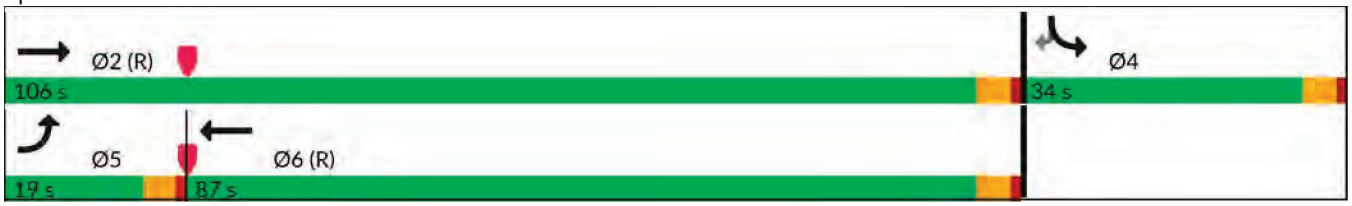
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	59	1175	1173	11	87
Future Volume (vph)	59	1175	1173	11	87
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.8	24.2	31.5	31.5
Total Split (s)	19.0	106.0	87.0	34.0	34.0
Total Split (%)	13.6%	75.7%	62.1%	24.3%	24.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None
Act Effct Green (s)	10.5	123.7	110.9	7.3	7.3
Actuated g/C Ratio	0.08	0.88	0.79	0.05	0.05
v/c Ratio	0.49	0.40	0.46	0.12	0.55
Control Delay (s/veh)	73.6	2.0	4.1	64.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.6	2.0	4.1	64.7	23.4
LOS	E	A	A	E	C
Approach Delay (s/veh)		5.5	4.2	28.0	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 46 (33%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 5.7	Intersection LOS: A
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

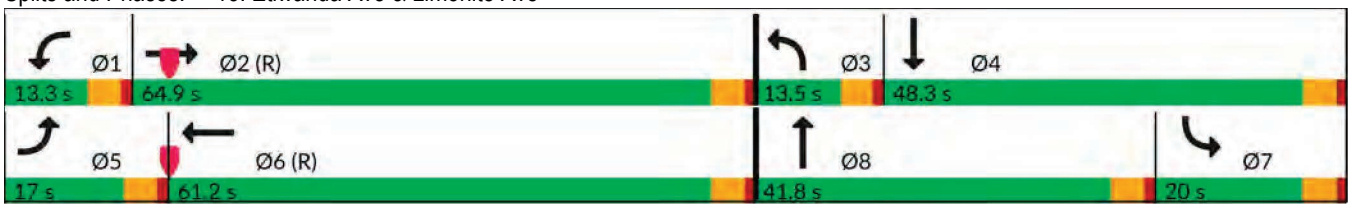
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	113	1057	17	68	1027	42	99	149	81	133
Future Volume (vph)	113	1057	17	68	1027	42	99	149	81	133
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	44.2	44.2	9.5	37.2	9.5	41.8	9.5	37.8	
Total Split (s)	17.0	64.9	64.9	13.3	61.2	13.5	41.8	20.0	48.3	
Total Split (%)	12.1%	46.4%	46.4%	9.5%	43.7%	9.6%	29.9%	14.3%	34.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	14.7	83.3	83.3	10.8	79.4	7.7	10.1	17.8	22.1	140.0
Actuated g/C Ratio	0.11	0.60	0.60	0.08	0.57	0.06	0.07	0.13	0.16	1.00
v/c Ratio	0.64	0.52	0.01	0.52	0.64	0.45	0.66	0.69	0.15	0.08
Control Delay (s/veh)	78.9	18.1	0.0	75.1	24.1	78.3	36.5	73.9	50.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.9	18.1	0.0	75.1	24.1	78.3	36.5	73.9	50.6	0.1
LOS	E	B	A	E	C	E	D	E	D	A
Approach Delay (s/veh)		23.7			26.9		43.2		41.7	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 8.1 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 28.8	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

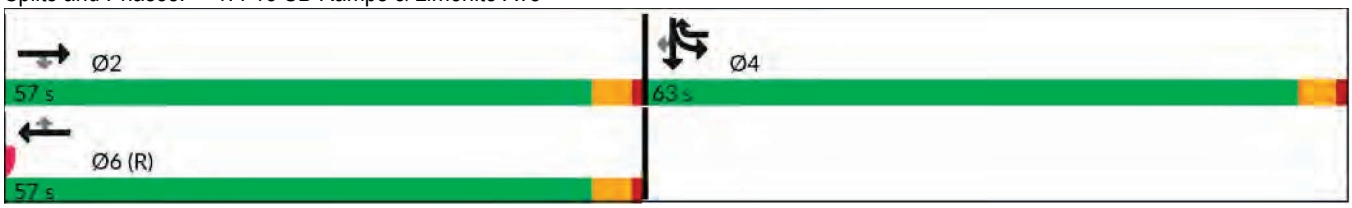
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1745	785	1810	675	675	0	1155
Future Volume (vph)	1745	785	1810	675	675	0	1155
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	57.0	57.0	57.0	63.0	63.0	63.0	63.0
Total Split (%)	47.5%	47.5%	47.5%	52.5%	52.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	52.5	52.5	52.5	120.0	58.5	58.5	58.5
Actuated g/C Ratio	0.44	0.44	0.44	1.00	0.49	0.49	0.49
v/c Ratio	0.80	0.73	0.83	0.43	0.41	0.42	0.86
Control Delay (s/veh)	32.6	8.0	21.0	0.6	21.7	21.7	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.6	8.0	21.0	0.6	21.7	21.7	34.8
LOS	C	A	C	A	C	C	C
Approach Delay (s/veh)	25.0		15.5			30.0	
Approach LOS	C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 10 (8%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

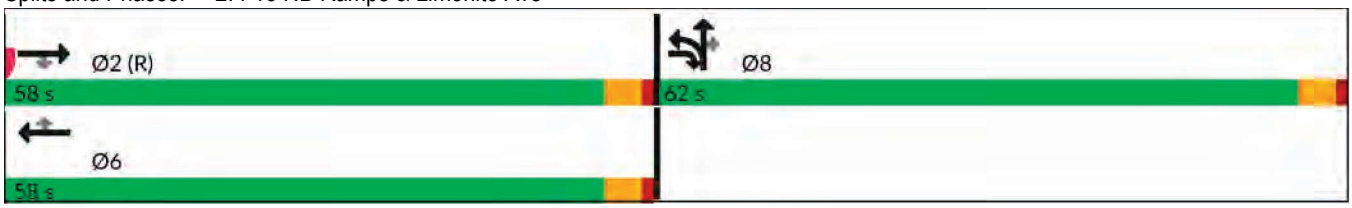
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1618	807	1624	502	861	2	1084
Future Volume (vph)	1618	807	1624	502	861	2	1084
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	36.3	36.3	23.8	23.8	23.8
Total Split (s)	58.0	62.0	58.0	58.0	62.0	62.0	62.0
Total Split (%)	48.3%	51.7%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	52.3	120.0	52.3	52.3	58.7	58.7	58.7
Actuated g/C Ratio	0.44	1.00	0.44	0.44	0.49	0.49	0.49
v/c Ratio	0.72	0.50	0.73	0.51	0.52	0.52	0.79
Control Delay (s/veh)	21.2	1.7	40.8	12.3	24.2	24.2	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	1.7	40.8	12.3	24.2	24.2	30.7
LOS	C	A	D	B	C	C	C
Approach Delay (s/veh)	14.7		34.1			27.8	
Approach LOS	B		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 5 (4%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	392	1763	447	216	1441	88	438	54	162	64	45
Future Volume (vph)	392	1763	447	216	1441	88	438	54	162	64	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	19.0	44.9	44.9	12.3	38.2	38.2	14.0	51.3	51.3	11.5	48.8
Total Split (%)	15.8%	37.4%	37.4%	10.3%	31.8%	31.8%	11.7%	42.8%	42.8%	9.6%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	14.5	69.9	69.9	12.8	68.2	68.2	9.5	14.6	14.6	6.6	9.8
Actuated g/C Ratio	0.12	0.58	0.58	0.11	0.57	0.57	0.08	0.12	0.12	0.06	0.08
v/c Ratio	1.83	0.59	0.40	0.59	0.49	0.09	1.61	0.23	0.48	0.65	0.79
Control Delay (s/veh)	418.1	20.1	4.6	47.3	29.7	12.4	327.6	49.9	11.7	85.1	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	418.1	20.1	4.6	47.3	29.7	12.4	327.6	49.9	11.7	85.1	28.2
LOS	F	C	A	D	C	B	F	D	B	F	C
Approach Delay (s/veh)		77.4			31.1			226.6			39.0
Approach LOS		E			C			F			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.83	
Intersection Signal Delay (s/veh): 78.1	Intersection LOS: E
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

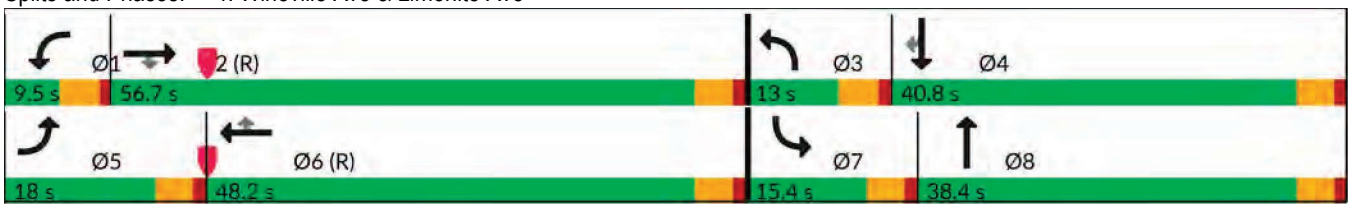
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	225	1589	172	46	1388	138	131	44	142	97	226
Future Volume (vph)	225	1589	172	46	1388	138	131	44	142	97	226
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	31.8	31.8	9.5	30.8	30.8	9.5	35.8	9.5	40.8	40.8
Total Split (s)	18.0	56.7	56.7	9.5	48.2	48.2	13.0	38.4	15.4	40.8	40.8
Total Split (%)	15.0%	47.3%	47.3%	7.9%	40.2%	40.2%	10.8%	32.0%	12.8%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	25.6	76.5	76.5	7.6	56.6	56.6	8.5	9.0	10.8	11.3	11.3
Actuated g/C Ratio	0.21	0.64	0.64	0.06	0.47	0.47	0.07	0.08	0.09	0.09	0.09
v/c Ratio	0.61	0.72	0.16	0.42	0.85	0.17	1.08	0.30	0.91	0.30	0.77
Control Delay (s/veh)	73.5	8.7	0.9	58.8	45.5	13.6	156.8	30.8	107.2	51.4	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.5	8.7	0.9	58.8	45.5	13.6	156.8	30.8	107.2	51.4	32.1
LOS	E	A	A	E	D	B	F	C	F	D	C
Approach Delay (s/veh)		15.4			43.1			107.8		59.1	
Approach LOS		B			D			F		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 35.1	Intersection LOS: D
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

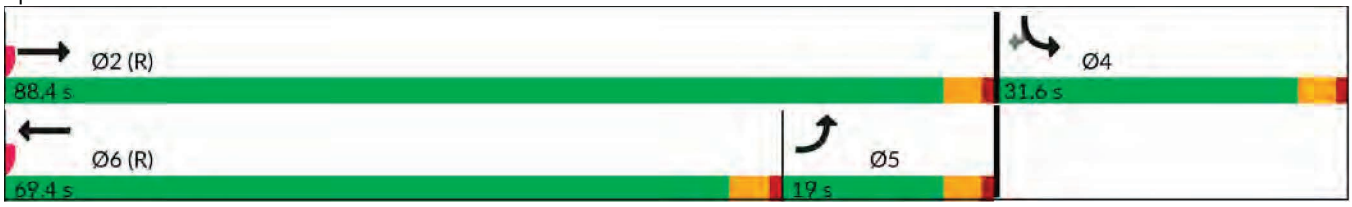
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	109	1665	1480	16	90
Future Volume (vph)	109	1665	1480	16	90
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.8	24.2	31.5	31.5
Total Split (s)	19.0	88.4	69.4	31.6	31.6
Total Split (%)	15.8%	73.7%	57.8%	26.3%	26.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None
Act Effct Green (s)	12.9	103.7	86.3	7.3	7.3
Actuated g/C Ratio	0.11	0.86	0.72	0.06	0.06
v/c Ratio	0.59	0.56	0.61	0.15	0.51
Control Delay (s/veh)	54.5	1.5	3.8	55.5	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.5	1.5	3.8	55.5	20.2
LOS	D	A	A	E	C
Approach Delay (s/veh)		4.8	3.9	25.6	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 28 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 5.1	Intersection LOS: A
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

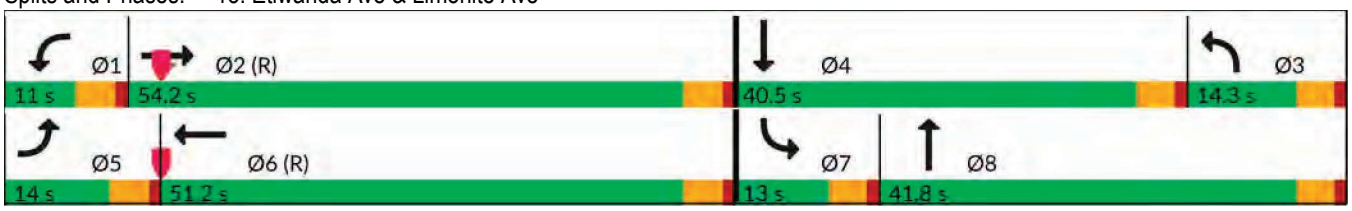
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	183	1447	49	105	1295	63	162	160	145	130
Future Volume (vph)	183	1447	49	105	1295	63	162	160	145	130
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	44.2	44.2	9.5	37.2	9.5	41.8	9.5	37.8	
Total Split (s)	14.0	54.2	54.2	11.0	51.2	14.3	41.8	13.0	40.5	
Total Split (%)	11.7%	45.2%	45.2%	9.2%	42.7%	11.9%	34.8%	10.8%	33.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	24.2	64.8	64.8	15.2	55.8	10.8	13.5	8.5	13.2	120.0
Actuated g/C Ratio	0.20	0.54	0.54	0.13	0.47	0.09	0.11	0.07	0.11	1.00
v/c Ratio	0.52	0.76	0.05	0.47	0.91	0.39	0.70	1.29	0.37	0.08
Control Delay (s/veh)	38.5	38.8	1.3	55.9	39.5	57.9	39.8	224.2	53.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.5	38.8	1.3	55.9	39.5	57.9	39.8	224.2	53.5	0.1
LOS	D	D	A	E	D	E	D	F	D	A
Approach Delay (s/veh)		37.7			40.6		42.7		100.4	
Approach LOS		D			D		D		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 115 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay (s/veh): 46.0	Intersection LOS: D
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

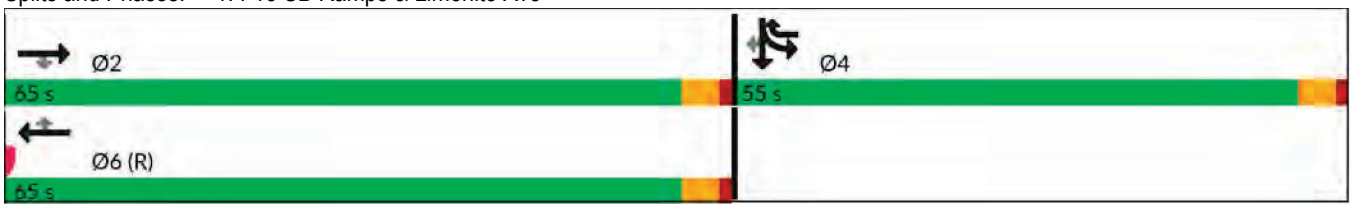
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1380	750	1265	889	408	1	778
Future Volume (vph)	1380	750	1265	889	408	1	778
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	65.0	65.0	65.0	55.0	55.0	55.0	55.0
Total Split (%)	54.2%	54.2%	54.2%	45.8%	45.8%	45.8%	45.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	61.1	61.1	61.1	120.0	49.9	49.9	49.9
Actuated g/C Ratio	0.51	0.51	0.51	1.00	0.42	0.42	0.42
v/c Ratio	0.54	0.65	0.50	0.57	0.30	0.30	0.67
Control Delay (s/veh)	21.4	4.0	13.3	2.5	24.3	24.3	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.4	4.0	13.3	2.5	24.3	24.3	29.4
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	15.3		8.9			27.7	
Approach LOS	B		A			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 21 (18%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 15.5	Intersection LOS: B
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	871	915	1539	663	616	0	613
Future Volume (vph)	871	915	1539	663	616	0	613
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	60.6	120.0	60.6	60.6	50.4	50.4	50.4
Actuated g/C Ratio	0.51	1.00	0.51	0.51	0.42	0.42	0.42
v/c Ratio	0.34	0.59	0.61	0.59	0.44	0.44	0.50
Control Delay (s/veh)	20.7	7.3	14.6	3.7	26.1	26.1	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	7.3	14.6	3.7	26.1	26.1	20.2
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	13.9		11.4			23.2	
Approach LOS	B		B			C	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 116 (97%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 15.0		Intersection LOS: B	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

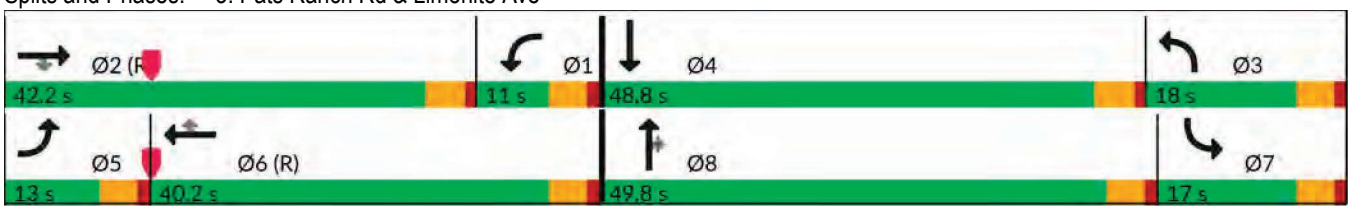
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	156	1156	167	120	1324	119	466	58	121	139	45
Future Volume (vph)	156	1156	167	120	1324	119	466	58	121	139	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	35.8	35.8	11.0	37.8	37.8	11.0	48.8	48.8	11.0	48.8
Total Split (s)	13.0	42.2	42.2	11.0	40.2	40.2	18.0	49.8	49.8	17.0	48.8
Total Split (%)	10.8%	35.2%	35.2%	9.2%	33.5%	33.5%	15.0%	41.5%	41.5%	14.2%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	16.9	44.2	44.2	8.8	36.1	36.1	26.8	8.3	8.3	40.7	22.2
Actuated g/C Ratio	0.14	0.37	0.37	0.07	0.30	0.30	0.22	0.07	0.07	0.34	0.19
v/c Ratio	0.64	0.63	0.24	0.49	0.89	0.22	0.62	0.46	0.53	0.23	0.86
Control Delay (s/veh)	65.6	30.6	6.7	49.9	38.8	6.4	46.9	64.2	15.7	29.1	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.6	30.6	6.7	49.9	38.8	6.4	46.9	64.2	15.7	29.1	44.2
LOS	E	C	A	D	D	A	D	E	B	C	D
Approach Delay (s/veh)		31.7			37.2			42.7			40.1
Approach LOS		C			D			D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 36.5	Intersection LOS: D
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	171	1113	40	1136	200	100	57	107	74	227
Future Volume (vph)	171	1113	40	1136	200	100	57	107	74	227
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	31.8	15.0	30.8	11.0	35.8	35.8	11.0	40.8	40.8
Total Split (s)	18.0	43.2	15.0	40.2	21.0	42.8	42.8	19.0	40.8	40.8
Total Split (%)	15.0%	36.0%	12.5%	33.5%	17.5%	35.7%	35.7%	15.8%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	14.3	69.3	7.0	60.1	19.4	8.0	8.0	19.6	8.2	8.2
Actuated g/C Ratio	0.12	0.58	0.06	0.50	0.16	0.07	0.07	0.16	0.07	0.07
v/c Ratio	0.86	0.45	0.40	0.52	0.74	0.45	0.26	0.39	0.32	0.72
Control Delay (s/veh)	61.8	3.9	65.3	22.1	63.0	59.5	2.7	47.4	55.6	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	3.9	65.3	22.1	63.0	59.5	2.7	47.4	55.6	19.3
LOS	E	A	E	C	E	E	A	D	E	B
Approach Delay (s/veh)		10.9		23.4		52.4			33.2	
Approach LOS		B		C		D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 22.5	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

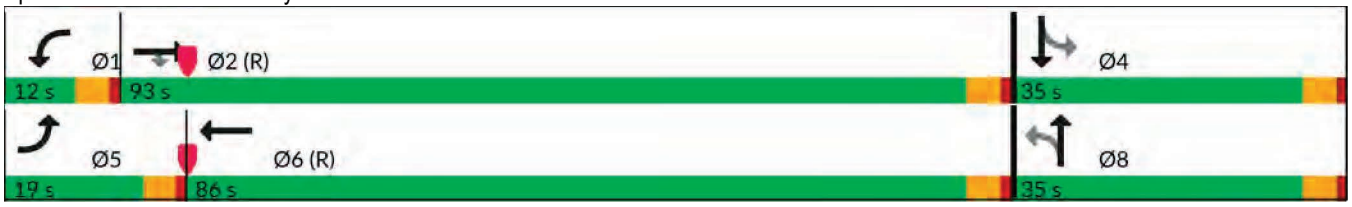
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	59	1206	9	15	1192	41	0	11	0
Future Volume (vph)	59	1206	9	15	1192	41	0	11	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	33.2	33.2	9.5	33.2	33.2	33.2	33.2	33.2
Total Split (s)	19.0	93.0	93.0	12.0	86.0	35.0	35.0	35.0	35.0
Total Split (%)	13.6%	66.4%	66.4%	8.6%	61.4%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	10.5	115.6	115.6	6.8	107.8	10.4	10.4	10.4	10.4
Actuated g/C Ratio	0.08	0.83	0.83	0.05	0.77	0.07	0.07	0.07	0.07
v/c Ratio	0.49	0.31	0.00	0.18	0.48	0.63	0.08	0.11	0.35
Control Delay (s/veh)	73.6	3.8	0.0	57.5	4.8	98.7	0.6	60.5	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.6	3.8	0.0	57.5	4.8	98.7	0.6	60.5	3.5
LOS	E	A	A	E	A	F	A	E	A
Approach Delay (s/veh)		7.1			5.5		66.6		9.9
Approach LOS		A			A		E		A

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 69 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Dwy. 6/Lucretia Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	128	1076	30	68	1038	50	99	149	81	143
Future Volume (vph)	128	1076	30	68	1038	50	99	149	81	143
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	44.2	44.2	11.0	37.2	11.0	41.8	11.0	37.8	
Total Split (s)	17.0	65.2	65.2	14.0	62.2	14.0	41.8	19.0	46.8	
Total Split (%)	12.1%	46.6%	46.6%	10.0%	44.4%	10.0%	29.9%	13.6%	33.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	16.6	76.0	76.0	20.5	79.9	8.2	10.1	15.4	19.3	140.0
Actuated g/C Ratio	0.12	0.54	0.54	0.15	0.57	0.06	0.07	0.11	0.14	1.00
v/c Ratio	0.64	0.59	0.03	0.27	0.64	0.51	0.66	0.80	0.17	0.09
Control Delay (s/veh)	68.3	30.8	2.1	56.9	23.0	80.5	36.5	89.1	54.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	30.8	2.1	56.9	23.0	80.5	36.5	89.1	54.8	0.1
LOS	E	C	A	E	C	F	D	F	D	A
Approach Delay (s/veh)		34.0			24.8		44.7		47.5	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 32.8	Intersection LOS: C
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

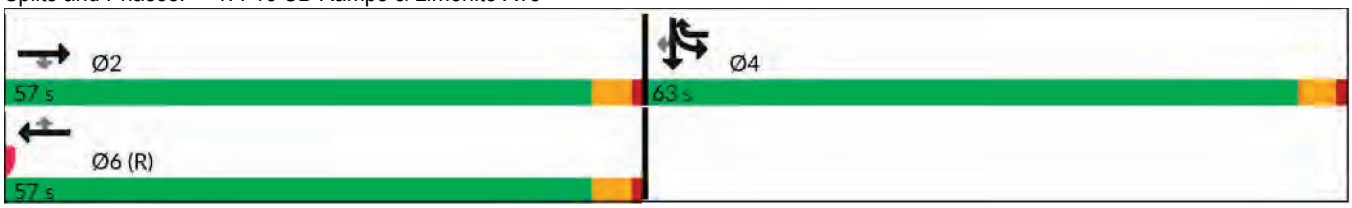
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1769	785	1827	684	692	0	1155
Future Volume (vph)	1769	785	1827	684	692	0	1155
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	57.0	57.0	57.0	63.0	63.0	63.0	63.0
Total Split (%)	47.5%	47.5%	47.5%	52.5%	52.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	52.5	52.5	52.5	120.0	58.5	58.5	58.5
Actuated g/C Ratio	0.44	0.44	0.44	1.00	0.49	0.49	0.49
v/c Ratio	0.81	0.73	0.83	0.44	0.43	0.43	0.86
Control Delay (s/veh)	33.0	8.4	20.8	0.6	21.9	22.0	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	8.4	20.8	0.6	21.9	22.0	34.8
LOS	C	A	C	A	C	C	C
Approach Delay (s/veh)	25.5		15.3			30.0	
Approach LOS	C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 20 (17%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

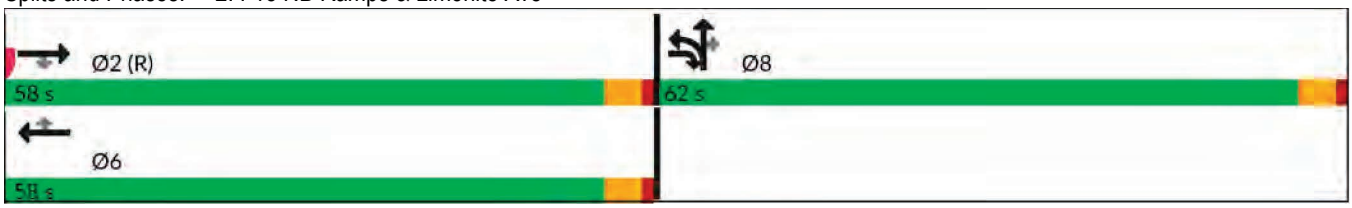
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1660	807	1650	515	861	2	1097
Future Volume (vph)	1660	807	1650	515	861	2	1097
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	58.0	62.0	58.0	58.0	62.0	62.0	62.0
Total Split (%)	48.3%	51.7%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	52.4	120.0	52.4	52.4	58.6	58.6	58.6
Actuated g/C Ratio	0.44	1.00	0.44	0.44	0.49	0.49	0.49
v/c Ratio	0.74	0.50	0.74	0.53	0.52	0.52	0.80
Control Delay (s/veh)	18.7	1.5	36.7	6.9	24.2	24.3	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.7	1.5	36.7	6.9	24.2	24.3	31.2
LOS	B	A	D	A	C	C	C
Approach Delay (s/veh)	13.1		29.7			28.2	
Approach LOS	B		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 21 (18%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 23.0	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

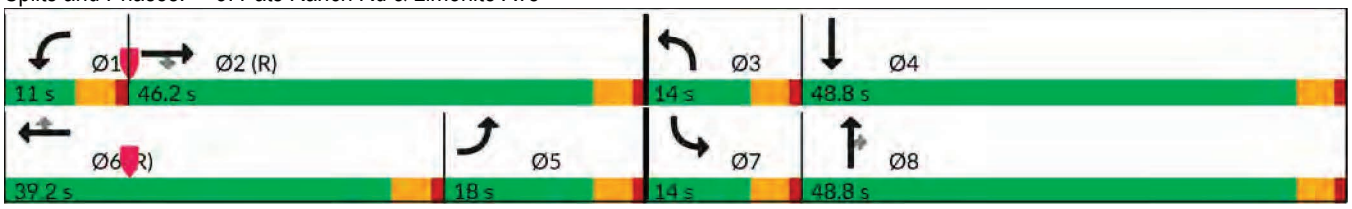
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	392	1818	447	223	1476	90	438	54	173	66	45
Future Volume (vph)	392	1818	447	223	1476	90	438	54	173	66	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	35.8	35.8	11.0	37.8	37.8	11.0	48.8	48.8	11.0	48.8
Total Split (s)	18.0	46.2	46.2	11.0	39.2	39.2	14.0	48.8	48.8	14.0	48.8
Total Split (%)	15.0%	38.5%	38.5%	9.2%	32.7%	32.7%	11.7%	40.7%	40.7%	11.7%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	13.5	67.6	67.6	15.1	69.2	69.2	9.5	13.4	13.4	7.8	9.8
Actuated g/C Ratio	0.11	0.56	0.56	0.13	0.58	0.58	0.08	0.11	0.11	0.07	0.08
v/c Ratio	1.97	0.63	0.41	0.51	0.50	0.09	1.61	0.26	0.52	0.57	0.79
Control Delay (s/veh)	477.4	23.9	6.3	73.0	6.2	0.2	327.6	52.1	12.7	72.8	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	477.4	23.9	6.3	73.0	6.2	0.2	327.6	52.1	12.7	72.8	28.2
LOS	F	C	A	E	A	A	F	D	B	E	C
Approach Delay (s/veh)		87.9			14.3			223.3			36.9
Approach LOS		F			B			F			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.97	
Intersection Signal Delay (s/veh): 77.1	Intersection LOS: E
Intersection Capacity Utilization 94.0%	ICU Level of Service F
Analysis Period (min) 15	

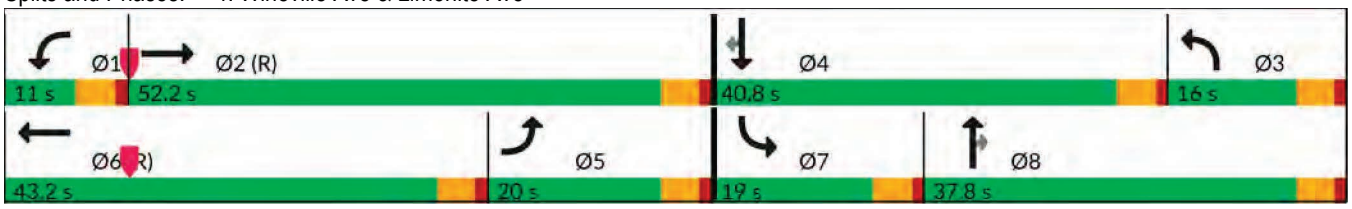
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	225	1652	48	1396	168	53	43	153	104	226
Future Volume (vph)	225	1652	48	1396	168	53	43	153	104	226
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	31.8	11.0	30.8	11.0	35.8	35.8	11.0	40.8	40.8
Total Split (s)	20.0	52.2	11.0	43.2	16.0	37.8	37.8	19.0	40.8	40.8
Total Split (%)	16.7%	43.5%	9.2%	36.0%	13.3%	31.5%	31.5%	15.8%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	15.5	68.8	7.5	58.9	18.9	12.8	12.8	16.7	8.7	8.7
Actuated g/C Ratio	0.13	0.57	0.06	0.49	0.16	0.11	0.11	0.14	0.07	0.07
v/c Ratio	1.01	0.65	0.45	0.64	0.62	0.14	0.15	0.64	0.41	0.70
Control Delay (s/veh)	101.0	10.8	62.5	24.7	57.3	46.9	1.1	62.9	57.2	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.0	10.8	62.5	24.7	57.3	46.9	1.1	62.9	57.2	18.3
LOS	F	B	E	C	E	D	A	E	E	B
Approach Delay (s/veh)		20.7		25.9		46.1			40.8	
Approach LOS		C		C		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 26.3	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

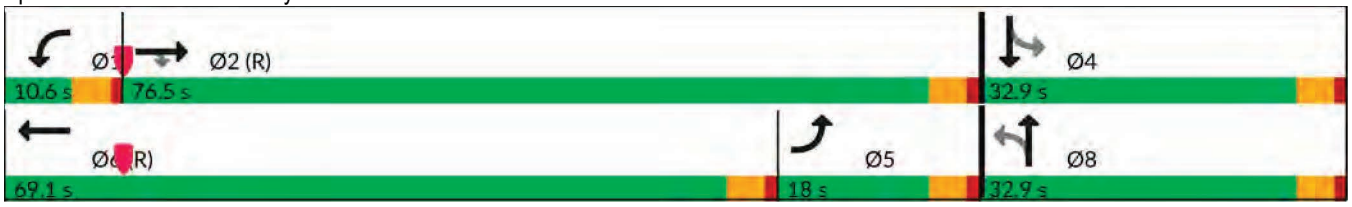
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	109	1698	29	24	1503	31	0	16	0
Future Volume (vph)	109	1698	29	24	1503	31	0	16	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	32.8	32.8	9.5	32.8	32.8	32.8	32.8	32.8
Total Split (s)	18.0	76.5	76.5	10.6	69.1	32.9	32.9	32.9	32.9
Total Split (%)	15.0%	63.8%	63.8%	8.8%	57.6%	27.4%	27.4%	27.4%	27.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	12.4	94.7	94.7	7.3	85.5	8.7	8.7	8.7	8.7
Actuated g/C Ratio	0.10	0.79	0.79	0.06	0.71	0.07	0.07	0.07	0.07
v/c Ratio	0.62	0.44	0.02	0.23	0.62	0.44	0.11	0.16	0.30
Control Delay (s/veh)	54.2	1.2	0.0	55.7	14.7	70.8	1.0	54.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.2	1.2	0.0	55.7	14.7	70.8	1.0	54.5	2.4
LOS	D	A	A	E	B	E	A	D	A
Approach Delay (s/veh)		4.4			15.4		42.0		10.3
Approach LOS		A			B		D		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 37 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Dwy. 6/Lucretia Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	193	1461	58	105	1315	76	162	160	145	146
Future Volume (vph)	193	1461	58	105	1315	76	162	160	145	146
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	44.2	44.2	11.0	37.2	11.0	41.8	11.0	37.8	
Total Split (s)	15.0	54.2	54.2	11.0	50.2	16.0	41.8	13.0	38.8	
Total Split (%)	12.5%	45.2%	45.2%	9.2%	41.8%	13.3%	34.8%	10.8%	32.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	21.2	60.4	60.4	6.5	45.7	9.5	13.4	21.7	27.7	120.0
Actuated g/C Ratio	0.18	0.50	0.50	0.05	0.38	0.08	0.11	0.18	0.23	1.00
v/c Ratio	0.62	0.82	0.06	1.11	1.12	0.54	0.70	0.50	0.17	0.09
Control Delay (s/veh)	39.6	35.9	1.4	176.7	102.4	67.2	39.4	51.1	38.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.6	35.9	1.4	176.7	102.4	67.2	39.4	51.1	38.8	0.1
LOS	D	D	A	F	F	E	D	D	D	A
Approach Delay (s/veh)		35.2			107.3		44.6		30.6	
Approach LOS		D			F		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay (s/veh): 63.2	Intersection LOS: E
Intersection Capacity Utilization 86.4%	ICU Level of Service E
Analysis Period (min) 15	

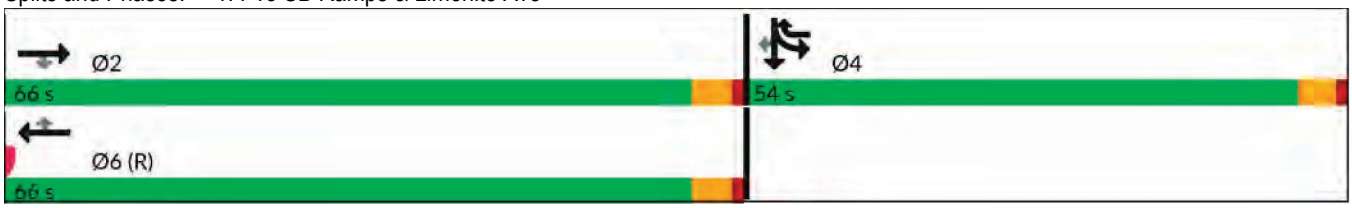
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1364	750	1243	876	399	1	778
Future Volume (vph)	1364	750	1243	876	399	1	778
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	51.0	51.0	53.3	22.5	22.5	22.5	22.5
Total Split (s)	66.0	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	61.5	61.5	61.5	120.0	49.5	49.5	49.5
Actuated g/C Ratio	0.51	0.51	0.51	1.00	0.41	0.41	0.41
v/c Ratio	0.54	0.65	0.49	0.57	0.29	0.29	0.67
Control Delay (s/veh)	21.0	3.9	15.1	4.6	24.5	24.5	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	3.9	15.1	4.6	24.5	24.5	29.5
LOS	C	A	B	A	C	C	C
Approach Delay (s/veh)	15.0		10.8			27.8	
Approach LOS	B		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

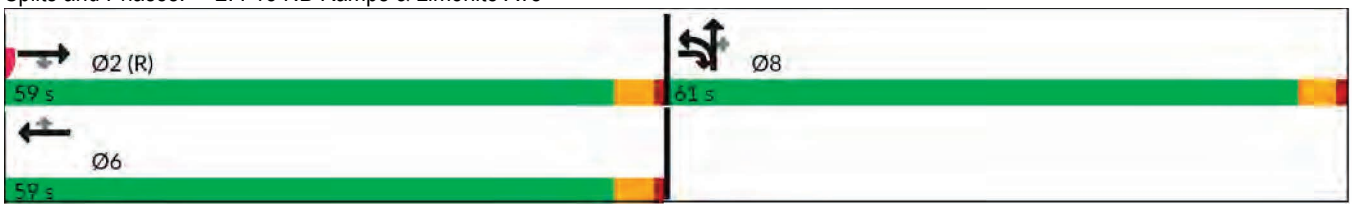
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	846	915	1503	646	616	0	605
Future Volume (vph)	846	915	1503	646	616	0	605
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	59.0	61.0	59.0	59.0	61.0	61.0	61.0
Total Split (%)	49.2%	50.8%	49.2%	49.2%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	59.4	120.0	59.4	59.4	51.6	51.6	51.6
Actuated g/C Ratio	0.50	1.00	0.50	0.50	0.43	0.43	0.43
v/c Ratio	0.34	0.59	0.61	0.59	0.43	0.43	0.48
Control Delay (s/veh)	12.0	7.3	13.6	3.4	25.2	25.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.0	7.3	13.6	3.4	25.2	25.2	19.1
LOS	B	A	B	A	C	C	B
Approach Delay (s/veh)	9.6		10.6			22.2	
Approach LOS	A		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

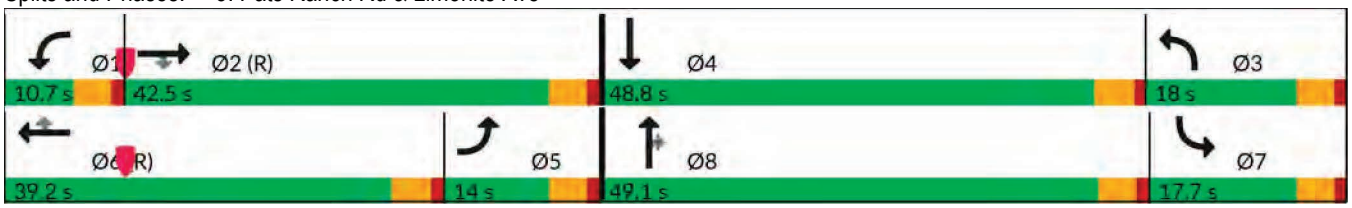
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	156	1126	167	109	1272	117	466	58	115	137	45
Future Volume (vph)	156	1126	167	109	1272	117	466	58	115	137	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	14.0	42.5	42.5	10.7	39.2	39.2	18.0	49.1	49.1	17.7	48.8
Total Split (%)	11.7%	35.4%	35.4%	8.9%	32.7%	32.7%	15.0%	40.9%	40.9%	14.8%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	9.7	47.0	47.0	7.1	44.3	44.3	27.1	8.3	8.3	39.6	20.9
Actuated g/C Ratio	0.08	0.39	0.39	0.06	0.37	0.37	0.23	0.07	0.07	0.33	0.17
v/c Ratio	1.13	0.58	0.23	0.55	0.69	0.18	0.62	0.46	0.50	0.24	0.87
Control Delay (s/veh)	154.8	24.1	3.6	80.7	31.9	12.6	46.5	64.2	14.1	29.7	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	154.8	24.1	3.6	80.7	31.9	12.6	46.5	64.2	14.1	29.7	42.7
LOS	F	C	A	F	C	B	D	E	B	C	D
Approach Delay (s/veh)		35.8			34.0			42.3			39.2
Approach LOS		D			C			D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 116 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay (s/veh): 36.6	Intersection LOS: D
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

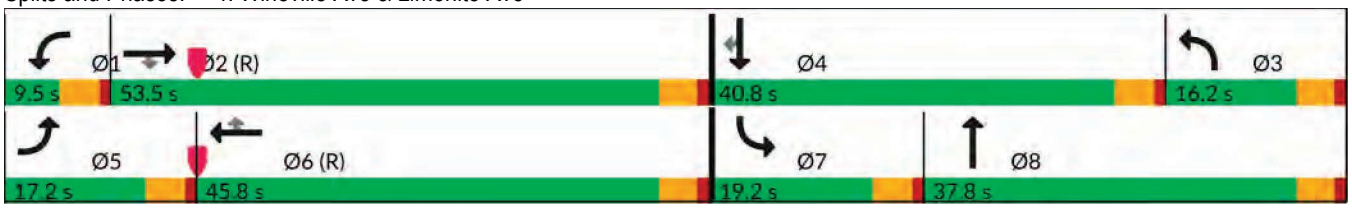
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	171	1077	132	37	1114	110	156	89	101	68	227
Future Volume (vph)	171	1077	132	37	1114	110	156	89	101	68	227
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	31.8	31.8	9.5	30.8	30.8	9.5	35.8	9.5	40.8	40.8
Total Split (s)	17.2	53.5	53.5	9.5	45.8	45.8	16.2	37.8	19.2	40.8	40.8
Total Split (%)	14.3%	44.6%	44.6%	7.9%	38.2%	38.2%	13.5%	31.5%	16.0%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	18.9	64.8	64.8	8.1	51.9	51.9	18.9	19.2	12.0	12.3	12.3
Actuated g/C Ratio	0.16	0.54	0.54	0.07	0.43	0.43	0.16	0.16	0.10	0.10	0.10
v/c Ratio	0.65	0.60	0.15	0.33	0.77	0.15	0.60	0.26	0.60	0.20	0.77
Control Delay (s/veh)	66.9	21.4	6.7	60.1	35.0	1.2	55.9	26.5	65.6	48.2	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.9	21.4	6.7	60.1	35.0	1.2	55.9	26.5	65.6	48.2	32.7
LOS	E	C	A	E	D	A	E	C	E	D	C
Approach Delay (s/veh)		25.7			32.8			41.8		43.8	
Approach LOS		C			C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 108 (90%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 32.0	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

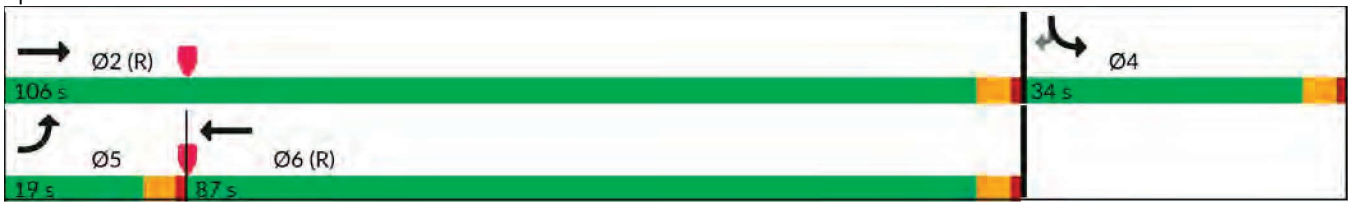
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	59	1175	1173	11	87
Future Volume (vph)	59	1175	1173	11	87
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.8	24.2	31.5	31.5
Total Split (s)	19.0	106.0	87.0	34.0	34.0
Total Split (%)	13.6%	75.7%	62.1%	24.3%	24.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None
Act Effct Green (s)	10.5	123.7	110.9	7.3	7.3
Actuated g/C Ratio	0.08	0.88	0.79	0.05	0.05
v/c Ratio	0.49	0.40	0.46	0.12	0.55
Control Delay (s/veh)	73.6	2.0	4.1	64.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.6	2.0	4.1	64.7	23.4
LOS	E	A	A	E	C
Approach Delay (s/veh)		5.5	4.2	28.0	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 46 (33%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 5.7	Intersection LOS: A
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

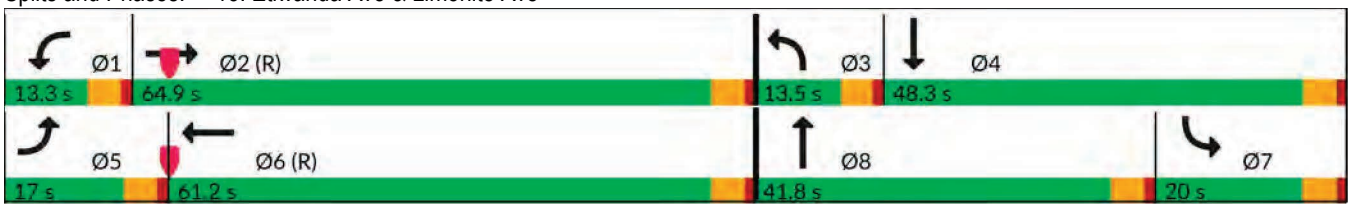
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	113	1057	17	68	1027	42	99	149	81	133
Future Volume (vph)	113	1057	17	68	1027	42	99	149	81	133
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	44.2	44.2	9.5	37.2	9.5	41.8	9.5	37.8	
Total Split (s)	17.0	64.9	64.9	13.3	61.2	13.5	41.8	20.0	48.3	
Total Split (%)	12.1%	46.4%	46.4%	9.5%	43.7%	9.6%	29.9%	14.3%	34.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	14.7	83.3	83.3	10.8	79.4	7.7	10.1	17.8	22.1	140.0
Actuated g/C Ratio	0.11	0.60	0.60	0.08	0.57	0.06	0.07	0.13	0.16	1.00
v/c Ratio	0.64	0.52	0.01	0.52	0.64	0.45	0.66	0.69	0.15	0.08
Control Delay (s/veh)	78.9	18.1	0.0	75.1	24.1	78.3	36.5	73.9	50.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.9	18.1	0.0	75.1	24.1	78.3	36.5	73.9	50.6	0.1
LOS	E	B	A	E	C	E	D	E	D	A
Approach Delay (s/veh)		23.7			26.9		43.2		41.7	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 8.1 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 28.8	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

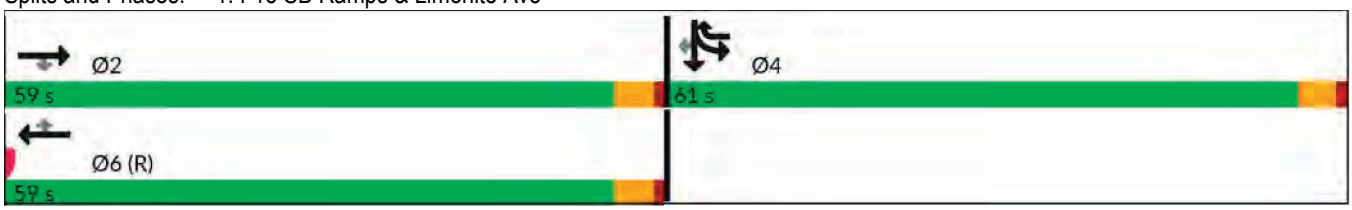
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2142	824	1901	709	709	0	1730
Future Volume (vph)	2142	824	1901	709	709	0	1730
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	59.0	59.0	59.0	61.0	61.0	61.0	61.0
Total Split (%)	49.2%	49.2%	49.2%	50.8%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	54.5	54.5	54.5	120.0	56.5	56.5	56.5
Actuated g/C Ratio	0.45	0.45	0.45	1.00	0.47	0.47	0.47
v/c Ratio	0.95	0.80	0.84	0.46	0.46	0.46	1.35
Control Delay (s/veh)	42.8	13.6	23.1	0.6	23.8	23.8	192.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	13.6	23.1	0.6	23.8	23.8	192.9
LOS	D	B	C	A	C	C	F
Approach Delay (s/veh)	34.8		17.0			143.8	
Approach LOS	C		B			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 108 (90%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay (s/veh): 62.2	Intersection LOS: E
Intersection Capacity Utilization 104.8%	ICU Level of Service G
Analysis Period (min) 15	

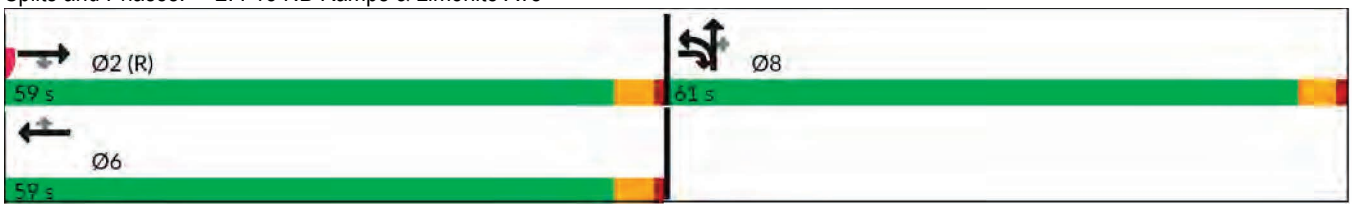
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1833	1018	1674	517	935	8	1138
Future Volume (vph)	1833	1018	1674	517	935	8	1138
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	36.3	36.3	23.8	23.8	23.8
Total Split (s)	59.0	61.0	59.0	59.0	61.0	61.0	61.0
Total Split (%)	49.2%	50.8%	49.2%	49.2%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	53.5	120.0	53.5	53.5	57.5	57.5	57.5
Actuated g/C Ratio	0.45	1.00	0.45	0.45	0.48	0.48	0.48
v/c Ratio	0.83	0.66	0.76	0.54	0.59	0.60	0.87
Control Delay (s/veh)	18.6	5.2	33.3	7.3	26.9	27.1	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.6	5.2	33.3	7.3	26.9	27.1	36.6
LOS	B	A	C	A	C	C	D
Approach Delay (s/veh)	13.8		27.2			32.3	
Approach LOS	B		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 116 (97%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 23.3	Intersection LOS: C
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

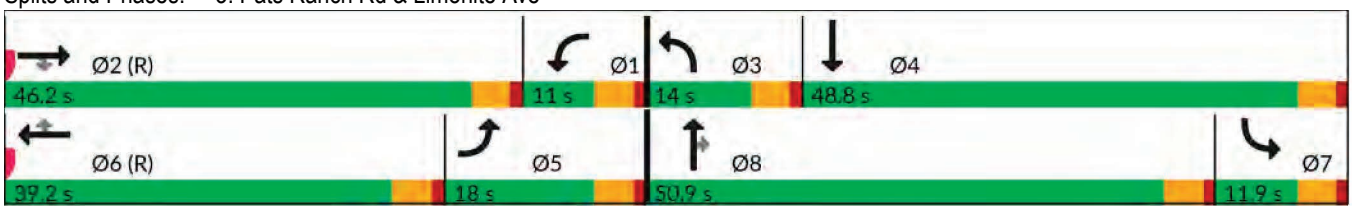
Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	415	1851	469	287	1513	92	460	87	239	67	98
Future Volume (vph)	415	1851	469	287	1513	92	460	87	239	67	98
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	35.8	35.8	9.5	37.8	37.8	9.5	48.8	48.8	9.5	48.8
Total Split (s)	18.0	46.2	46.2	11.0	39.2	39.2	14.0	50.9	50.9	11.9	48.8
Total Split (%)	15.0%	38.5%	38.5%	9.2%	32.7%	32.7%	11.7%	42.4%	42.4%	9.9%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	13.5	63.2	63.2	6.5	56.2	56.2	9.5	16.3	16.3	17.9	22.8
Actuated g/C Ratio	0.11	0.53	0.53	0.05	0.47	0.47	0.08	0.14	0.14	0.15	0.19
v/c Ratio	2.15	0.71	0.46	1.59	0.65	0.11	1.74	0.35	0.68	0.26	0.84
Control Delay (s/veh)	553.0	29.7	8.7	308.6	49.0	9.0	383.6	52.0	26.4	45.5	49.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	553.0	29.7	8.7	308.6	49.0	9.0	383.6	52.0	26.4	45.5	49.2
LOS	F	C	A	F	D	A	F	D	C	D	D
Approach Delay (s/veh)		105.6			86.5			238.1			48.6
Approach LOS		F			F			F			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.15	
Intersection Signal Delay (s/veh): 113.3	Intersection LOS: F
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	245	1729	183	197	1505	210	143	71	149	102	245
Future Volume (vph)	245	1729	183	197	1505	210	143	71	149	102	245
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	7	4	
Permitted Phases			2			6					4
Detector Phase	5	2	2	1	6	6	3	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	31.8	31.8	9.5	30.8	30.8	9.5	35.8	9.5	40.8	40.8
Total Split (s)	17.0	52.2	52.2	15.0	50.2	50.2	12.0	36.9	15.9	40.8	40.8
Total Split (%)	14.2%	43.5%	43.5%	12.5%	41.8%	41.8%	10.0%	30.8%	13.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	24.9	49.0	49.0	21.7	45.8	45.8	19.8	19.9	11.4	11.5	11.5
Actuated g/C Ratio	0.21	0.41	0.41	0.18	0.38	0.38	0.17	0.17	0.10	0.10	0.10
v/c Ratio	0.68	1.23	0.26	0.63	1.15	0.31	0.50	0.30	0.92	0.31	0.79
Control Delay (s/veh)	55.6	136.0	3.8	45.0	111.6	15.6	52.9	17.6	105.1	51.0	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	136.0	3.8	45.0	111.6	15.6	52.9	17.6	105.1	51.0	33.7
LOS	E	F	A	D	F	B	D	B	F	D	C
Approach Delay (s/veh)		115.6			94.3			32.8		58.8	
Approach LOS		F			F			C		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 45.7 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay (s/veh): 95.9	Intersection LOS: F
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	122	1875	1800	17	113
Future Volume (vph)	122	1875	1800	17	113
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.8	24.2	31.5	31.5
Total Split (s)	15.0	88.5	73.5	31.5	31.5
Total Split (%)	12.5%	73.8%	61.3%	26.3%	26.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Min	C-Min	None	None
Act Effct Green (s)	12.1	103.5	87.0	7.5	7.5
Actuated g/C Ratio	0.10	0.86	0.73	0.06	0.06
v/c Ratio	0.70	0.63	0.72	0.16	0.56
Control Delay (s/veh)	45.6	4.9	8.3	55.1	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.6	4.9	8.3	55.1	19.8
LOS	D	A	A	E	B
Approach Delay (s/veh)		7.4	8.3	24.5	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 31 (26%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 8.4	Intersection LOS: A
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

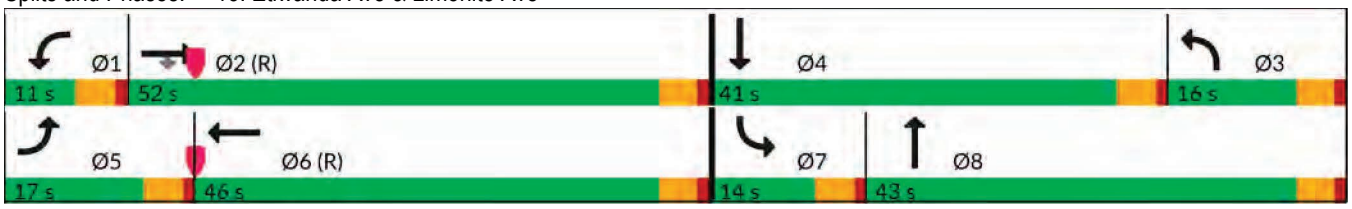
Splits and Phases: 10: Limonite Ave & Lucretia Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	275	1546	71	106	1372	121	231	188	255	316
Future Volume (vph)	275	1546	71	106	1372	121	231	188	255	316
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	44.2	44.2	9.5	37.2	9.5	41.8	9.5	37.8	
Total Split (s)	17.0	52.0	52.0	11.0	46.0	16.0	43.0	14.0	41.0	
Total Split (%)	14.2%	43.3%	43.3%	9.2%	38.3%	13.3%	35.8%	11.7%	34.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	32.0	57.9	57.9	15.8	41.7	14.0	18.8	9.5	14.3	120.0
Actuated g/C Ratio	0.27	0.48	0.48	0.13	0.35	0.12	0.16	0.08	0.12	1.00
v/c Ratio	0.60	0.93	0.08	0.47	1.31	0.60	0.69	1.39	0.62	0.20
Control Delay (s/veh)	34.7	39.0	2.4	55.3	182.8	62.2	38.9	255.1	56.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.7	39.0	2.4	55.3	182.8	62.2	38.9	255.1	56.5	0.2
LOS	C	D	A	E	F	E	D	F	E	A
Approach Delay (s/veh)		37.1			174.6		44.2		82.3	
Approach LOS		D			F		D		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay (s/veh): 92.0	Intersection LOS: F
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

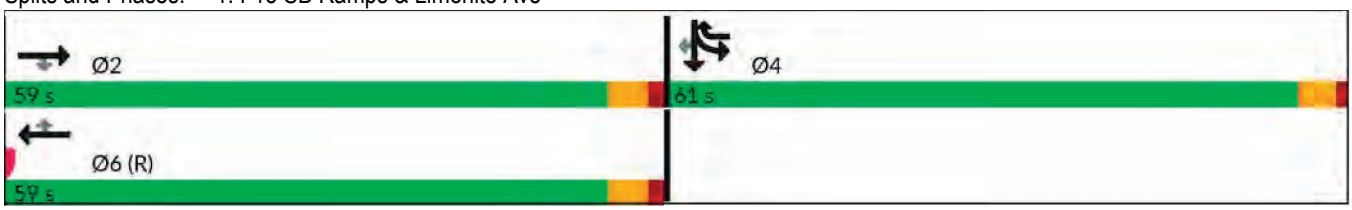
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2142	788	1633	933	428	1	1226
Future Volume (vph)	2142	788	1633	933	428	1	1226
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	59.0	59.0	59.0	61.0	61.0	61.0	61.0
Total Split (%)	49.2%	49.2%	49.2%	50.8%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	54.0	54.0	54.0	120.0	56.5	56.5	56.5
Actuated g/C Ratio	0.45	0.45	0.45	1.00	0.47	0.47	0.47
v/c Ratio	0.96	0.78	0.73	0.60	0.27	0.28	0.95
Control Delay (s/veh)	44.6	13.1	33.7	2.0	20.5	20.5	47.1
Queue Delay	0.3	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (s/veh)	45.0	13.1	33.7	2.0	20.7	20.7	47.1
LOS	D	B	C	A	C	C	D
Approach Delay (s/veh)	36.4		22.2			40.3	
Approach LOS	D		C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 89 (74%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 32.2	Intersection LOS: C
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

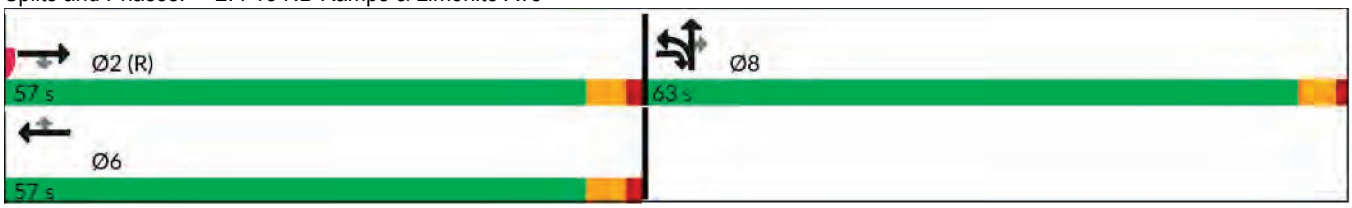
Splits and Phases: 1: I-15 SB Ramps & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1020	1549	1406	856	1161	0	643
Future Volume (vph)	1020	1549	1406	856	1161	0	643
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	57.0	63.0	57.0	57.0	63.0	63.0	63.0
Total Split (%)	47.5%	52.5%	47.5%	47.5%	52.5%	52.5%	52.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.5	5.0	5.0	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	Min	None	None	Min	Min	Min
Act Effct Green (s)	50.4	120.0	50.4	50.4	60.1	60.1	60.1
Actuated g/C Ratio	0.42	1.00	0.42	0.42	0.50	0.50	0.50
v/c Ratio	0.49	1.00	0.67	0.75	0.71	0.71	0.46
Control Delay (s/veh)	9.7	43.7	19.2	8.8	29.5	29.5	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	43.7	19.2	8.8	29.5	29.5	18.9
LOS	A	D	B	A	C	C	B
Approach Delay (s/veh)	30.2		15.3			25.8	
Approach LOS	C		B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 23.9	Intersection LOS: C
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	165	1212	175	297	1388	125	489	205	420	146	100
Future Volume (vph)	165	1212	175	297	1388	125	489	205	420	146	100
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	35.8	35.8	11.0	37.8	37.8	11.0	48.8	48.8	11.0	48.8
Total Split (s)	14.0	38.2	38.2	15.0	39.2	39.2	18.0	49.8	49.8	17.0	48.8
Total Split (%)	11.7%	31.8%	31.8%	12.5%	32.7%	32.7%	15.0%	41.5%	41.5%	14.2%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	9.5	47.7	47.7	11.8	50.0	50.0	13.5	30.6	30.6	11.9	29.0
Actuated g/C Ratio	0.08	0.40	0.40	0.10	0.42	0.42	0.11	0.26	0.26	0.10	0.24
v/c Ratio	1.22	0.61	0.24	0.90	0.67	0.18	1.31	0.44	0.76	0.86	0.88
Control Delay (s/veh)	184.0	25.0	3.5	74.5	15.0	1.4	198.7	39.0	28.3	91.7	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	184.0	25.0	3.5	74.5	15.0	1.4	198.7	39.0	28.3	91.7	45.7
LOS	F	C	A	E	B	A	F	D	C	F	D
Approach Delay (s/veh)		39.6			23.9			105.1			57.1
Approach LOS		D			C			F			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay (s/veh): 50.4	Intersection LOS: D
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

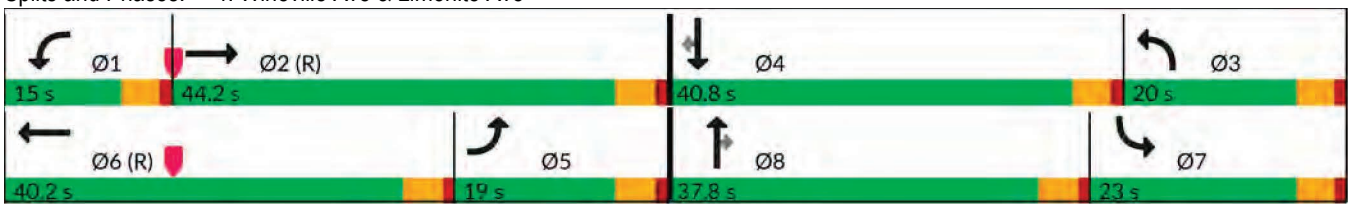
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	215	1397	109	1312	229	104	234	155	99	269
Future Volume (vph)	215	1397	109	1312	229	104	234	155	99	269
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	31.8	15.0	30.8	11.0	35.8	35.8	11.0	40.8	40.8
Total Split (s)	19.0	44.2	15.0	40.2	20.0	37.8	37.8	23.0	40.8	40.8
Total Split (%)	15.8%	36.8%	12.5%	33.5%	16.7%	31.5%	31.5%	19.2%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	14.5	57.5	11.9	54.9	23.7	8.7	8.7	23.9	8.9	8.9
Actuated g/C Ratio	0.12	0.48	0.10	0.46	0.20	0.07	0.07	0.20	0.07	0.07
v/c Ratio	1.03	0.67	0.64	0.64	0.67	0.41	0.71	0.45	0.39	0.74
Control Delay (s/veh)	100.4	12.5	67.7	27.1	54.6	57.1	18.3	46.4	56.2	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.4	12.5	67.7	27.1	54.6	57.1	18.3	46.4	56.2	18.6
LOS	F	B	E	C	D	E	B	D	E	B
Approach Delay (s/veh)		23.1		30.0		40.1			34.0	
Approach LOS		C		C		D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 6 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 29.0	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

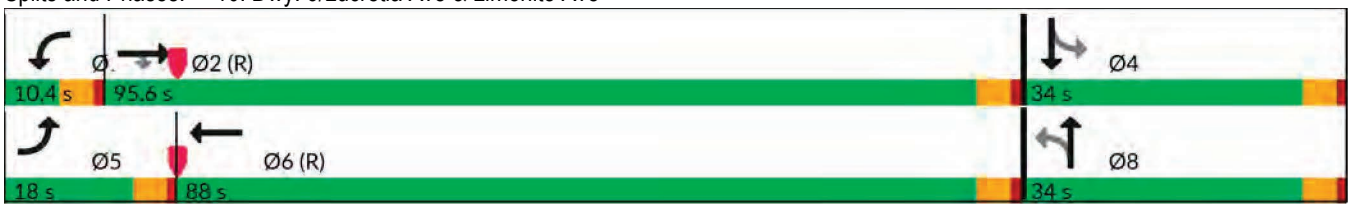
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	71	1703	9	15	1429	41	0	12	0
Future Volume (vph)	71	1703	9	15	1429	41	0	12	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	33.2	33.2	9.5	33.2	33.2	33.2	33.2	33.2
Total Split (s)	18.0	95.6	95.6	10.4	88.0	34.0	34.0	34.0	34.0
Total Split (%)	12.9%	68.3%	68.3%	7.4%	62.9%	24.3%	24.3%	24.3%	24.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	11.2	115.6	115.6	6.8	105.0	10.4	10.4	10.4	10.4
Actuated g/C Ratio	0.08	0.83	0.83	0.05	0.75	0.07	0.07	0.07	0.07
v/c Ratio	0.52	0.41	0.00	0.18	0.56	0.68	0.10	0.12	0.42
Control Delay (s/veh)	74.0	4.4	0.0	48.1	14.9	108.8	1.0	60.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.0	4.4	0.0	48.1	14.9	108.8	1.0	60.9	8.9
LOS	E	A	A	D	B	F	A	E	A
Approach Delay (s/veh)		7.2			15.3		73.5		14.6
Approach LOS		A			B		E		B

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 60 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

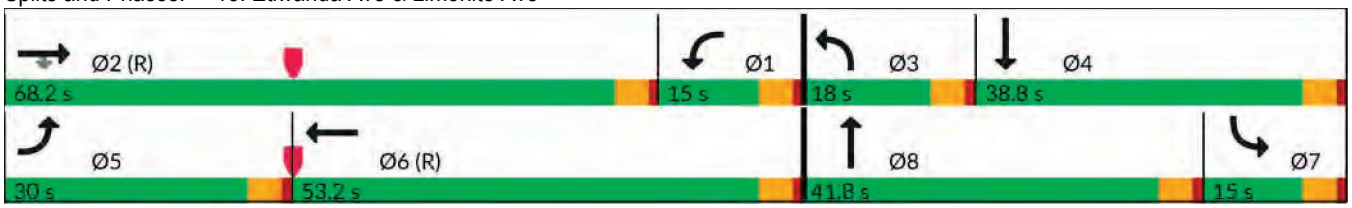
Splits and Phases: 10: Dwy. 6/Lucretia Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	447	1223	61	87	1135	91	232	156	151	241
Future Volume (vph)	447	1223	61	87	1135	91	232	156	151	241
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	44.2	44.2	11.0	37.2	11.0	41.8	11.0	37.8	
Total Split (s)	30.0	68.2	68.2	15.0	53.2	18.0	41.8	15.0	38.8	
Total Split (%)	21.4%	48.7%	48.7%	10.7%	38.0%	12.9%	29.9%	10.7%	27.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	31.9	63.7	63.7	16.9	48.7	11.4	18.1	23.3	30.0	140.0
Actuated g/C Ratio	0.23	0.46	0.46	0.12	0.35	0.08	0.13	0.17	0.21	1.00
v/c Ratio	1.14	0.78	0.08	0.42	1.12	0.65	0.74	0.54	0.20	0.15
Control Delay (s/veh)	137.4	40.1	3.9	65.8	108.6	82.7	56.2	61.5	45.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	137.4	40.1	3.9	65.8	108.6	82.7	56.2	61.5	45.8	0.2
LOS	F	D	A	E	F	F	E	E	D	A
Approach Delay (s/veh)		64.0			106.0		61.6		30.2	
Approach LOS		E			F		E		C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 8 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 73.6	Intersection LOS: E
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	

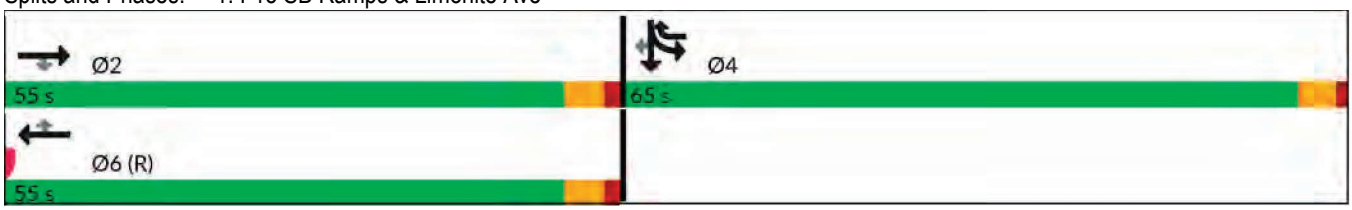
Splits and Phases: 13: Etiwanda Ave & Limonite Ave



Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	2166	824	1918	718	726	0	1730
Future Volume (vph)	2166	824	1918	718	726	0	1730
Turn Type	NA	Perm	NA	pm+ov	Split	NA	Perm
Protected Phases	2		6	4	4	4	
Permitted Phases		2		6			4
Detector Phase	2	2	6	4	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.3	36.3	53.3	23.8	23.8	23.8	23.8
Total Split (s)	55.0	55.0	55.0	65.0	65.0	65.0	65.0
Total Split (%)	45.8%	45.8%	45.8%	54.2%	54.2%	54.2%	54.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	None	None	None	None
Act Effct Green (s)	50.0	50.0	50.0	120.0	60.5	60.5	60.5
Actuated g/C Ratio	0.42	0.42	0.42	1.00	0.50	0.50	0.50
v/c Ratio	1.05	0.85	0.93	0.46	0.44	0.44	1.26
Control Delay (s/veh)	70.2	19.3	33.3	0.6	21.0	21.0	152.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.2	19.3	33.3	0.6	21.0	21.0	152.6
LOS	E	B	C	A	C	C	F
Approach Delay (s/veh)	56.3		24.4			113.8	
Approach LOS	E		C			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 104 (87%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay (s/veh): 63.4	Intersection LOS: E
Intersection Capacity Utilization 105.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: I-15 SB Ramps & Limonite Ave

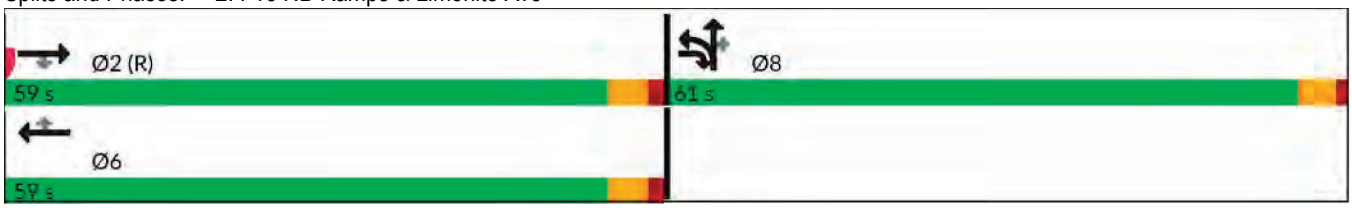


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	1875	1018	1700	530	935	8	1151
Future Volume (vph)	1875	1018	1700	530	935	8	1151
Turn Type	NA	pm+ov	NA	Perm	Split	NA	Perm
Protected Phases	2	8	6		8	8	
Permitted Phases		2		6			8
Detector Phase	2	8	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	56.3	23.8	35.3	35.3	23.8	23.8	23.8
Total Split (s)	59.0	61.0	59.0	59.0	61.0	61.0	61.0
Total Split (%)	49.2%	50.8%	49.2%	49.2%	50.8%	50.8%	50.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.0	1.5	1.5	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.5	5.0	5.0	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	None	None	None	None	None	None
Act Effct Green (s)	53.3	120.0	53.3	53.3	57.2	57.2	57.2
Actuated g/C Ratio	0.44	1.00	0.44	0.44	0.48	0.48	0.48
v/c Ratio	0.85	0.66	0.77	0.55	0.60	0.61	0.88
Control Delay (s/veh)	16.0	6.2	34.8	9.6	27.1	27.4	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0	6.2	34.8	9.6	27.1	27.4	37.9
LOS	B	A	C	A	C	C	D
Approach Delay (s/veh)	12.6		28.9			33.1	
Approach LOS	B		C			C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 112 (93%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 23.6 — Intersection LOS: C
Intersection Capacity Utilization 84.4% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: I-15 NB Ramps & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	415	1906	469	294	1548	94	460	87	250	69	98
Future Volume (vph)	415	1906	469	294	1548	94	460	87	250	69	98
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases			2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	35.8	35.8	11.0	37.8	37.8	11.0	48.8	48.8	11.0	48.8
Total Split (s)	18.0	45.2	45.2	12.0	39.2	39.2	15.0	48.8	48.8	14.0	47.8
Total Split (%)	15.0%	37.7%	37.7%	10.0%	32.7%	32.7%	12.5%	40.7%	40.7%	11.7%	39.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	13.5	48.4	48.4	20.2	55.1	55.1	10.5	15.6	15.6	19.7	22.9
Actuated g/C Ratio	0.11	0.40	0.40	0.17	0.46	0.46	0.09	0.13	0.13	0.16	0.19
v/c Ratio	2.15	0.95	0.55	0.52	0.68	0.12	1.58	0.37	0.66	0.24	0.84
Control Delay (s/veh)	554.4	49.1	12.6	40.5	46.6	14.7	312.7	53.5	20.7	43.2	49.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	554.4	49.1	12.6	40.5	46.6	14.7	312.7	53.5	20.7	43.2	49.4
LOS	F	D	B	D	D	B	F	D	C	D	D
Approach Delay (s/veh)		118.2			44.1			192.8			48.4
Approach LOS		F			D			F			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 98 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.15	
Intersection Signal Delay (s/veh): 99.3	Intersection LOS: F
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

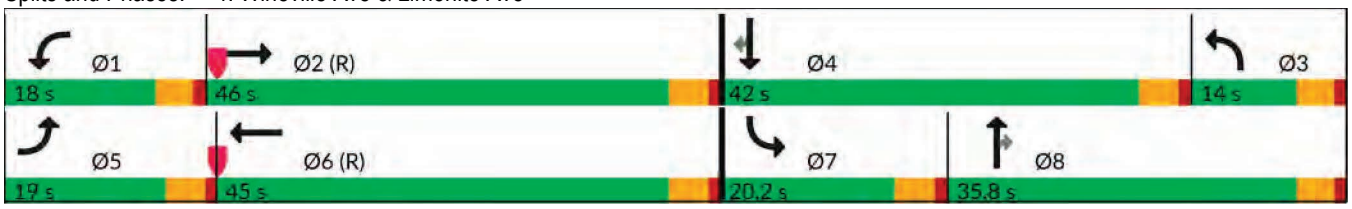
Splits and Phases: 3: Pats Ranch Rd & Limonite Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	245	1792	199	1513	180	80	122	160	109	245
Future Volume (vph)	245	1792	199	1513	180	80	122	160	109	245
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	31.8	11.0	30.8	11.0	35.8	35.8	11.0	40.8	40.8
Total Split (s)	19.0	46.0	18.0	45.0	14.0	35.8	35.8	20.2	42.0	42.0
Total Split (%)	15.8%	38.3%	15.0%	37.5%	11.7%	29.8%	29.8%	16.8%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	25.8	48.3	20.9	43.5	23.3	18.9	18.9	13.8	9.5	9.5
Actuated g/C Ratio	0.22	0.40	0.17	0.36	0.19	0.16	0.16	0.12	0.08	0.08
v/c Ratio	0.66	1.00	0.66	0.97	0.54	0.14	0.35	0.80	0.40	0.74
Control Delay (s/veh)	70.3	32.0	53.8	48.8	50.8	44.8	10.2	79.3	55.7	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	32.0	53.8	48.8	50.8	44.8	10.2	79.3	55.7	22.0
LOS	E	C	D	D	D	D	B	E	E	C
Approach Delay (s/veh)		36.3		49.3		36.6			47.0	
Approach LOS		D		D		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 42.4	Intersection LOS: D
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

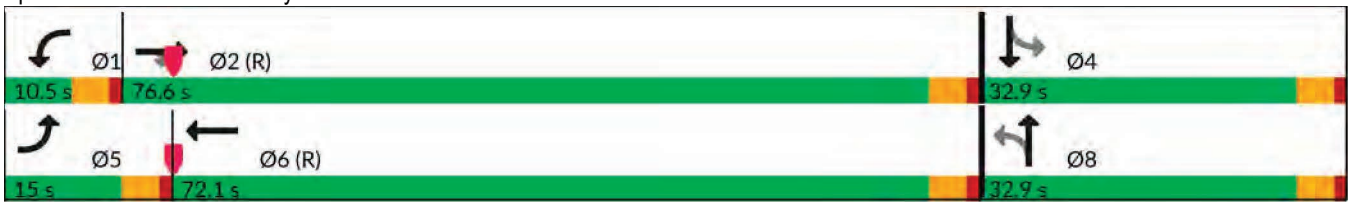
Splits and Phases: 4: Wineville Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	122	1908	29	24	1823	31	0	17	0
Future Volume (vph)	122	1908	29	24	1823	31	0	17	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	32.8	32.8	9.5	32.8	32.8	32.8	32.8	32.8
Total Split (s)	15.0	76.6	76.6	10.5	72.1	32.9	32.9	32.9	32.9
Total Split (%)	12.5%	63.8%	63.8%	8.8%	60.1%	27.4%	27.4%	27.4%	27.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	14.6	94.5	94.5	7.2	83.0	8.9	8.9	8.9	8.9
Actuated g/C Ratio	0.12	0.79	0.79	0.06	0.69	0.07	0.07	0.07	0.07
v/c Ratio	0.58	0.49	0.02	0.23	0.77	0.52	0.10	0.17	0.56
Control Delay (s/veh)	72.4	1.2	0.0	56.5	8.1	80.7	1.0	54.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.4	1.2	0.0	56.5	8.1	80.7	1.0	54.1	25.3
LOS	E	A	A	E	A	F	A	D	C
Approach Delay (s/veh)		5.4			8.8		48.0		29.1
Approach LOS		A			A		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 36 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 8.2	Intersection LOS: A
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Dwy. 6/Lucretia Ave & Limonite Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	285	1560	80	106	1392	134	231	188	255	332
Future Volume (vph)	285	1560	80	106	1392	134	231	188	255	332
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	5	2		1	6	3	8	7	4	
Permitted Phases			2							Free
Detector Phase	5	2	2	1	6	3	8	7	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	44.2	44.2	11.0	37.2	11.0	41.8	11.0	37.8	
Total Split (s)	16.0	51.0	51.0	11.0	46.0	16.0	43.0	15.0	42.0	
Total Split (%)	13.3%	42.5%	42.5%	9.2%	38.3%	13.3%	35.8%	12.5%	35.0%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	
Act Effct Green (s)	30.9	56.6	56.6	15.8	41.5	15.3	19.1	10.5	14.3	120.0
Actuated g/C Ratio	0.26	0.47	0.47	0.13	0.35	0.13	0.16	0.09	0.12	1.00
v/c Ratio	0.64	0.96	0.10	0.47	1.34	0.61	0.68	1.26	0.62	0.21
Control Delay (s/veh)	28.7	52.3	5.5	55.3	192.2	60.8	38.1	202.8	56.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.7	52.3	5.5	55.3	192.2	60.8	38.1	202.8	56.5	0.3
LOS	C	D	A	E	F	E	D	F	E	A
Approach Delay (s/veh)		46.9			183.6		43.7		68.0	
Approach LOS		D			F		D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 117 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay (s/veh): 96.4	Intersection LOS: F
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Etiwanda Ave & Limonite Ave

