TRUMBLE ROAD AND WATSON ROAD WAREHOUSE TRAFFIC STUDY

CITY OF MENIFEE

JUNE 27, 20255

PREPARED FOR:

Rincon Consultants. Inc.
11801 Pierce Street, Suite 200
Riverside, CA 92505

PREPARED BY:



translutions, inc.

17632 Irvine Boulevard, Suite 200
Tustin, California 92780
(949) 656-3131



TABLE OF CONTENTS

1.0 INTRODUCTION 1
2.1 Purpose of Traffic Study and Study Objectives 1
2.2 Project Location & Study Area 1
3.0 PROJECT DESCRIPTION 5
3.1 Project Trip Generation 5
3.2 Project Trip Distribution & Assignment 5
4.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS 5
4.1 Intersection Levels of Service 5
4.2 Roadway Segment Levels of Service 12
4.3 Levels of Service Thresholds 12
5.0 CUMULATIVE PROJECTS 14
6.0 VOLUME DEVELOPMENT METHODOLOGY 14
6.1 Existing Traffic Volumes 17
6.2 Opening Year Traffic Volumes 17
6.3 Opening Year Cumulative Traffic Volumes 17
6.4 Horizon Year Traffic Volumes 17
7.0 EXISTING CONDITIONS 18
7.1 Existing Roadway Conditions 18
7.2 Existing Transit Service, Bicycle & Pedestrian Facilities 19
7.3 Existing Conditions - Levels of Service 19
7.4 Existing Plus Project Conditions - Levels of Service 19
8.0 OPENING YEAR (2026) CONDITIONS 26
8.1 Opening Year Without Project - Levels of Service 26
8.2 Opening Year With Project- Levels of Service 26
9.0 OPENING YEAR (2026) CUMULATIVE CONDITIONS 26
9.1 Opening Year Cumulative Without Project - Levels of Service 26
9.2 Opening Year Cumulative With Project - Levels of Service 26
10.0 HORIZON YEAR (2050) CONDITIONS 36
10.1 Horizon Year Without Project - Levels of Service 36
10.2 Horizon Year With Project - Levels of Service 36
11.0 CIRCULATION IMPROVEMENTS 41
11.1 Opening Year Cumulative Conditions Circulation Improvements 41
11.2 Horizon Year Conditions Circulation Improvements 41
12.0 ACCESS ANALYSIS 46
12.1 Turning Radii 46
12.2 Driveway Width 46
12.3 Driveway Spacing 46
13.0 SUMMARY & CONCLUSIONS 46

APPENDICES

Appendix A: Approved Scoping Agreement
Appendix B: List of Cumulative Projects
Appendix C: Cumulative Projects Trip Generation
Appendix D: Traffic Counts (Intersection and Roadway Segment)
Appendix E: Volume Development Worksheets
Appendix F: Level of Service Worksheets

FIGURES AND TABLES

FIGURES

Figure 1: Regional Project Location 2
Figure 2: Project Site Plan 3
Figure 3: Study Area Intersections 4
Figure 4: Project Trip Distribution – Passenger Vehicles 7
Figure 5: Project Trip Assignment – Passenger Vehicles 8
Figure 6: Project Trip Distribution – Trucks 9
Figure 7: Project Trip Assignment – Trucks 10
Figure 8: Total Project Trip Assignment 11
Figure 9: Cumulative Project Locations 15
Figure 10: Cumulative Projects Net Trip Assignment 16
Figure 11: Existing Transit and Pedestrian Facilities 20
Figure 12: Existing Intersection Geometrics and Stop Control 21
Figure 13: Existing Peak Hour Traffic Volumes 22
Figure 14: Existing Plus Project Peak Hour Traffic Volumes 25
Figure 15: Opening Year Intersection Geometrics and Stop Control 27
Figure 16: Opening Year Without Project Peak Hour Traffic Volumes 28
Figure 17: Opening Year With Project Peak Hour Traffic Volumes 31
Figure 18: Opening Year Cumulative Without Project Peak Hour Traffic Volumes 32
Figure 19: Opening Year Cumulative With Project Peak Hour Traffic Volumes 35
Figure 20: Horizon Year Without Project Peak Hour Traffic Volumes 37
Figure 21: Horizon Year With Project Peak Hour Traffic Volumes 40
Figure 22: Recommended Circulation Improvements - Opening Year Cumulative Conditions 42
Figure 23: Recommended Circulation Improvements - Horizon Year Conditions 44
Figure 24: Turning Radii – Driveway 1 47
Figure 25: Turning Radii – Driveway 2 48
Figure 26: Turning Radii – Watson Road & SR-74 49

TABLES

Table A: Project Trip Generation 6
Table B : Intersection LOS Criteria 12
Table C: Roadway Segment Capacity Thresholds 13
Table D: Existing Intersection Levels of Service 23
Table E: Existing Roadway Segment Levels of Service 24
Table F: Opening Year Intersection Levels of Service 29
Table G: Opening Year Roadway Segment Level of Service 30
Table H: Opening Year Cumualtive Level of Service 33
Table I: Opening Year Cumulative Roadway Segment Level of Service 34
Table J: Horizon Year Level of Service 38
Table K: Horizon Year Roadway Segment Level of Service 39
Table L: Opening Year Cumulative With Circulation Improvements Level of Service 43
Table M: Horizon Year With Circulation Improvements Level of Service 45

1.0 INTRODUCTION

This report presents the methodology, findings, and conclusions of the Traffic Study (TS) prepared for the proposed Trumble Road and Watson Road Warehouse project. The proposed project site is located at the southeast corner of the intersection of Trumble Road and Watson Road in the City of Menifee. The proposed project includes construction of a 328,205 square foot warehouse.

2.1 Purpose of Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a Traffic Study (TS) established by the City of Menifee. City of Menifee follows the *City of Menifee Engineering Department LOS Traffic Study Guidelines* (October 2020) for level of service analyses. The operational analysis includes a quantitative evaluation of the project's access and circulation operations. The study area, analysis scenarios, and analysis methodologies are based on the guidelines and on discussion with City Staff. The approved scoping agreement is included in Appendix A.

2.2 Project Location & Study Area

As stated earlier, the project is located at the southeast corner of the intersection of Trumble Road and Watson Road in the City of Menifee. Figure 1 shows the regional location of the project. The proposed project includes construction of a 328,205 square foot warehouse. The project opening year is expected to be 2026. 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 and roadway segments for traffic operations. Figure 3 illustrates the study intersections included in the Traffic Study

Study Intersections

1. Trumble Road/ Watson Road
2. Trumble Road / Driveway 1
3. Trumble Road / Driveway 2
4. Trumble Road / Illinois Avenue
5. Trumble Road / Ethanac Road
6. Watson Road/ SR-74

Roadway Segments

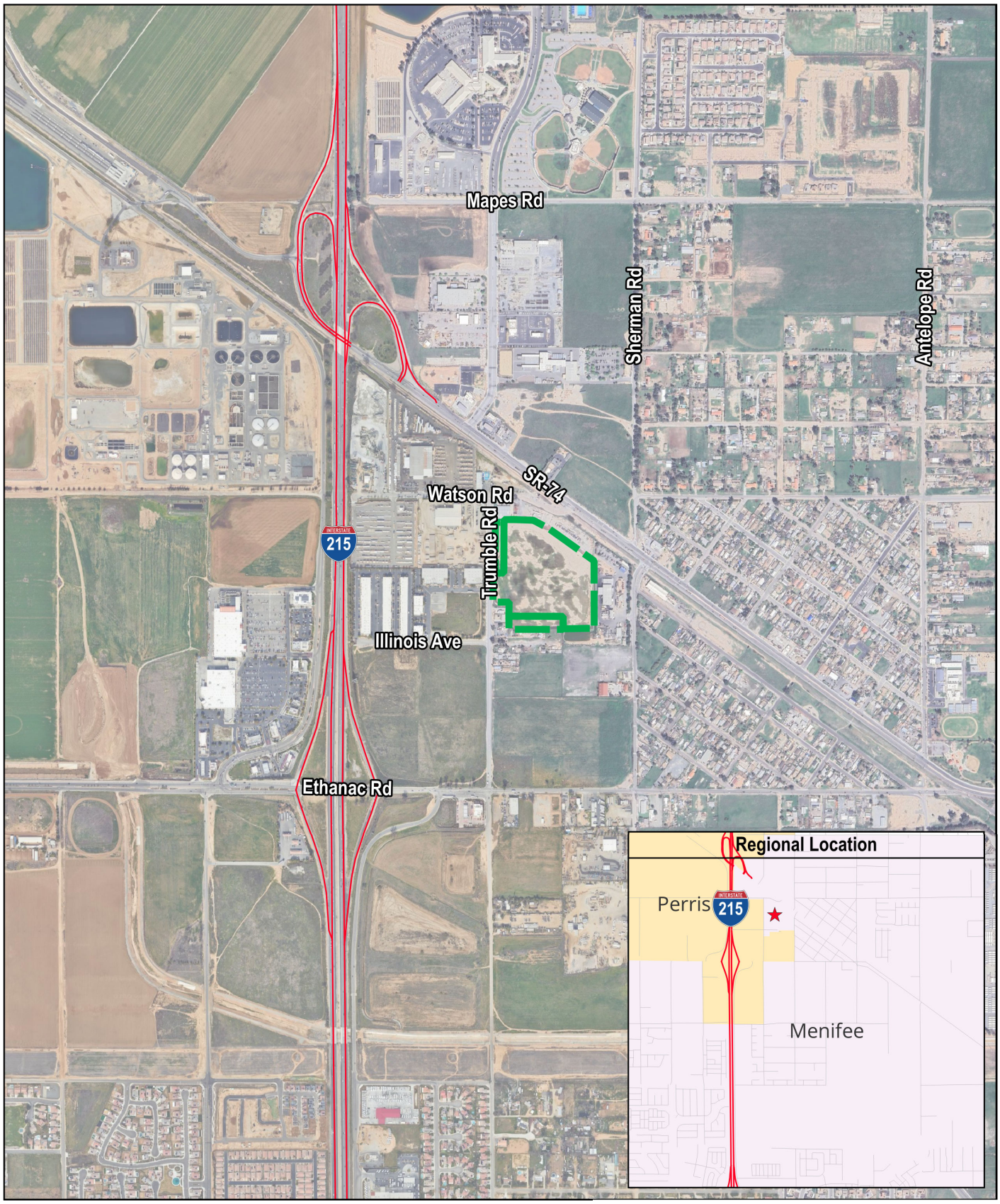
1. Trumble Road from Watson Road to Driveway 1
2. Trumble Road from Driveway 1 to Driveway 2
3. Trumble Road from Driveway 2 to Illinois Avenue
4. Trumble Road from Illinois Avenue to Ethanac Road

2.3 Analysis Scenarios

Based on the City guidelines, this report analyzes traffic conditions for the following eight scenarios:

1. Existing Conditions
2. Existing Plus Project Conditions
3. Opening Year (2026) without Project Conditions
4. Opening Year (2026) with Project Conditions
5. Opening Year (2026) Cumulative without Project Conditions
6. Opening Year (2026) Cumulative with Project Conditions
7. Horizon Year (2050) without Project Conditions
8. Horizon Year (2050) with Project Conditions

Consistent with the guidelines, this report analyzes weekday a.m. and p.m. peak hour conditions. In this area, the a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak



Legend

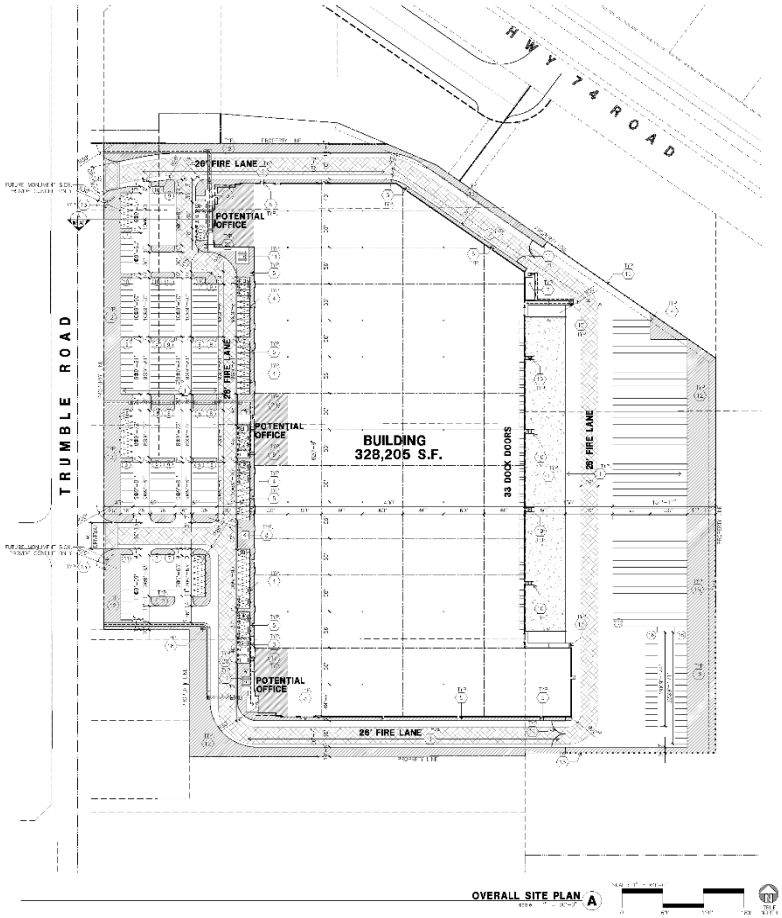
Project Boundary

FIGURE 1

Trumble Road and Watson Road Warehouse
Regional Project Location

translutions
the transportation solutions company...

G:\Rincon - Trumble & Watson Warehouse\reports\Regional Project Location.qgz (05-07-2025)



PROJECT INFORMATION

VICINITY MAP



TABULATION

Area	
In s.f.	748,812 s.f.
In acres	17.190 ac
BUILDING AREA	
Office	15,000 s.f.
Warehouse	313,205 s.f.
TOTAL	328,205 s.f.
COVERAGE	43.8%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	50 stalls
Whse: 1/1500 s.f. (first 100k s.f.)	100 stalls
Whse: 1/1500 s.f. (100k-500k s.f.)	143 stalls
TOTAL	293 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	257 stalls
Accessible (9' x 18')	6 stalls
Van Accessible (12' x 18')	2 stalls
EVCS (9' x 18')	13 stalls
EVCS ADA (9' x 18')	1 stalls
EVCS Van ADA (12' x 18')	1 stalls
EVCS Future Accessory (10' x 18')	2 stalls
EV Capable (9' x 18')	51 stalls
Total	333 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	92 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Economic Development Corridor - Northern Gateway (EDC-NG)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 100'	
MAXIMUM FLOOR AREA RATIO	
FAR - 1.0	
ACTUAL FLOOR AREA RATIO	
FAR - 0.44	
LANDSCAPE REQUIREMENT	
Percentage - 10%	
LANDSCAPE PROVIDED	
Percentage - 11.4%	
SETBACKS	
Front - 25'	
Street side - 15'	
Rear - 10'	
STATEMENT OF OPERATION	
Speculative Development - Occupancy / Operations TBD (Potential Uses: General warehouse, distribution centers and storage; Manufacturing, Light or Medium-Intensity.)	

SITE PLAN KEYNOTES

SITE PLAN GENERAL NOTES

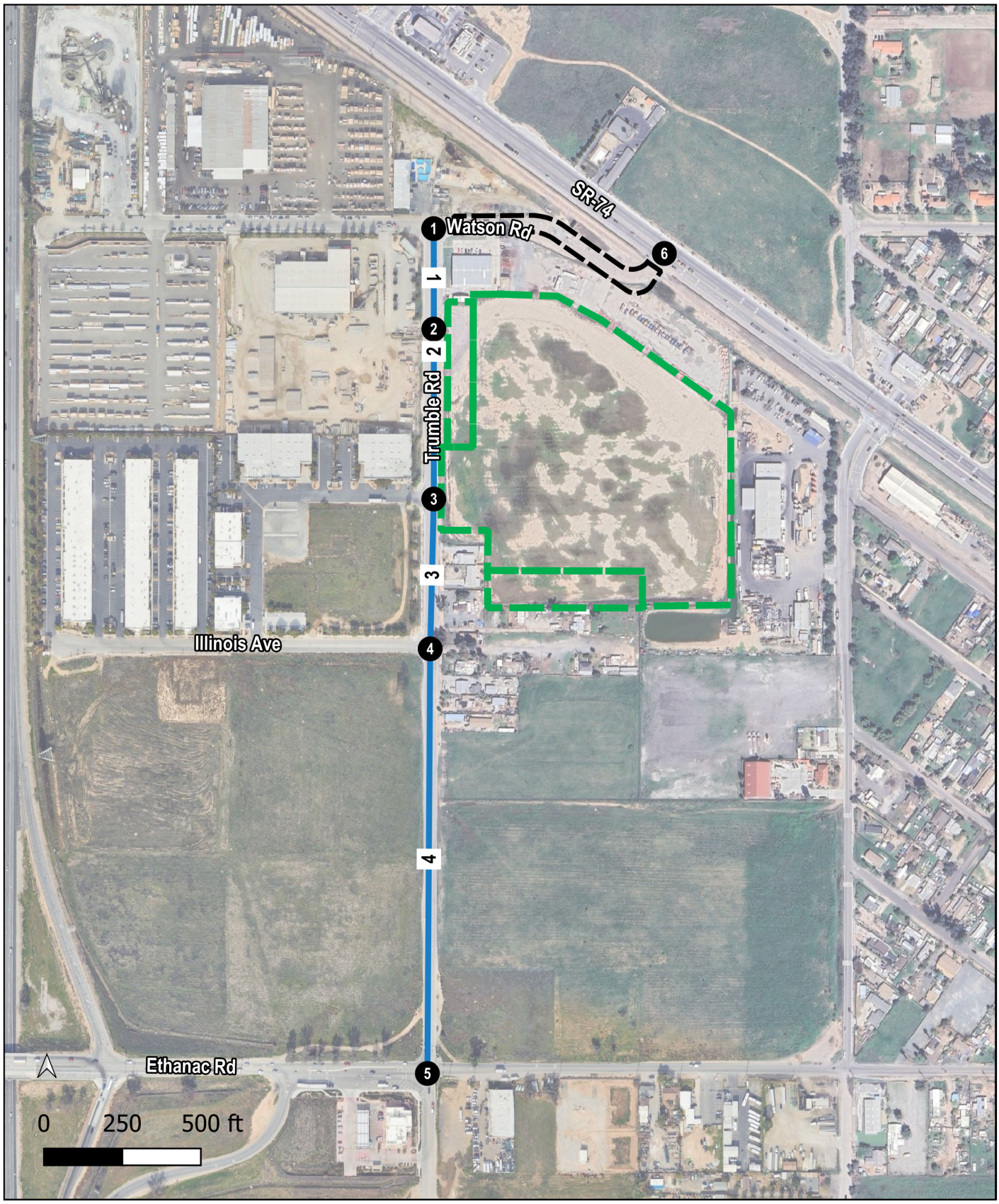
SITE LEGEND

OFFICIAL USE ONLY

Figure 2

Trumble Road and Watson Road Warehouse
Project Site Plan

translutions
the transportation solutions company...



Legend

Project Boundary

Study Area Intersections

Study Area Roadway Segments

FIGURE 3

Trumble Road and Watson Road Warehouse
Study Area Intersections and Roadway Segments

translutions
the transportation solutions company...

G:\Rincon - Trumble & Watson Warehouse\reports\study area intersections.qgz (05-07-2025)

hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segment was analyzed during a 24-hour period using daily volume counts.

Based on the City's guidelines and the trip generation of the project, a Horizon Year Analysis would not be required. However, the additional Horizon Year analysis has been included since the project is located within a Connectivity Analysis Zone as identified in the City of Menifee's General Plan *Roadway Network Exhibit C-3*. The City's Roadway Network identifies four Connectivity Analysis Zones that may be subject to review and future consideration by the City of Menifee to recognize that additional evaluation of the roadway alignments, intersection geometrics and traffic control features may be needed.

3.0 PROJECT DESCRIPTION

The proposed project includes construction of a 328,205 square foot warehouse. Project access will be provided via two driveways on Trumble Road. The project will also realign the intersection of Watson Road and SR 74.

3.1 Project Trip Generation

Trip generation for the project is based on rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11th Edition) and are based on Land Use 150 "Warehousing". The passenger vehicle/truck splits are based on percentages from the ITE Trip Generation, 11th Edition and the truck splits by axle type are based on percentages from the Fontana Truck Trip Generation Study (August 2003). The recommended passenger car equivalent (PCE) factors are from Riverside County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled. Table A shows a summary of the project trip generation. As shown in Table A, the project is anticipated to generate 65 trips during the a.m. peak hour, 74 trips during the p.m. peak hour, and 861 daily trips.

3.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were developed based on the location of local and regional destinations, and in consultation with City staff. The project trip distribution was developed separately for passenger vehicles and trucks. The project trip generation was applied to the project trip distribution pattern to develop project trip assignment.

Figure 4 and Figure 5 illustrate the project trip distribution for passenger vehicles for the proposed study intersections respectively. Figure 6 and Figure 7 illustrate the project trip distribution for trucks for the proposed study intersections respectively. The resulting total trip assignment for passenger vehicles and truck PCE are shown in Figure 8.

4.0 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 to the 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.

4.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the *Highway Capacity Manual 7th Edition* (HCM, Transportation Research Board, Washington, D.C., June 2022) delay methodologies using Synchro 12 software. Under the HCM methodology, LOS for signalized intersections and all-way stop controlled intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized two way stop controlled intersections (or one way for three legged 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.

translutions
the transportation solutions company...

Table A: Project Trip Generation

Land Use		Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Total Vehicle Rates									
Trip Generation Rates[1]	328.205	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
PCE Inbound/Outbound Splits			73%	27%	100%	33%	67%	100%	100%
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Recommended Mix (%)[2]			92.06%	75.45%	88.24%	69.05%	88.89%	83.33%	64.91%
PCE Factor[3]			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates			0.121	0.030	0.150	0.035	0.115	0.150	1.110
2-Axle Trucks									
Recommended Mix (%)[2]			1.35%	4.16%	1.99%	5.24%	1.88%	2.82%	5.94%
PCE Factor[3]			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates			0.003	0.002	0.005	0.004	0.004	0.008	0.152
3-Axle Trucks									
Recommended Mix (%)[2]			1.80%	5.58%	2.67%	7.03%	2.52%	3.79%	7.97%
PCE Factor[3]			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates			0.005	0.004	0.009	0.007	0.007	0.014	0.273
4-Axle Trucks									
Recommended Mix (%)[2]			4.79%	14.82%	7.10%	18.68%	6.71%	10.06%	21.18%
PCE Factor[3]			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates			0.019	0.017	0.036	0.028	0.026	0.054	1.086
Warehouse Net PCE Rate			**0.147**	**0.054**	**0.200**	**0.074**	**0.151**	**0.226**	**2.621**
Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	328.205	TSF							
Passenger Cars			**39**	**10**	**49**	**11**	**38**	**49**	**364**
2-Axle Trucks			0	1	1	1	1	2	33
3-Axle Trucks			0	1	1	1	1	2	45
4+ Axle Trucks			2	2	4	3	3	6	119
All Trucks			**2**	**4**	**6**	**5**	**5**	**10**	**197**
Total Vehicles			**41**	**14**	**55**	**16**	**43**	**59**	**561**
Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)									
Passenger Cars			**39**	**10**	**49**	**11**	**38**	**49**	**364**
Truck PCE									
2-Axle Trucks			0	2	2	1	2	3	50
3-Axle Trucks			0	2	2	2	2	4	90
4+ Axle Trucks			6	6	12	9	9	18	357
Total Truck PCE			**6**	**10**	**16**	**12**	**13**	**25**	**497**
Total PCE			**45**	**20**	**65**	**23**	**51**	**74**	**861**

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Passenger Vehicle/Truck splits are based on percentages provided in ITE Trip Generation (11th Edition). Truck Splits by axle-type based on Fontana Truck Trip Generation Study, August 2003.

[3] Recommended PCE Factor per County of Riverside *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (December 2020)*



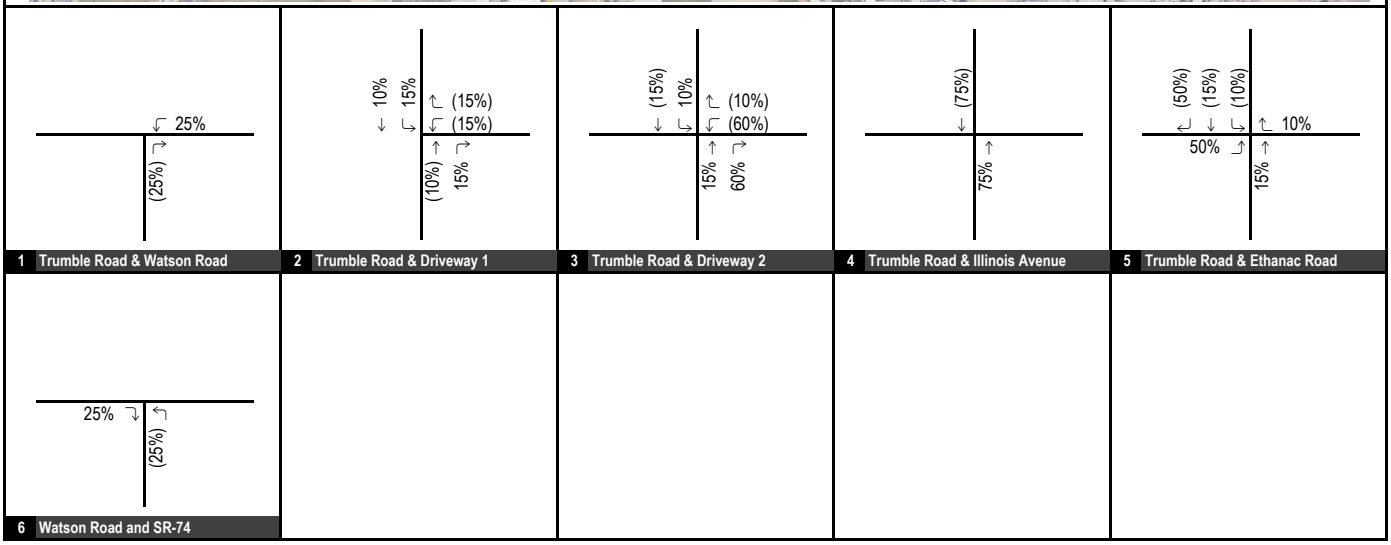


FIGURE 4

XX%(YY%) Inbound%(Outbound%) Distribution

Trumble Road and Watson Road Warehouse
Project Trip Distribution - Passenger Vehicles

translutions
the transportation solutions company...



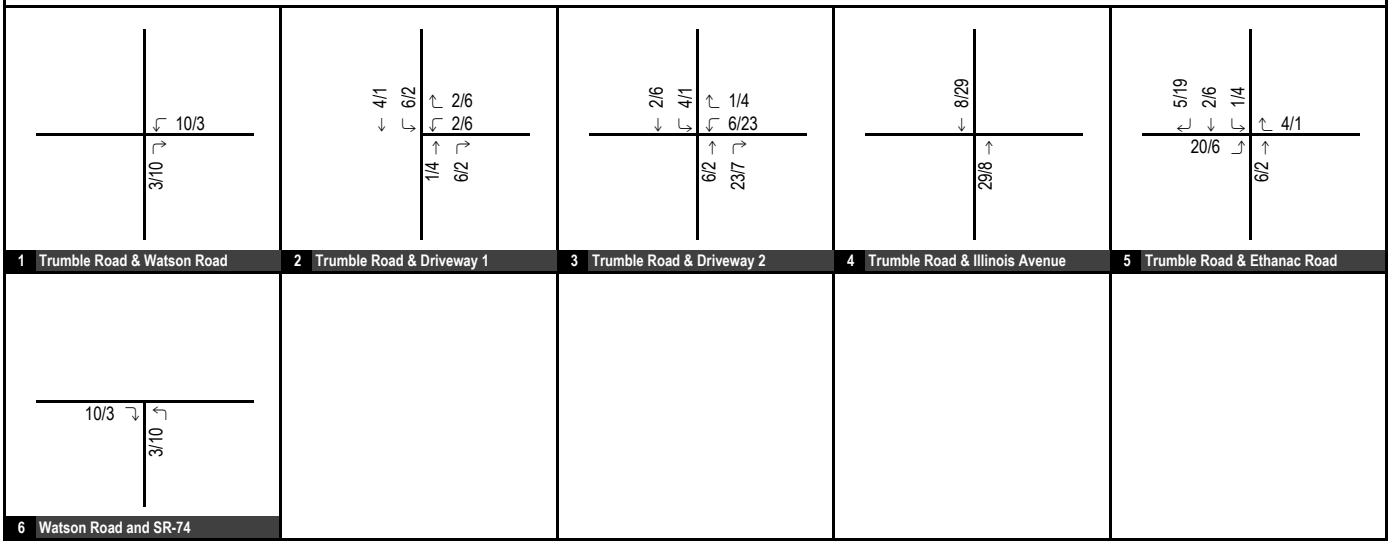


FIGURE 5

XX/YY AM/PM Peak Hour Project Trips

Trumble Road and Watson Road Warehouse
Project Trip Assignment - Passenger Vehicles

translutions
the transportation solutions company...



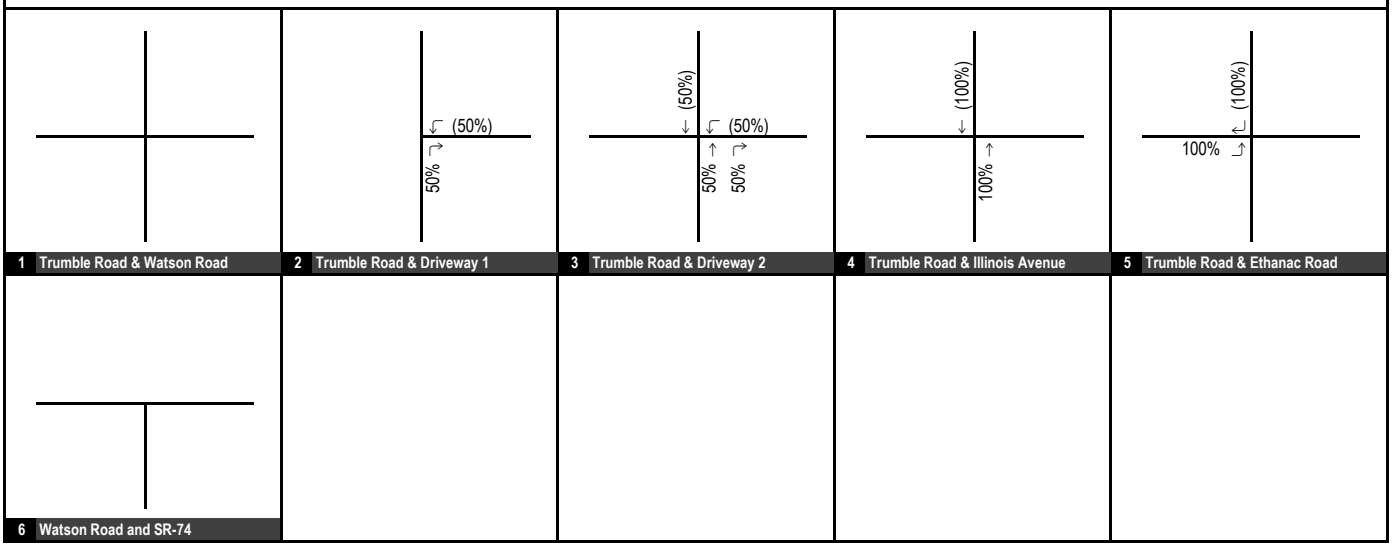
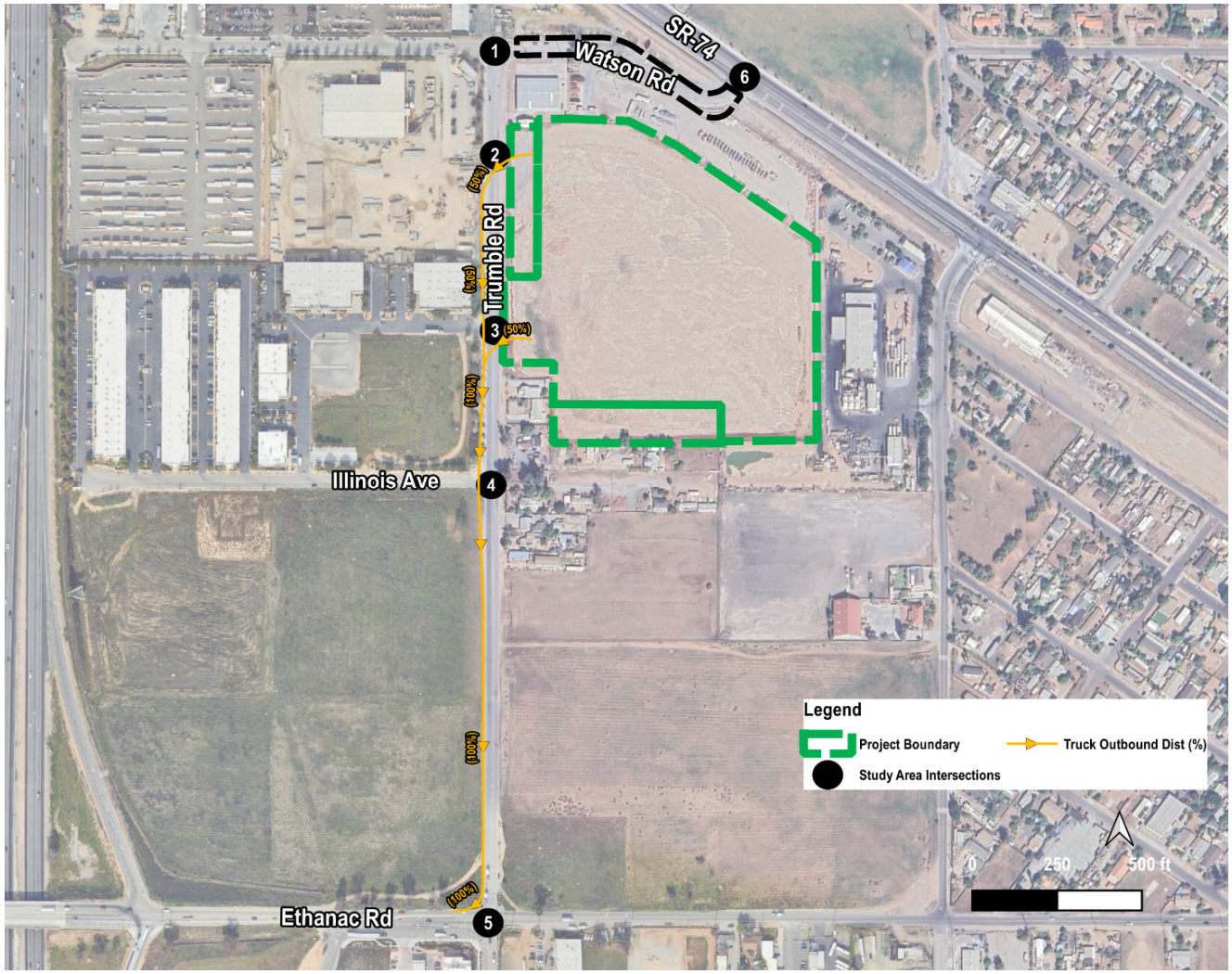


FIGURE 6

XX%(YY%) Inbound%(Outbound%) Distribution

Trumble Road and Watson Road Warehouse
Project Trip Distribution - Trucks

translutions
the transportation solutions company...



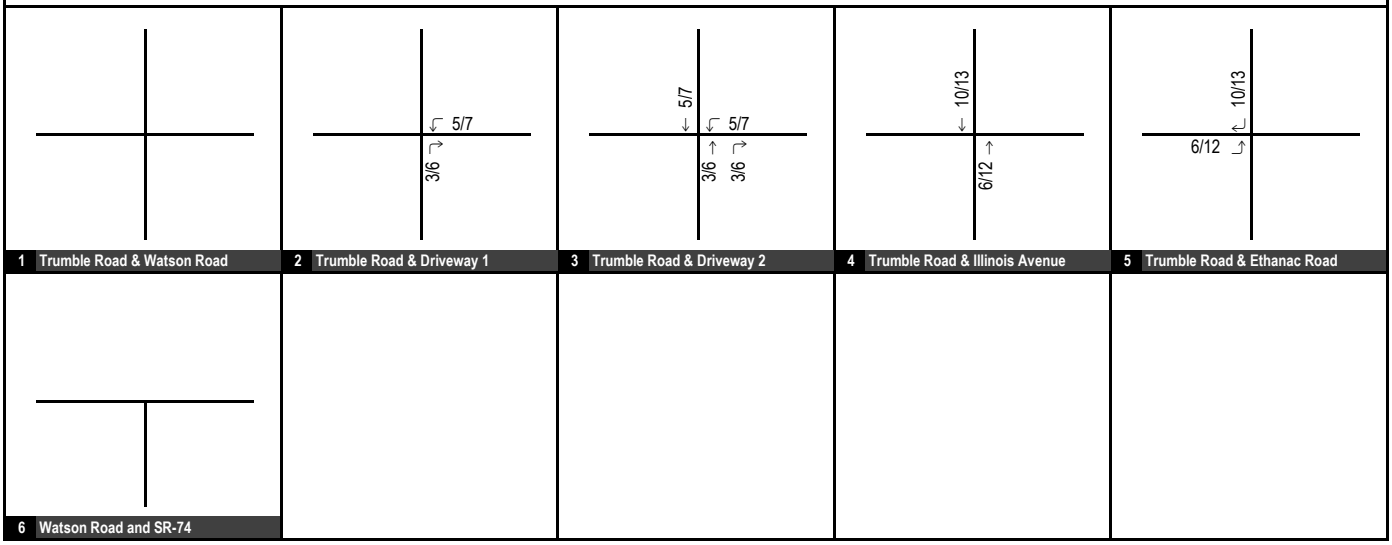
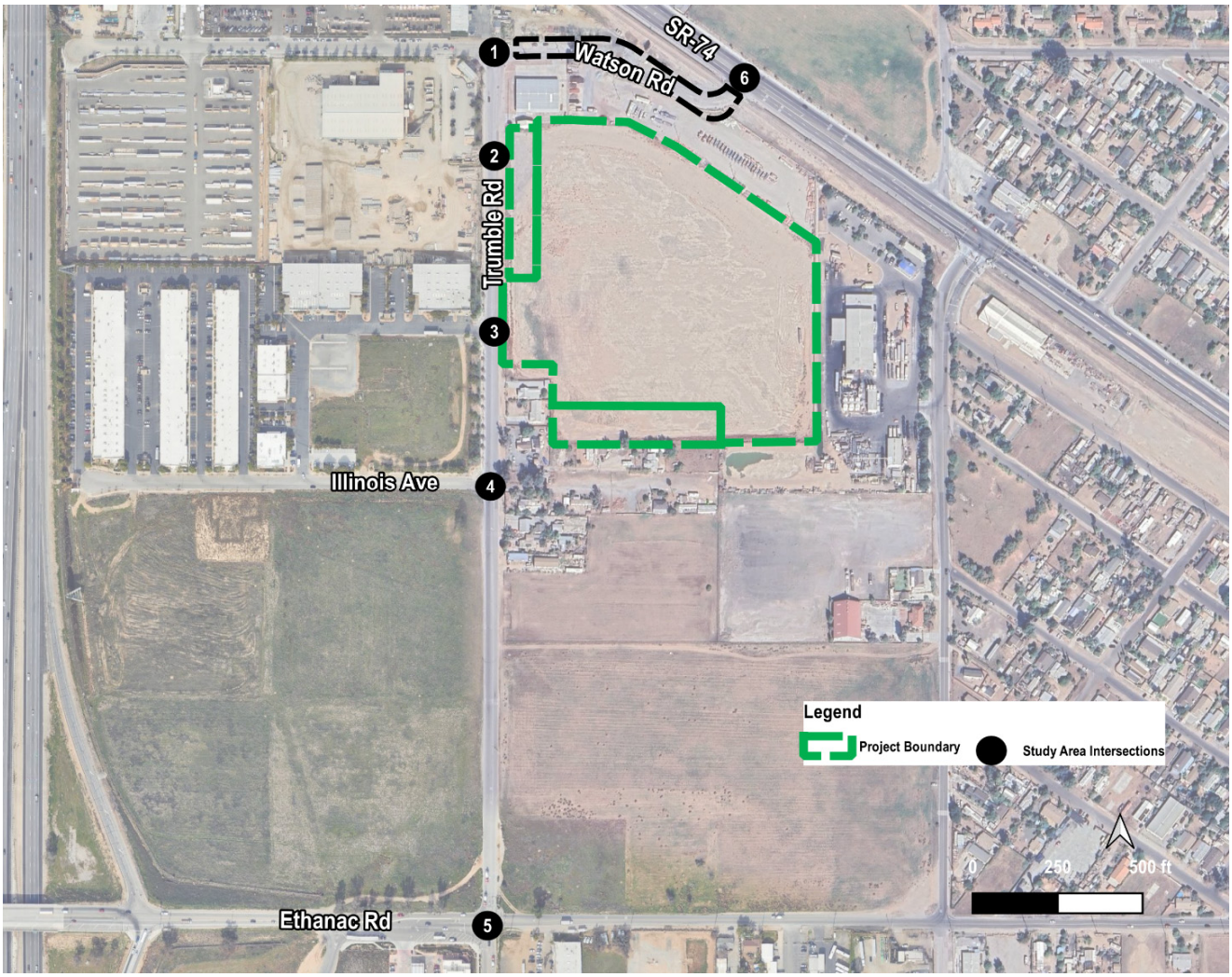


FIGURE 7

XX/YY AM/PM Peak Hour Project Trips

Trumble Road and Watson Road Warehouse
Project Trip Assignment - Trucks

translutions
the transportation solutions company...



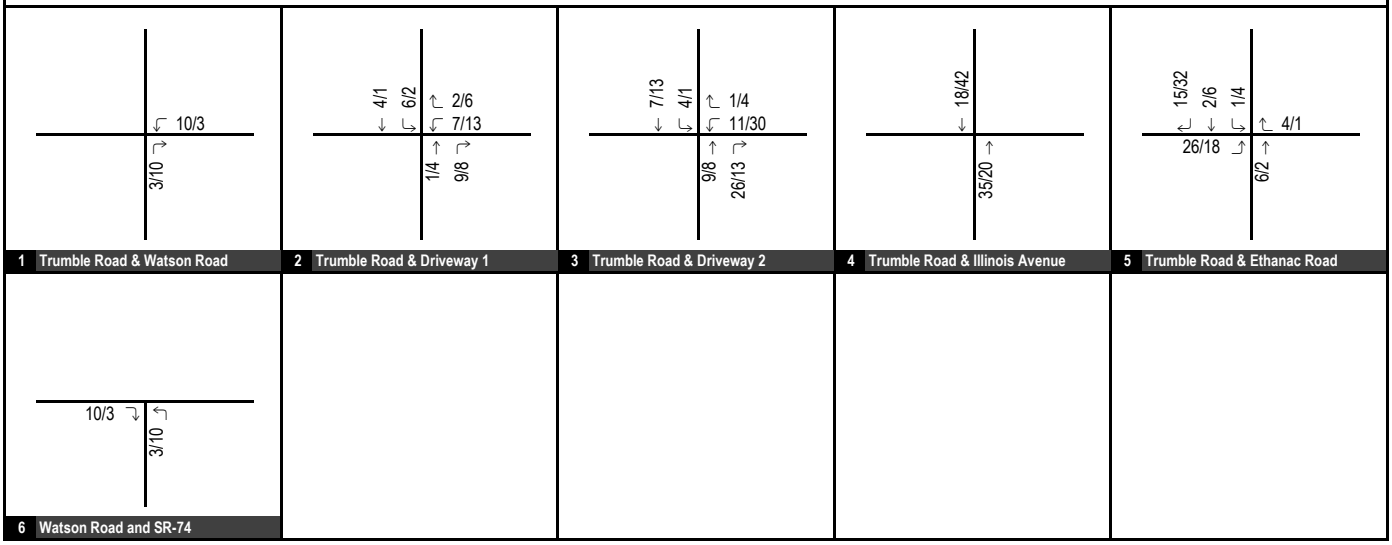


FIGURE 8

XX/YY AM/PM Peak Hour Project Trips

Trumble Road and Watson Road Warehouse
Total Project Trip Assignment

translutions
the transportation solutions company...

Table B : Intersection LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	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

Source: *Highway Capacity Manual, 7th Edition*

4.2 Roadway Segment Levels of Service

The City evaluates roadway segments by comparing average daily traffic (ADT) volumes to street capacity. Capacity is a measure of the ability of the street system to meet and serve the demands placed on it. Table C illustrates the Roadway Segment Capacity Thresholds based on roadway classification. The capacity of a roadway is affected by a number of factors, including street width, roadway design, number of travel lanes, number of roadway intersections, number of driveways, presence of on-street parking, and traffic signal cycle length. Roadway capacity values are based on the City's LOS Traffic Study Guidelines.

4.3 Levels of Service Thresholds

All the study intersections except for the intersection of Watson Road and SR-74 fall under the shared jurisdiction of City of Menifee and City of Perris. Level of service thresholds for both cities are described below and stricter thresholds out of the two are applied to evaluate project related impact.

City of Menifee - The City of Menifee LOS Traffic Study Guidelines identifies LOS D as the standard for acceptable operating conditions for intersections except at constrained intersections and roadway segments in close proximity to I-215, where LOS E is accepted during peak hours. Intersections or roadway segments not meeting the required LOS may be conditioned for improvements towards meeting the LOS standards. Based on the guidelines, a project would not meet the LOS standard under the following conditions:

- If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in unacceptable LOS (LOS E or LOS F).
- If the pre-Project condition is LOS E or F, and the Project adds 50 or more peak hour trips to the intersection or roadway segment, the impact would be considered a "cumulative" project impact in which the project would be required to contribute a fair share payment toward reducing the impact.

City of Perris - The City of Perris does not have TIA guidelines but generally follows the Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020). Based on these guidelines the City maintains the following target level of service:

Table C: Roadway Segment Capacity Thresholds

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic(ADT) Volume		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,000
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	132,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,000	205,000	220,000
Ramp[1]	1	16,000	18,000	20,000

Footnotes:

1. Ramp Capacity is given as a one-way traffic volume.

Source: Riverside County Transportation Department

- LOS D along all City maintained roads (Including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 freeway ramps.
- LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities.

The City of Perris has established thresholds of traffic impacts to determine whether the addition of project-generated trips (or alternative-generated trips) results in a project traffic impact and requires improvements. Project related traffic impacts are evaluated based on the following criteria:

- A project-related traffic impact is considered direct when a study intersection operates at an acceptable Level of Service for existing conditions (without the project) and the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection delay to increase by 2 seconds or more and causes the intersection to operate at an unacceptable Level of Service for existing plus project conditions.
- A project-related traffic impact is considered direct when a study intersection operates at an unacceptable Level of Service for existing conditions (without the project) and the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection delay to increase by 2 seconds or more.
- A cumulative impact is considered direct when a study intersection is forecast to operate at an acceptable Level of Service without the project and with the addition of 50 or more a.m. or p.m. peak hour project trips causes the intersection delay to increase by 2 seconds or more and causes the intersection to operate at an unacceptable Level of Service.
- A cumulative impact is considered an indirect traffic impact when a study intersection is forecast to operate at an unacceptable Level of Service with the addition of cumulative/background traffic and the project contributes 50 or more a.m. or p.m. peak hour project trips and causes the intersection delay to increase by 2 seconds or more.

5.0 CUMULATIVE PROJECTS

Information regarding cumulative projects was obtained from the City of Menifee's Land Development/CIP Projects List (September 2024). All approved and pending development projects located within a 3-mile radius of the project site were identified and included in the analysis. This included projects from City of Menifee and Perris. The list of cumulative projects is provided in Appendix B and location of cumulative projects is shown in Figure 9.

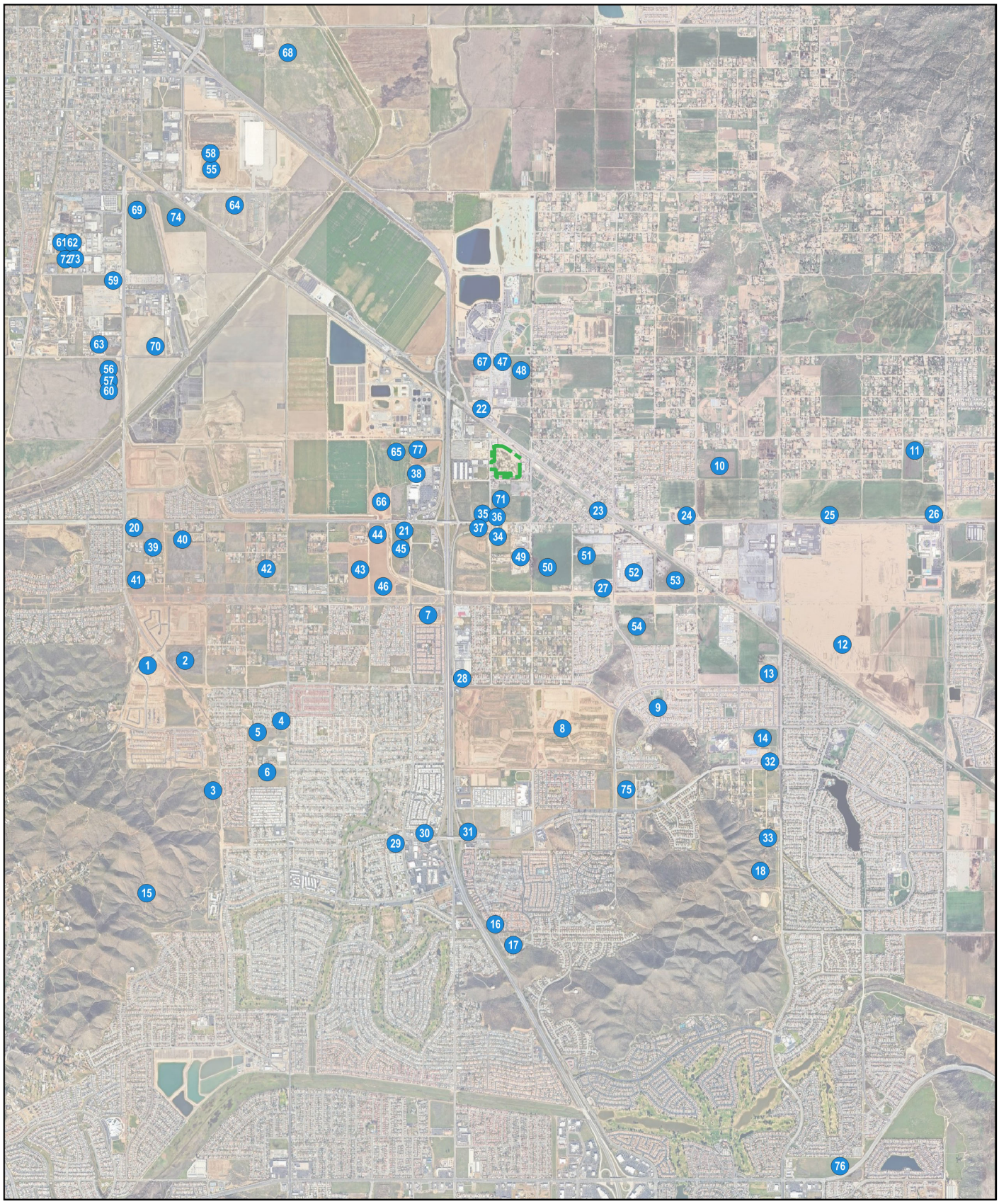
Some of the citywide development projects are phased over multiple years. Depending on the timing of the proposed opening year cumulative scenario, the City of Menifee LOS Traffic Study Guidelines recommend using absorption rates that assume partial buildout of these phased projects. For a typical opening year scenario that is about 2-3 years into the future following absorption rates are recommended:

- <= 100 dwelling units (assume 100% complete)
- 101 to 249 dwelling units (assume 50% complete)
- >= 250 dwelling units (assume 25% complete)
- Non-residential uses (assume 100% complete)

Trip generation for cumulative projects is provided in Appendix C and net trip assignment for cumulative projects is shown in Figure 10.

6.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with the City of Menifee LOS Traffic Study Guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.



Legend

Cumul Project No.

Project Boundary

FIGURE 9

Trumble Road and Watson Road Warehouse
Cumulative Project Locations

translutions
the transportation solutions company...

G:\Rincon - Trumble & Watson Warehouse\reports\Cumul Pr.qgz (05-07-2025)

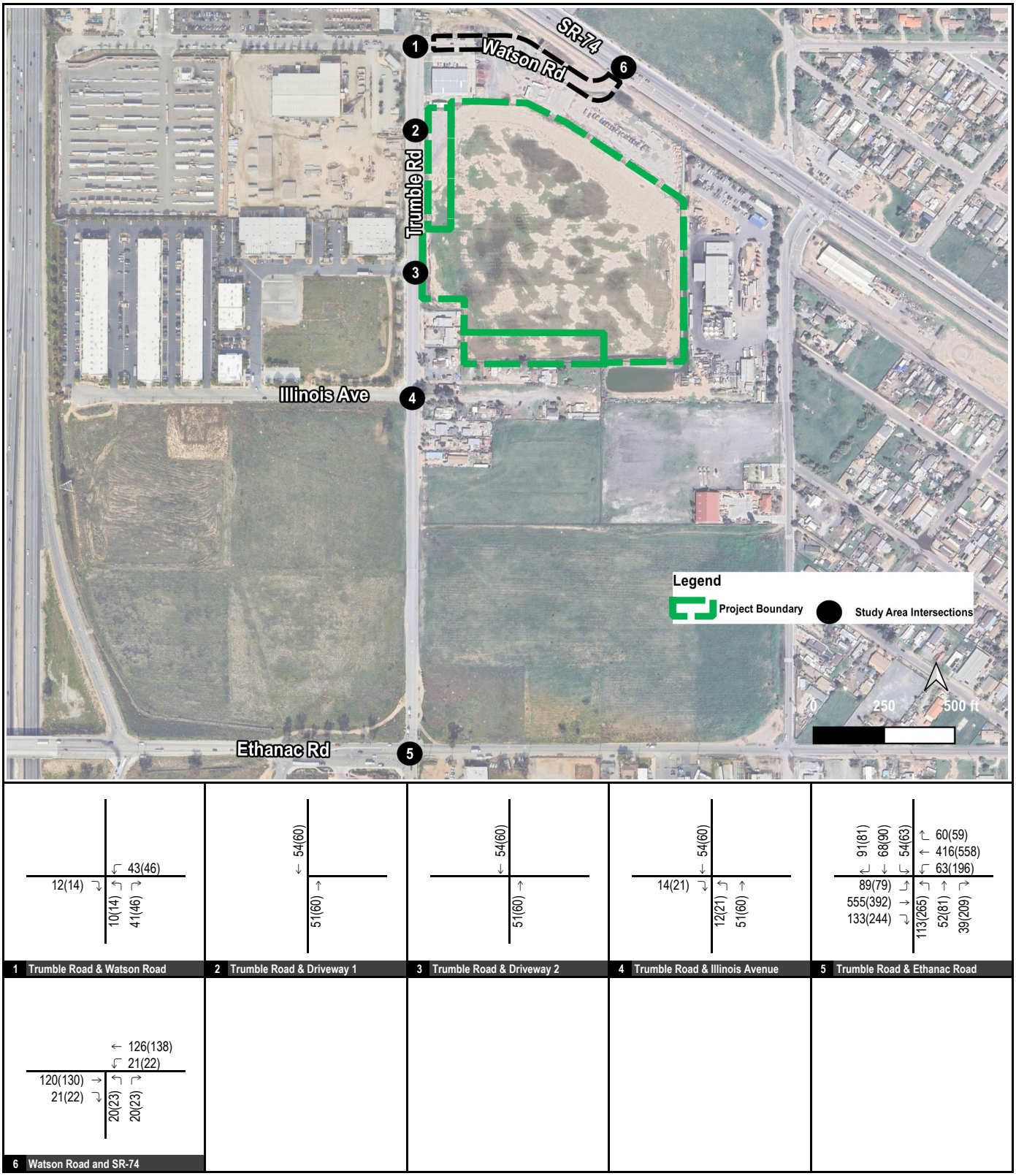


FIGURE 10

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Cumulative Projects Net Trip Assignment

translutions
the transportation solutions company...

6.1 Existing Traffic Volumes

Existing traffic volumes for intersections and roadway segments are based on peak hour intersection turn movement counts and daily counts collected by Counts Unlimited Inc. in February 2025. The counts included vehicle classification and are contained in Appendix D.

The vehicle classification counts were converted to Passenger Car Equivalent (PCE) volumes using PCE factors. Passenger Car Equivalent is the number of passenger cars that will result in the same operational conditions as a single heavy vehicle of a particular type under identical roadway, traffic, and control conditions. PCE factors are used to convert counts of heavy vehicles into counts of passenger cars such that a mixed flow of heavy and light vehicles is converted to an equivalent traffic stream consisting entirely of passenger cars. The City Guidelines does not provide PCE factors therefore PCE factors provided in the County of Riverside, *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* (December 2020) were used for this analysis. Consistent with the County of Riverside guidelines, PCE volumes at the study intersections were calculated by using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for trucks with 4 or more axles. Detailed volume development worksheets are included in Appendix E.

Traffic volumes for Existing Plus Project conditions were developed by adding trips generated by the proposed project to the existing traffic volumes. Detailed volume development worksheets for intersection and roadway segments are included in Appendix E.

6.2 Opening Year Traffic Volumes

Traffic volumes for Opening Year Without Project conditions for intersection and roadway segments were developed by applying an annual growth rate of 3 percent per year for 1 year (2025 to 2026) to the existing traffic volumes.

Traffic volumes for Opening Year With Project conditions for intersection and roadway segments were developed by adding trips generated by the proposed project to the Opening Year Without Project traffic volumes. Detailed volume development worksheets are included in Appendix E.

6.3 Opening Year Cumulative Traffic Volumes

Traffic volumes for Opening Year Cumulative Without Project conditions for intersection and roadway segments were developed by adding trips generated by the cumulative projects to the Opening Year Without Project traffic volumes. Detailed volume development worksheets are included in Appendix E.

Traffic volumes for Opening Year Cumulative With Project conditions for intersection and roadway segments were developed by adding trips generated by the proposed project to the Opening Year Cumulative Without Project traffic volumes. Detailed volume development worksheets are included in Appendix E.

6.4 Horizon Year Traffic Volumes

Future build-out year (2050) without project traffic volumes were developed using 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 in developing the incremental change in peak hour volumes. 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 (2025) and 2050. For this purpose, linear growth between 2018 and year 2045 was assumed. Since the increment between 2025 and 2050 is 25 years of the 27-year time span, a factor of 92.59 percent (i.e., 25/27) was used. This forecast growth in approach and departure volumes was added to the 2025 ground counts, resulting in post-processed forecast year 2050 link volumes. Future build-out year (2050) 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) 765: *Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (Transportation Research Board, June 2014). At some locations, forecast turning movements were forecast to be less than those under existing 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. Detailed volume development worksheets are included in Appendix E.

7.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

7.1 Existing Roadway Conditions

The Menifee Roadway Classification has organized the roadways into the following six street types: Expressways, Urban Arterial, Arterial, Major, Secondary and Collector/Rural Collector and Local Streets.

- **Expressway/Limited Access Conventional Highway**: The Expressway/Limited Access Conventional Highway accommodates 6 to 8 through travel lanes, applicable to the Ethanac Road/SR-74 east-west corridor on the northern edge of the City of Menifee.
- **Urban Arterial**: The Urban Arterial is generally a 6-lane section with a curbed median.
- **Arterial**: An Arterial is a 4-lane section with a raised median. Shoulders on these roadways may accommodate exclusive bike lanes or share NEV/bike lanes. Sidewalks may be curb-adjacent or separated from the roadway by a landscaped parkway or on-street parking.
- **Major**: The Major is a 4-lane section with a painted median. Shoulders on these roadways may accommodate exclusive bike lanes or shared NEV/bike lanes. Sidewalks may be curb adjacent or separated from the roadway by a landscaped parkway.
- **Secondary**: The Secondary is a 4-lane roadway that provides median turn lanes and bike lanes or shared NEV/bike lanes when median turn lanes are not needed. The Secondary roadway provides a 100-foot' right-of-way.
- **Collector/Rural Collector and Local Streets**: Collector/Rural Collector and Local streets provide an important function for neighborhood-to-neighborhood interaction involving autos, bikes, pedestrians, and NEVs/golf carts. These are 2-lane, low-to-moderate speed connections. They provide an alternative to traveling on higher-capacity and higher-speed roads in order to navigate through the City of Menifee for short trips.

Regional access to the project site is provided by Interstate 215 to the west. Local access is provided by the following roadways:

- **Trumble Road** is a is a two-lane local roadway oriented in the north-south direction. In the City's General Plan, it is classified as a Collector (2 Lanes, Undivided) roadway.
- **Watson Road** is a is a two-lane local roadway oriented in the east-west direction in the project vicinity and extends west of Highway 74. In the City's General Plan, it is classified as a Collector (2 Lanes, Undivided) roadway.
- **Illinois Avenue** is a is a two-lane local roadway oriented in the east-west direction and extends west of Trumble Road. East of Trumble Road Illinois Avenue is an unpaved driveway.

- **Ethanac Road** is oriented in the east-west direction. It is a four-lane divided roadway west of Trumble Road and a two-lane undivided roadway east of Trumble Road. In the City's General Plan, it is classified as an Expressway (6 to 8 Lanes, Divided) roadway.
- **Highway 74** is a is a four-lane roadway oriented in the east-west direction. In the City's General Plan, it is classified as a Major (4 Lanes, Divided) roadway.

7.2 Existing Transit Service, Bicycle & Pedestrian Facilities

Public transportation services within the City of Menifee includes bus transit service provided by the Riverside Transit Agency (RTA) and commuter rail service provided by Metrolink.

Bus Service: RTA has one route that provides service near the project site. This service is further described below.

- **Route 28** provides service near the project site. The nearest stop is located at Hwy 74 west of Watson Road (approx. 0.3 miles from the project site). Route 28 provides service at varying headways during the day. Route 28 connects the project site to the Perris Station Transit Center towards the north and Hemet Valley Mall in Hemet towards east.

Commuter Rail Service: Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the Perris – South Metrolink Station and is approximately 1.3 miles northwest of the project site.

Bicycle and Pedestrian Facilities: There are existing sidewalks on Trumble Road in the southbound direction between Watson Road and Illinois Avenue and South of Ethanac Road. There are no existing sidewalks on Trumble Road in the northbound direction bordering the project site. There is an existing sidewalk on Illinois Avenue in the westbound direction and on the Hwy 74 in the westbound direction. There are no existing bike lanes in the project vicinity.

Figure 11 illustrates the existing bus stop, Metrolink Station and existing sidewalks in the project vicinity.

7.3 Existing Conditions - Levels of Service

An intersection level of service (LOS) analysis was conducted for Existing Conditions to determine current circulation system performance. Figure 12 shows the existing lane geometrics and stop controls at the study intersections. Existing traffic volumes at study intersections are shown in Figure 13. The existing levels of service for the study area intersections are summarized in Table D. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table D, all existing study area intersections are currently operating at a satisfactory level of service during both a.m. and p.m. peak hours.

The existing levels of service for the study area roadway segments are summarized on Table E. As shown in Table E, the study area roadway segments are currently operating at satisfactory level of service.

7.4 Existing Plus Project Conditions - Levels of Service

An intersection level of service (LOS) analysis was conducted for existing plus project conditions to determine current circulation system performance. Existing Plus Project traffic volumes at study intersections are shown in Figure 14. The Existing Plus Project levels of service for the study area intersections are summarized in Table D. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table D, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours.

The existing plus project levels of service for the study area roadway segments are summarized in Table E. As shown in Table E, the study area roadway segments are forecast to operate at satisfactory level of service.



Legend

Project Boundary
Bus Stops
Perris-South Metrolink Station
Sidewalks
Route 28

FIGURE 11

Trumble Road and Watson Road Warehouse
Existing Transit and Pedestrian Facilities

translutions
the transportation solutions company...

G:\Rincon - Trumble & Watson Warehouse\reports\Existing Transit Service, Bicycle & Pedestrian Facilities.qgz (05-07-2025)



1 Trumble Road & Watson Road	2 Trumble Road & Driveway 1	3 Trumble Road & Driveway 2	4 Trumble Road & Illinois Avenue	5 Trumble Road & Ethanac Road
Does Not Exist	Does Not Exist			

6 Watson Road and SR-74				

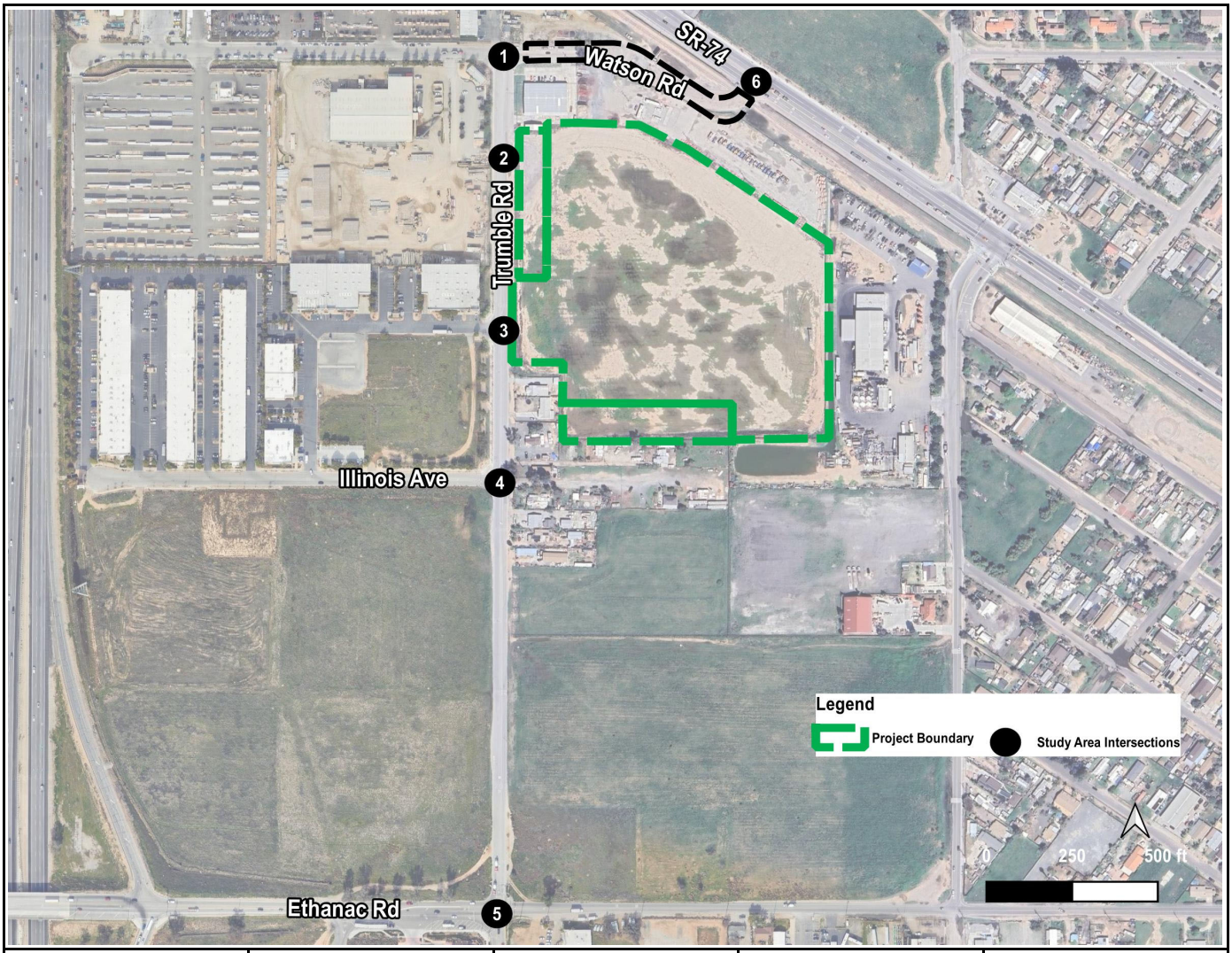
FIGURE 12

Legend

Signal
RT Overlap
Stop Sign
Defacto right turn

Trumble Road and Watson Road Warehouse
Existing Intersection Geometrics and Stop Control

translutions
the transportation solutions company...



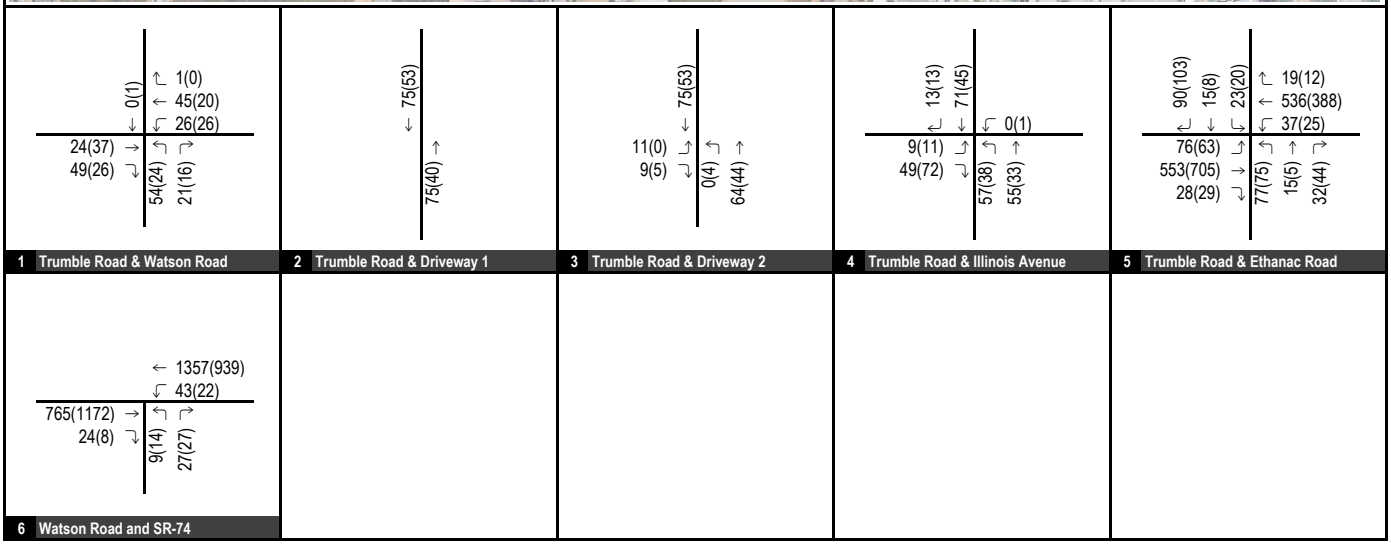


FIGURE 13

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Existing Peak Hour Traffic Volumes

translutions
the transportation solutions company...

Table D: Existing Levels of Service

Intersection	LOS Std.	Control	Existing				Existing With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Trumble Road & Watson Road	D	TWSC	9.6	A	10.4	B	9.8	A	10.4	B
2 . Trumble Road & Driveway 1	D	TWSC	Does Not Exist		Does Not Exist		9.4	A	0	A
3 . Trumble Road & Driveway 2	D	TWSC		A	8.6	A	9.4	A	9.3	A
4 . Trumble Road & Illinois Avenue	D	TWSC	10	A	10.1	B	10.2	B	10.5	B
5 Trumble Road & Ethanac Road	D	Signal	26.4	C	23.7	C	27.3	C	24.5	C
6 Watson Road and SR-74	D	TWSC	14.3	B	18.1	C	15	B	20.3	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

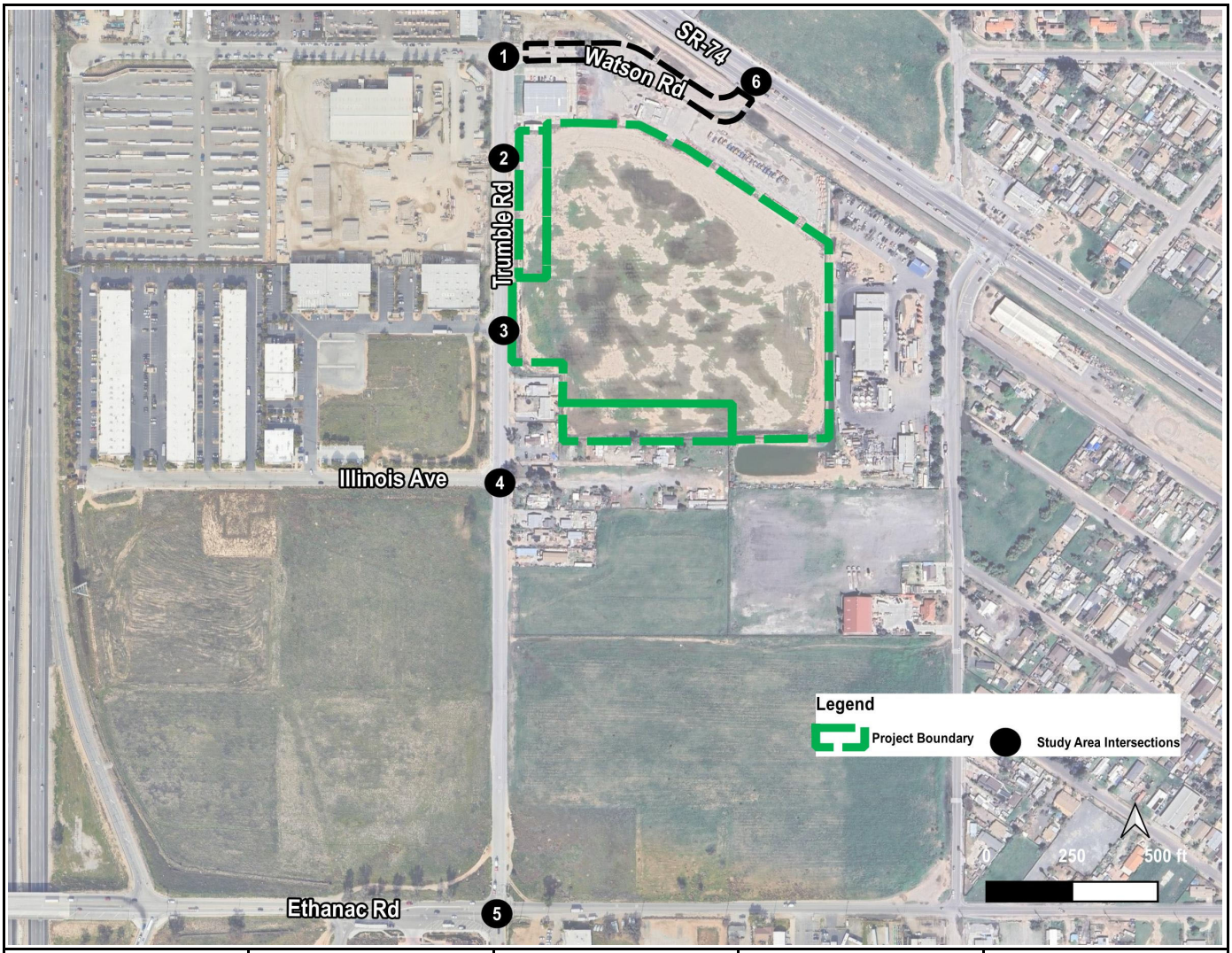
translutions
the transportation solutions company...

Table E: Existing Roadway Segment Levels of Service

Roadway Segment	LOS Standard	Classification	Roadway Capacity	Without Project			With Project			V/C Delta
				Daily Volume	V/C	LOS	Daily Volume	LOS	V/C	
1 . Trumble Road from Watson Road to Driveway 1	D	Collector	13,000	1,968	0.151	A	2,060	A	0.158	0.007
2 . Trumble Road from Driveway 1 to Driveway 2	D	Collector	13,000	1,796	0.138	A	2,134	A	0.164	0.026
3 . Trumble Road from Driveway 2 to Illinois Avenue	D	Collector	13,000	1,850	0.142	A	2,622	A	0.202	0.059
4 . Trumble Road from Illinois Avenue to Ethanac Road	D	Collector	13,000	3,050	0.235	A	3,820	A	0.294	0.059

Notes:

LOS = Level of Service, * = Exceeds Level of Service



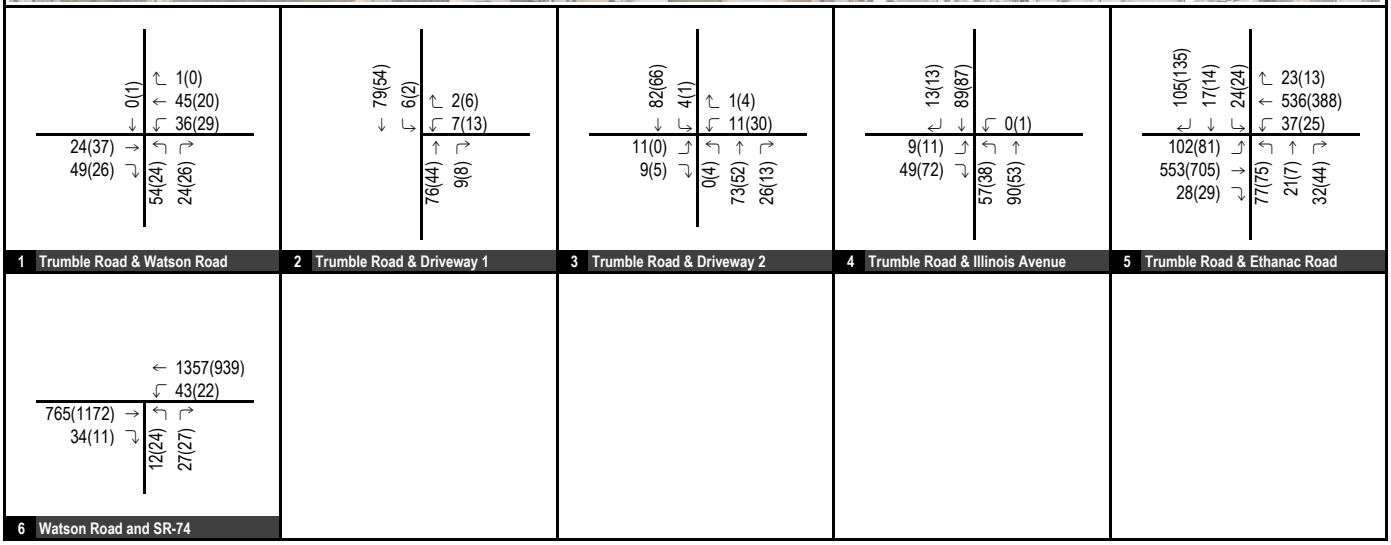


FIGURE 14

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Existing Plus Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...

8.0 OPENING YEAR (2026) CONDITIONS

This section discusses opening year transportation conditions in the study area. It is anticipated that the project will open in 2026. For the opening year 2026 conditions transit service and pedestrian facilities are anticipated to remain the same as under existing conditions. Figure 15 shows the opening year lane geometrics and stop controls at the study intersections.

8.1 Opening Year Without Project - Levels of Service

An intersection level of service (LOS) analysis was conducted for opening year conditions to determine current circulation system performance. Opening year without project traffic volumes at study intersections are shown in Figure16. The opening year without project levels of service for the study area intersections are summarized in Table F. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table F, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours.

The opening year without project levels of service for the study area roadway segments are summarized on Table G. As shown in Table G, the study area roadway segments are forecast to operate at a satisfactory level of service.

8.2 Opening Year With Project- Levels of Service

An intersection level of service (LOS) analysis was conducted for opening year with project conditions to determine current circulation system performance. Opening year with project traffic volumes at study intersections are shown in Figure17. The opening year with project levels of service for the study area intersections are summarized in Table F. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table F, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours.

The opening year project levels of service for the study area roadway segments are summarized in Table G. As shown in Table G, the study area roadway segments are forecast to operate at satisfactory level of service.

9.0 OPENING YEAR (2026) CUMULATIVE CONDITIONS

This section discusses opening year cumulative transportation conditions in the study area. For the opening year cumulative conditions, transit service and pedestrian facilities are anticipated to remain the same as under existing conditions.

9.1 Opening Year Cumulative Without Project - Levels of Service

An intersection level of service (LOS) analysis was conducted for opening year conditions to determine current circulation system performance. Opening year without project traffic volumes at study intersections are shown in Figure 18. The opening year cumulative without project levels of service for the study area intersections are summarized in Table H. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table H, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours with the exception of the following:

- Trumble Road and Ethanac Road (a.m. and p.m. peak hours).

The opening year cumulative without project levels of service for the study area roadway segments are summarized in Table I. As shown in Table I, all study area roadway segments are forecast to operate at a satisfactory level of service.

9.2 Opening Year Cumulative With Project - Levels of Service

An intersection level of service (LOS) analysis was conducted for opening year cumulative with project conditions to determine current circulation system performance. Opening year cumulative with project traffic volumes at study intersections are shown in Figure19. The opening year cumulative with project levels of service for the study area intersections are summarized in Table H. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table H, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours with the exception of the following:



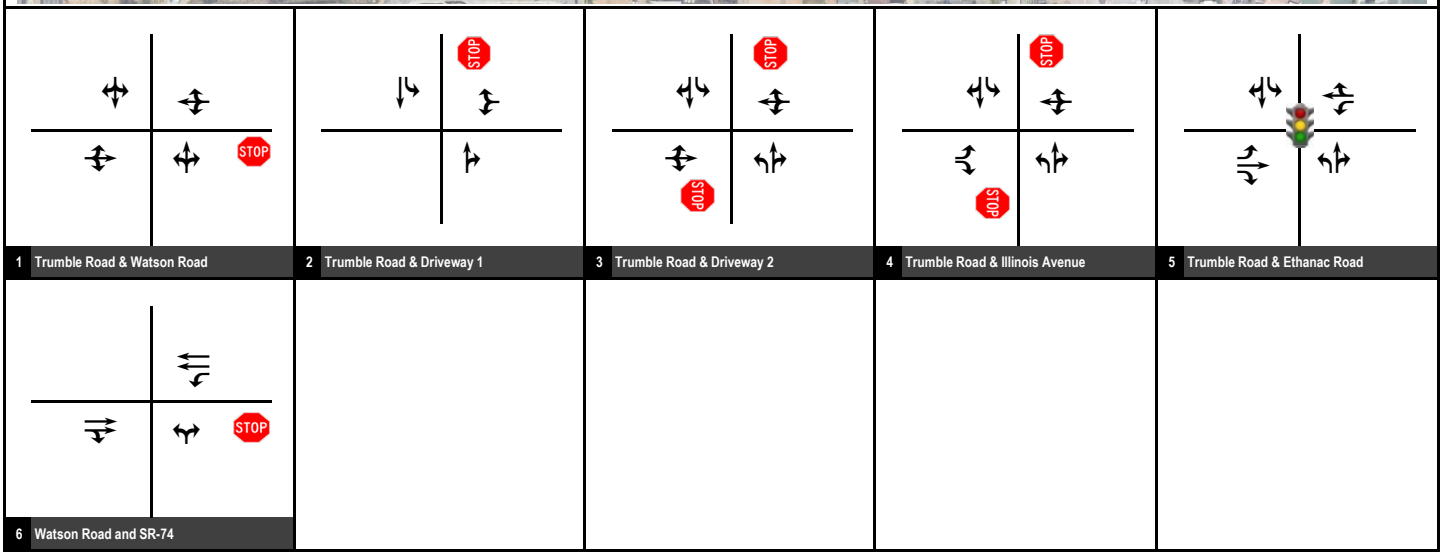


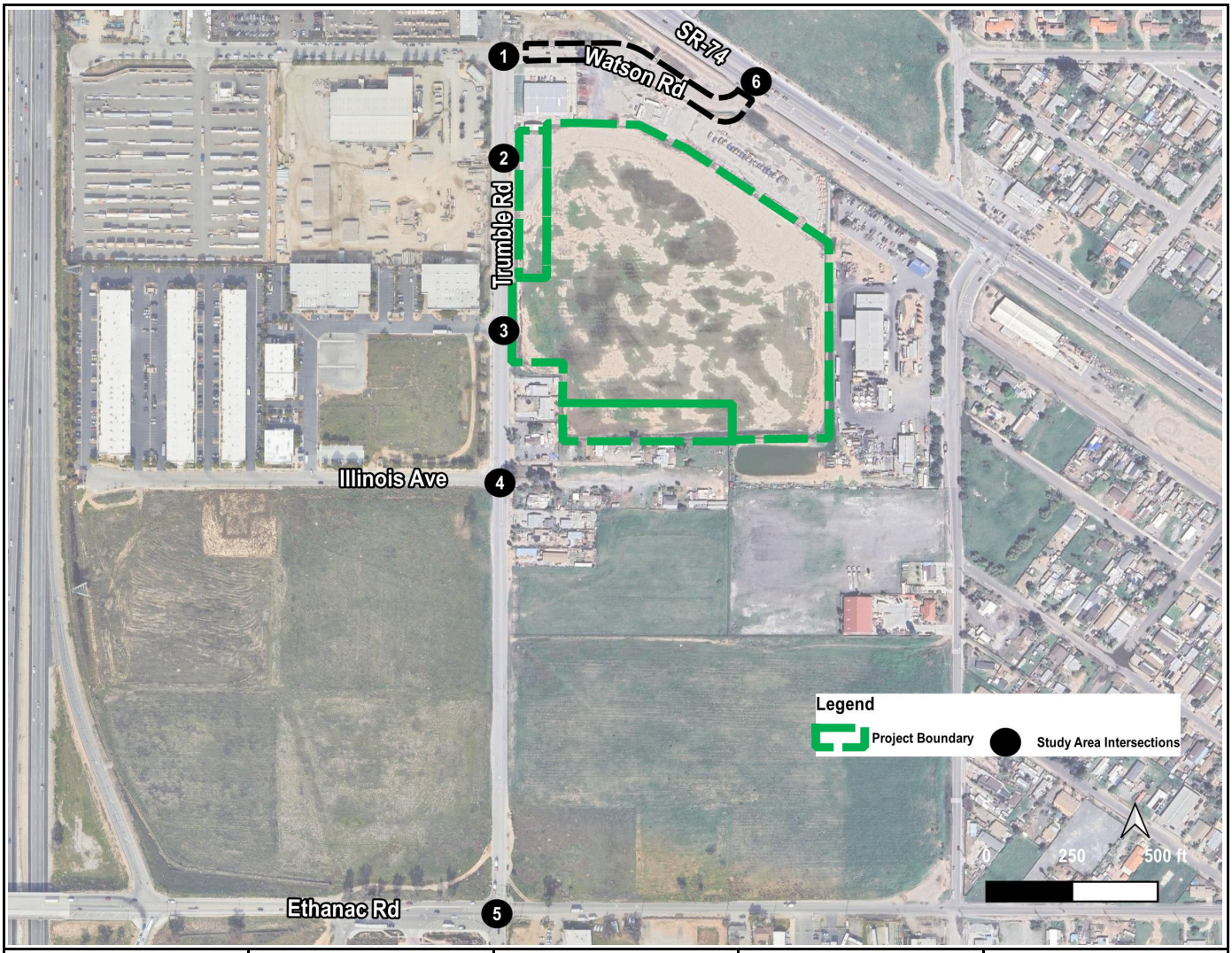
FIGURE 15

Legend

Signal
Stop Sign
RT Overlap
Defacto right turn

Trumble Road and Watson Road Warehouse
Opening Year Intersection Geometrics and Stop Control

translutions
the transportation solutions company...



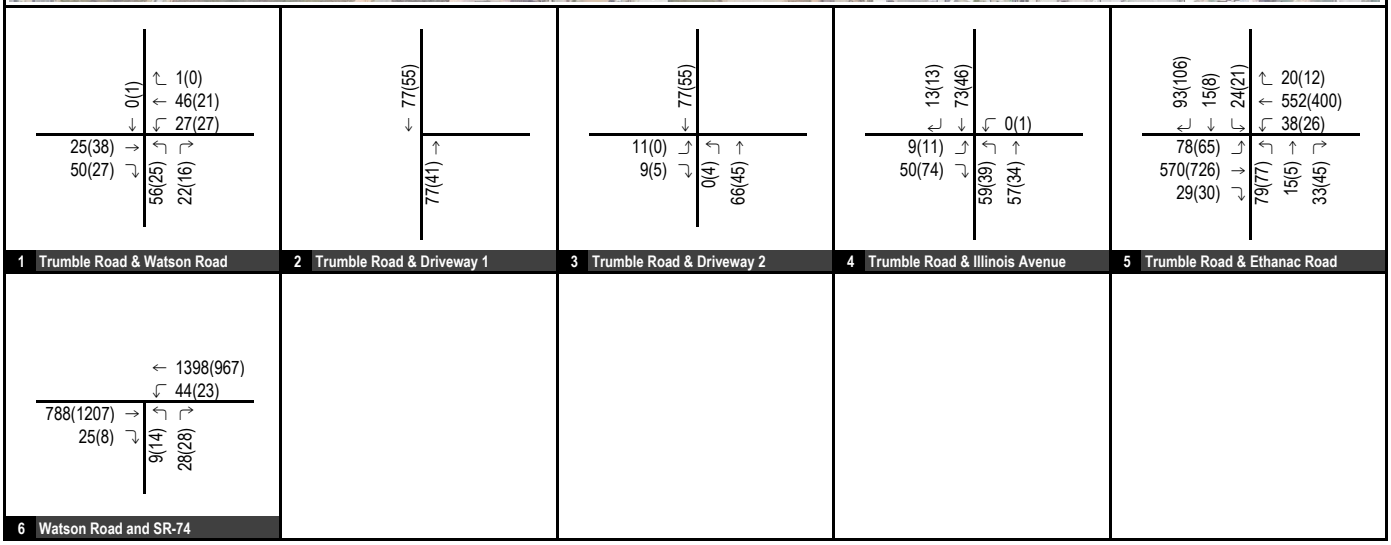


FIGURE 16

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Opening Year Without Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...

Table F: Opening Year Levels of Service

Intersection	LOS Std.	Control	OY Without Project				OY With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Trumble Road & Watson Road	D	TWSC	9.7	A	10.4	B	9.8	A	10.5	B
2 . Trumble Road & Driveway 1	D	TWSC	Does Not Exist		Does Not Exist		9.4	A	9.1	A
3 . Trumble Road & Driveway 2	D	TWSC	9.1	A	8.6	A	9.4	A	9.4	A
4 . Trumble Road & Illinois Avenue	D	TWSC	10	A	10.1	B	10.3	B	10.6	B
5 Trumble Road & Ethanac Road	D	Signal	26.9	C	24.4	C	27.8	C	25.3	C
6 Watson Road and SR-74	D	TWSC	14.5	B	18.6	C	15.3	C	21	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

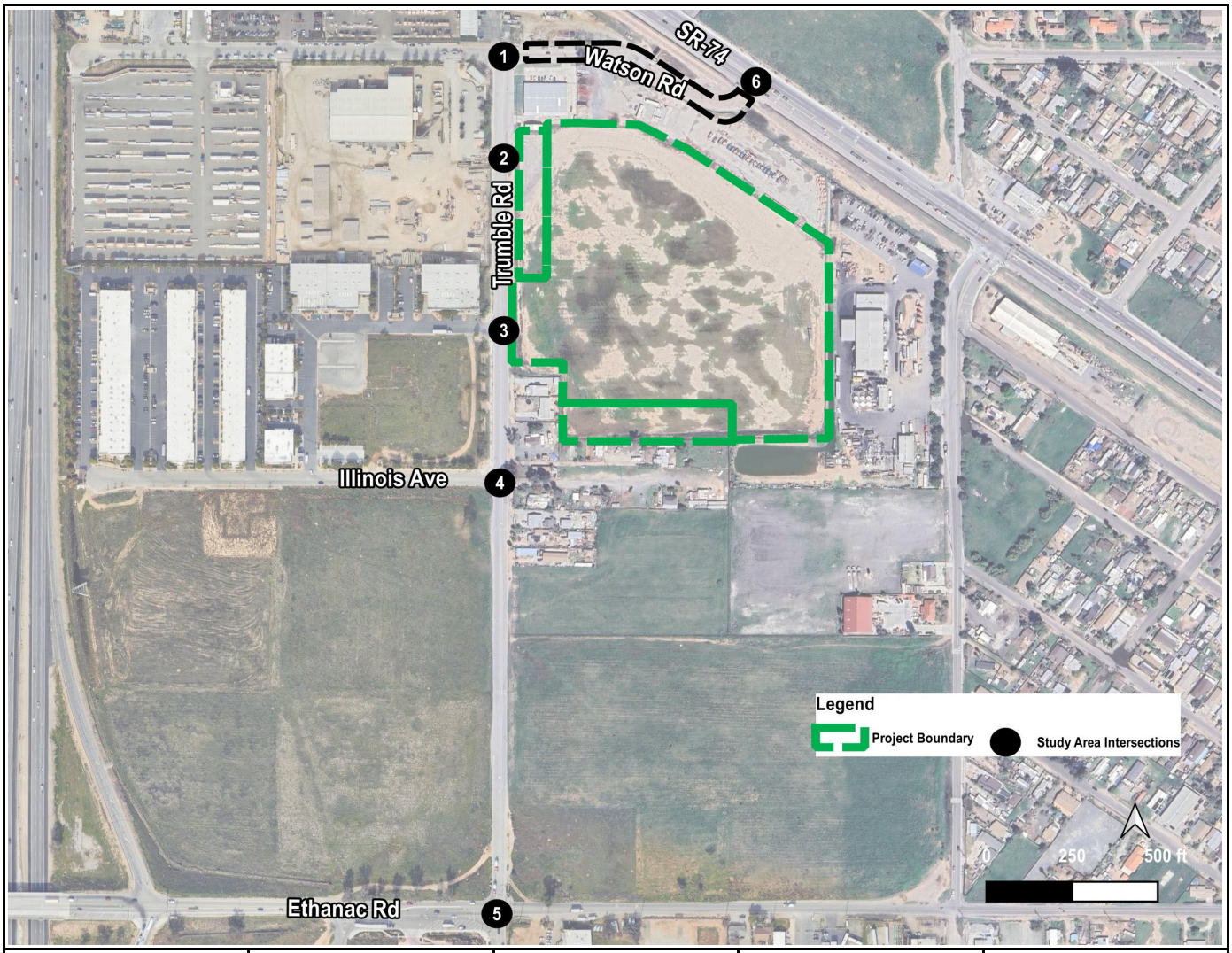
translutions
the transportation solutions company...

Table G: Opening Year Roadway Segment Levels of Service

Roadway Segment	LOS Standard	Classification	Roadway Capacity	Without Project			With Project			V/C Delta
				Daily Volume	V/C	LOS	Daily Volume	LOS	V/C	
1 . Trumble Road from Watson Road to Driveway 1	D	Collector	13,000	2,027	0.156	A	2,119	A	0.163	0.007
2 . Trumble Road from Driveway 1 to Driveway 2	D	Collector	13,000	1,850	0.142	A	2,188	A	0.168	0.026
3 . Trumble Road from Driveway 2 to Illinois Avenue	D	Collector	13,000	1,905	0.147	A	2,677	A	0.206	0.059
4 . Trumble Road from Illinois Avenue to Ethanac Road	D	Collector	13,000	3,142	0.242	A	3,912	A	0.301	0.059

Notes:

LOS = Level of Service, * = Exceeds Level of Service



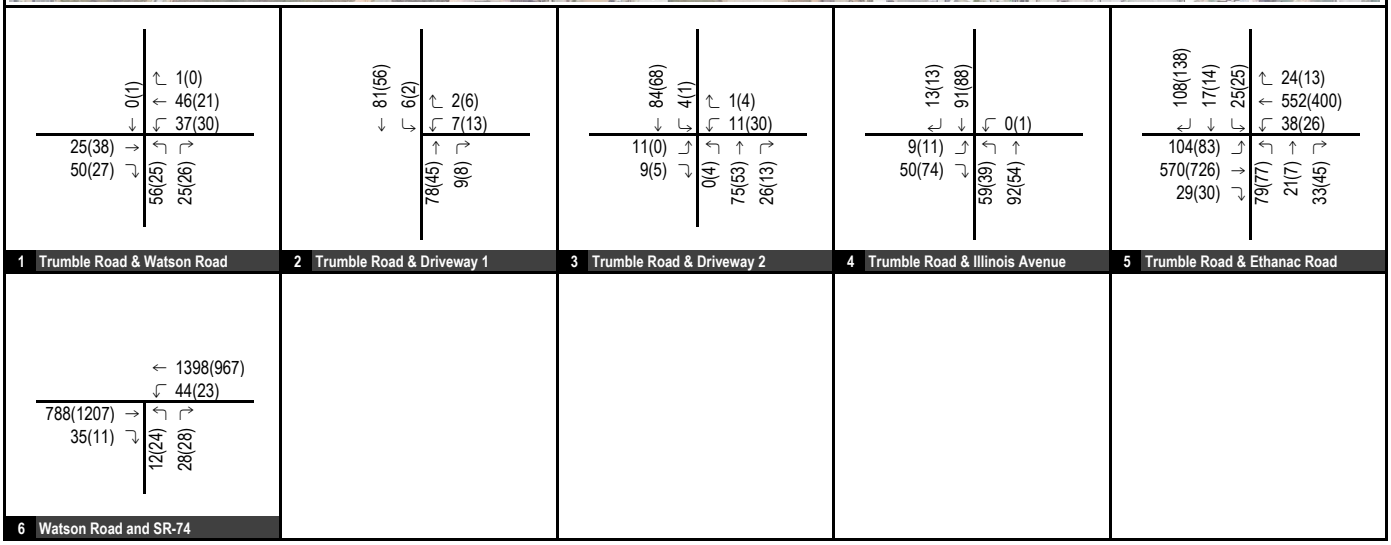
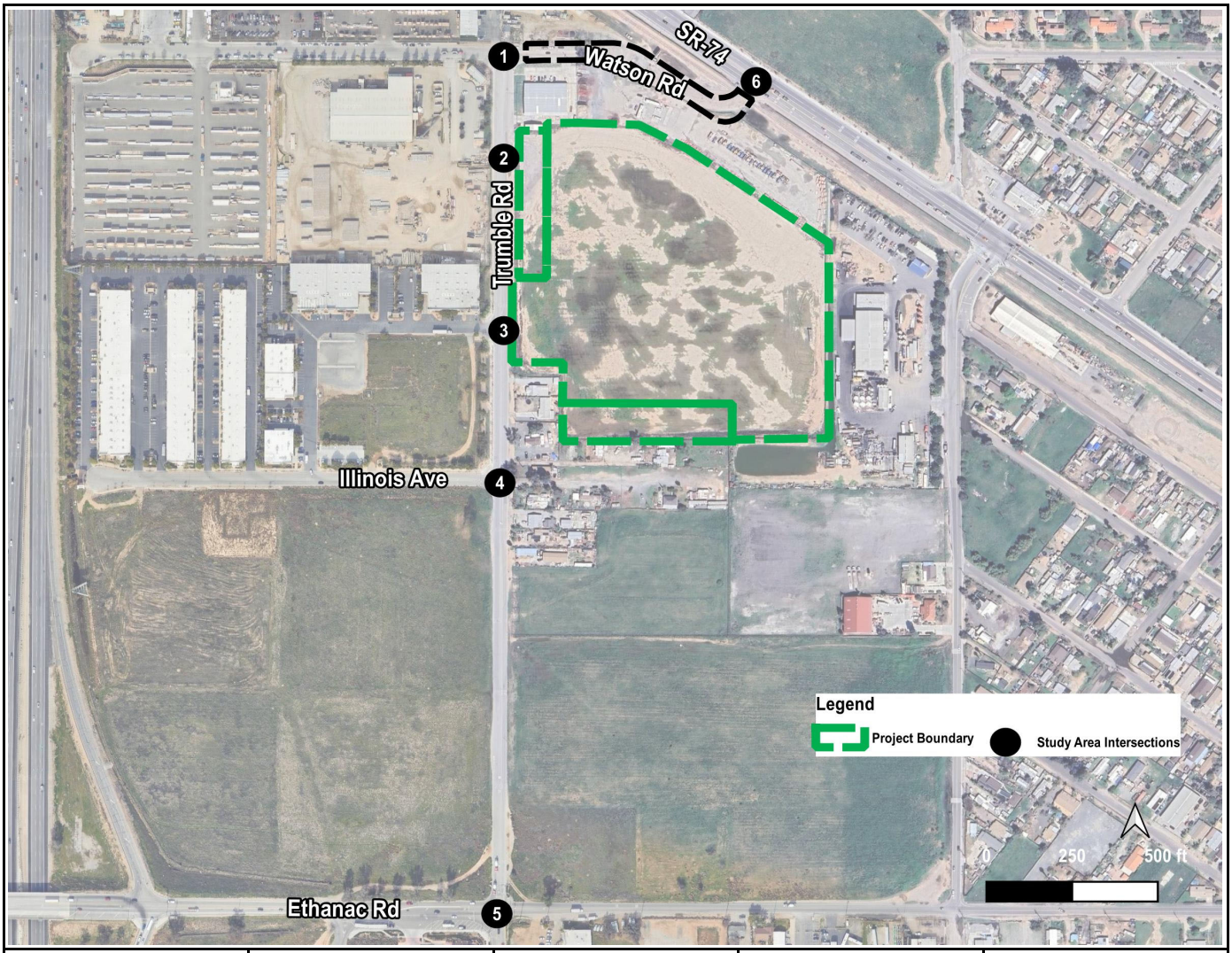


FIGURE 17

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Opening Year With Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...



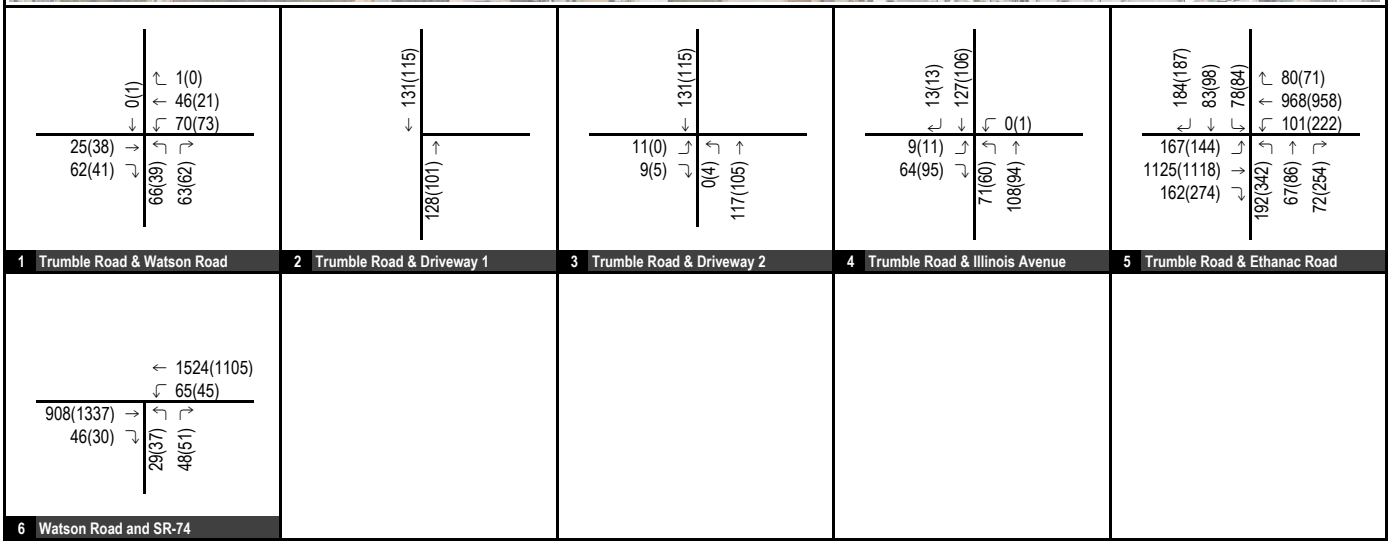


FIGURE 18

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Opening Year Cumulative Without Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...

Table H: Opening Year Cumulative Levels of Service

Intersection	LOS Std.	Control	OY Cumulative Without Project				OY Cumulative With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Trumble Road & Watson Road	D	TWSC	10.4	B	10.89	B	10.5	B	11	B
2 . Trumble Road & Driveway 1	D	TWSC	Does Not Exist		Does Not Exist		9.85	A	9.6	A
3 . Trumble Road & Driveway 2	D	TWSC	9.5	A	8.9	A	9.9	A	9.9	A
4 . Trumble Road & Illinois Avenue	D	TWSC	9.46	A	10.7	B	11	B	11.1	B
5 Trumble Road & Ethanac Road	D	Signal	>100	F *	>100	F *	>100	F *	>100	F *
6 Watson Road and SR-74	D	TWSC	18.9	C	28.7	D	19.6	C	32.5	D

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

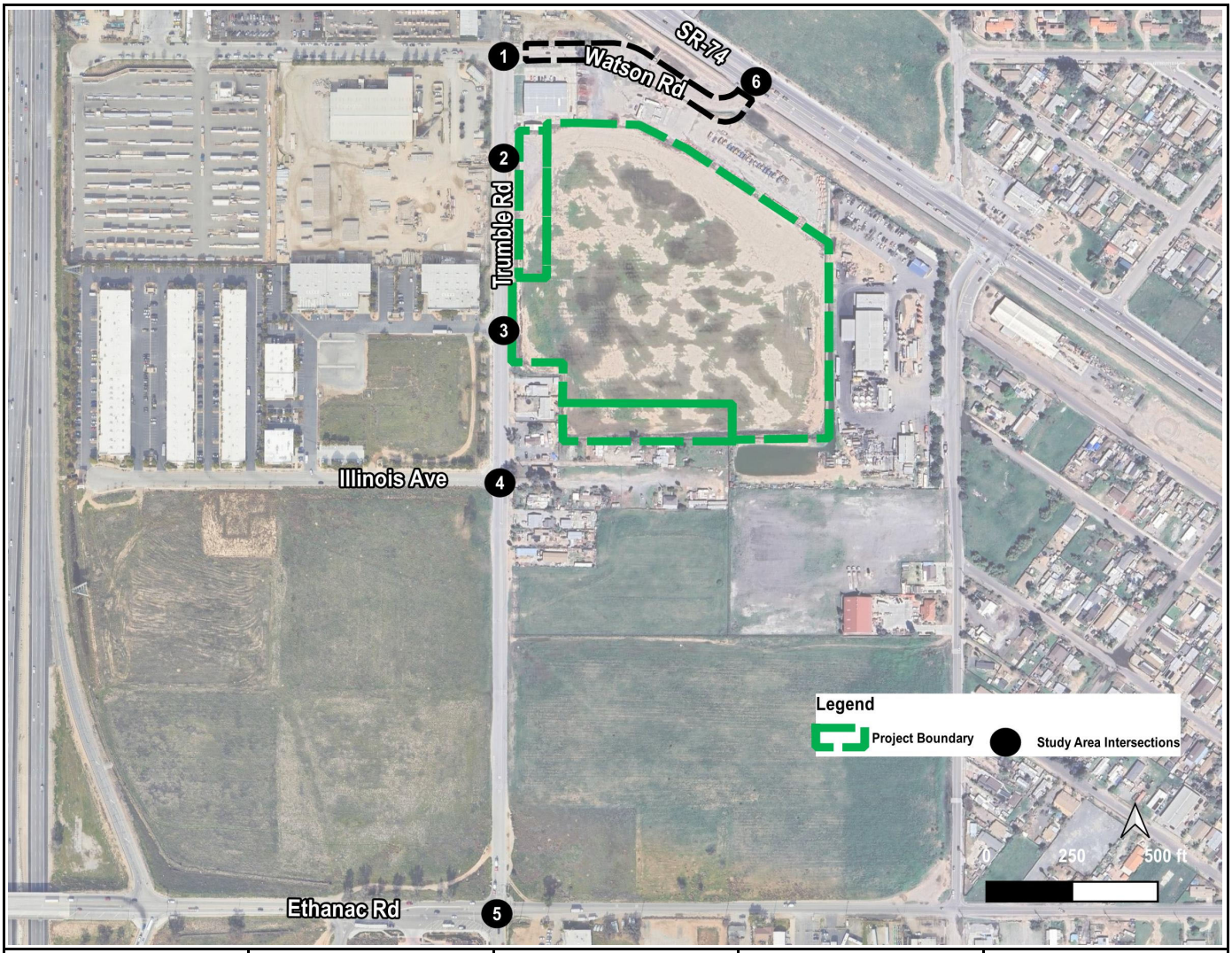
translutions
the transportation solutions company...

Table I: Opening Year Cumulative Roadway Segment Levels of Service

Roadway Segment	LOS Standard	Classification	Roadway Capacity	Without Project			With Project			V/C Delta
				Daily Volume	V/C	LOS	Daily Volume	LOS	V/C	
1 . Trumble Road from Watson Road to Driveway 1	D	Collector	13,000	3,531	0.272	A	3,623	A	0.279	0.007
2 . Trumble Road from Driveway 1 to Driveway 2	D	Collector	13,000	3,356	0.258	A	3,694	A	0.284	0.026
3 . Trumble Road from Driveway 2 to Illinois Avenue	D	Collector	13,000	3,411	0.262	A	4,183	A	0.322	0.059
4 . Trumble Road from Illinois Avenue to Ethanac Road	D	Collector	13,000	8,735	0.672	B	9,505	C	0.731	0.059

Notes:

LOS = Level of Service, * = Exceeds Level of Service



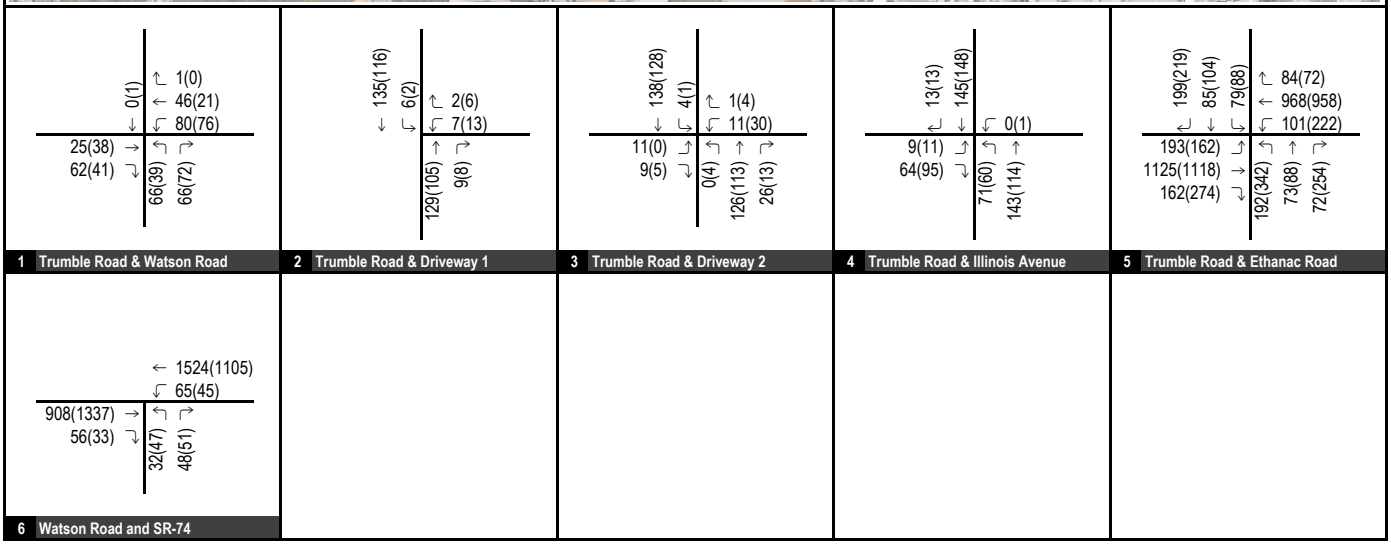


FIGURE 19

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Opening Year Cumulative With Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...

- Trumble Road and Ethanac Road (a.m. and p.m. peak hours). This intersection also operates at an unsatisfactory level of service under opening year cumulative no project conditions. This intersection is shared by the Cities of Menifee and Perris. According to the City of Perris' Guidelines "A cumulative impact is considered an indirect traffic impact when a study intersection is forecast to operate at an unacceptable Level of Service with the addition of cumulative/background traffic and the project contributes 50 or more a.m. or p.m. peak hour project trips and causes the intersection delay to increase by 2 seconds or more." Since the trips added by the project at this intersection are more than 50 during both a.m. and p.m. peak hours and the delay added by the project is more than 2 seconds, the impact at this intersection is considered to be an indirect impact.

The opening year cumulative with project levels of service for the study area roadway segments are summarized in Table I. As shown in Table I, all study area roadway segments are forecast to operate at satisfactory level of service.

10.0 HORIZON YEAR (2050) CONDITIONS

This section discusses horizon year cumulative transportation conditions in the study area. For the horizon year cumulative conditions, transit service and pedestrian facilities are anticipated to remain the same as under existing conditions.

As stated earlier, based on the City's guidelines and the trip generation of the project, a horizon year analysis would not be required. However, the additional horizon year analysis has been included since the project is located within a Connectivity Analysis Zone as identified in the City of Menifee's General Plan *Roadway Network Exhibit C-3*. The City's Roadway Network identifies four Connectivity analysis Zones that may be subject to review and future consideration by the City of Menifee to recognize that additional evaluation of the roadway alignments, intersection geometrics and traffic control features may be needed.

10.1 Horizon Year Without Project - Levels of Service

An intersection level of service (LOS) analysis was conducted for horizon year conditions to determine current circulation system performance. Horizon year without project traffic volumes at study intersections are shown in Figure 20. The horizon year without project levels of service for the study area intersections are summarized in Table J. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table J, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours with the exception of the following:

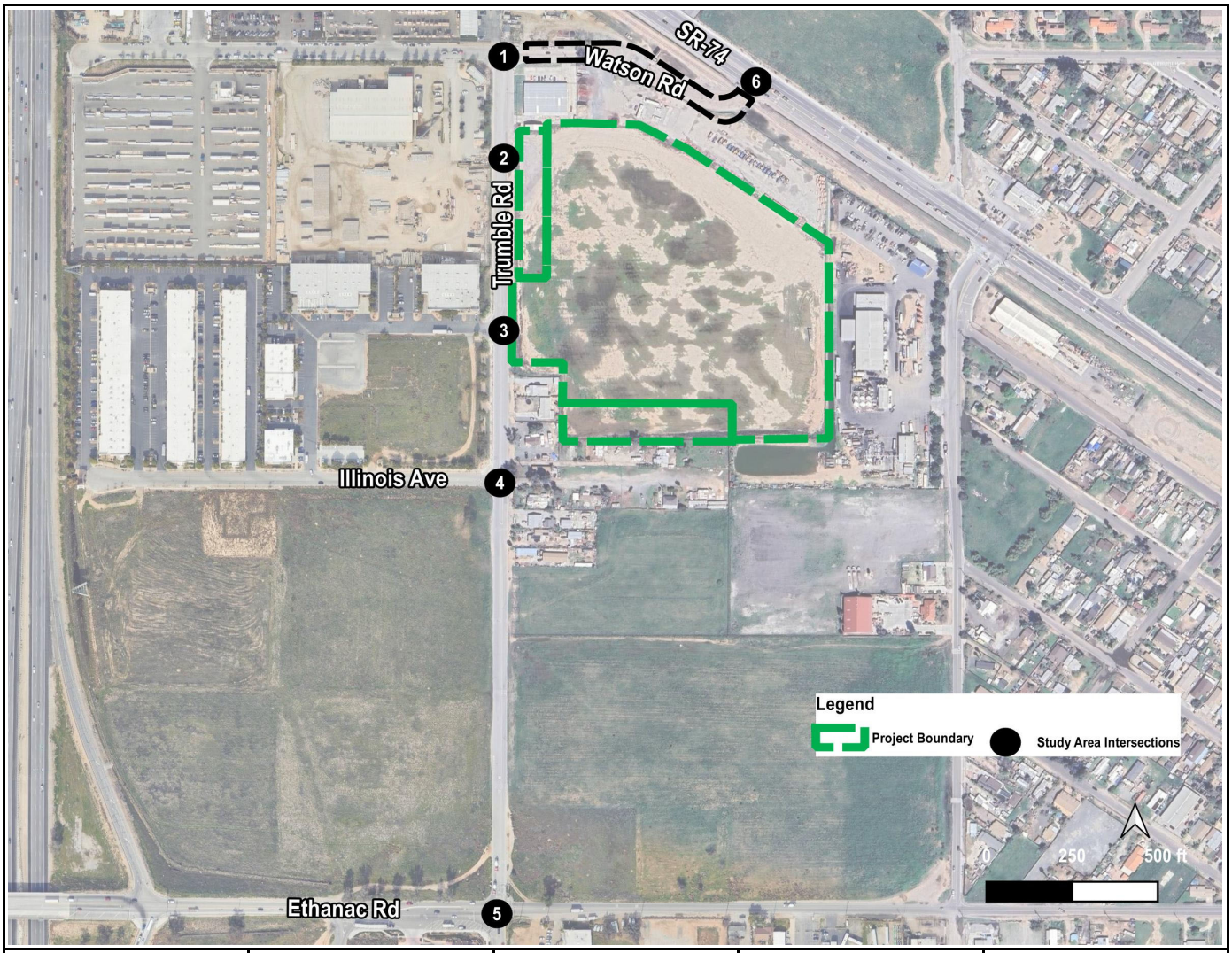
- Trumble Road and Ethanac Road (a.m. and p.m. peak hours).
- Watson Road and SR-74 (a.m. and p.m. peak hours).

The horizon year without project levels of service for the study area roadway segment is summarized on Table K. As shown in Table K, all study area roadway segments are forecast to operate at satisfactory level of service.

10.2 Horizon Year With Project - Levels of Service

An intersection level of service (LOS) analysis was conducted for horizon year with project conditions to determine current circulation system performance. Horizon year with project traffic volumes at study intersections are shown in Figure 21. The horizon year cumulative with project levels of service for the study area intersections are summarized in Table J. Detailed Level of Service (LOS) calculation worksheets are included in Appendix F. As shown in Table J, all study area intersections are forecast to operate at a satisfactory level of service during both a.m. and p.m. peak hours with the exception of the following:

- Trumble Road and Ethanac Road (a.m. and p.m. peak hours). This intersection also operates at an unsatisfactory level of service under horizon year no project conditions. This intersection is shared by the Cities of Menifee and Perris. According to the City of Perris' Guidelines "A cumulative impact is considered an indirect traffic impact when a study intersection is forecast to operate at an unacceptable Level of Service with the



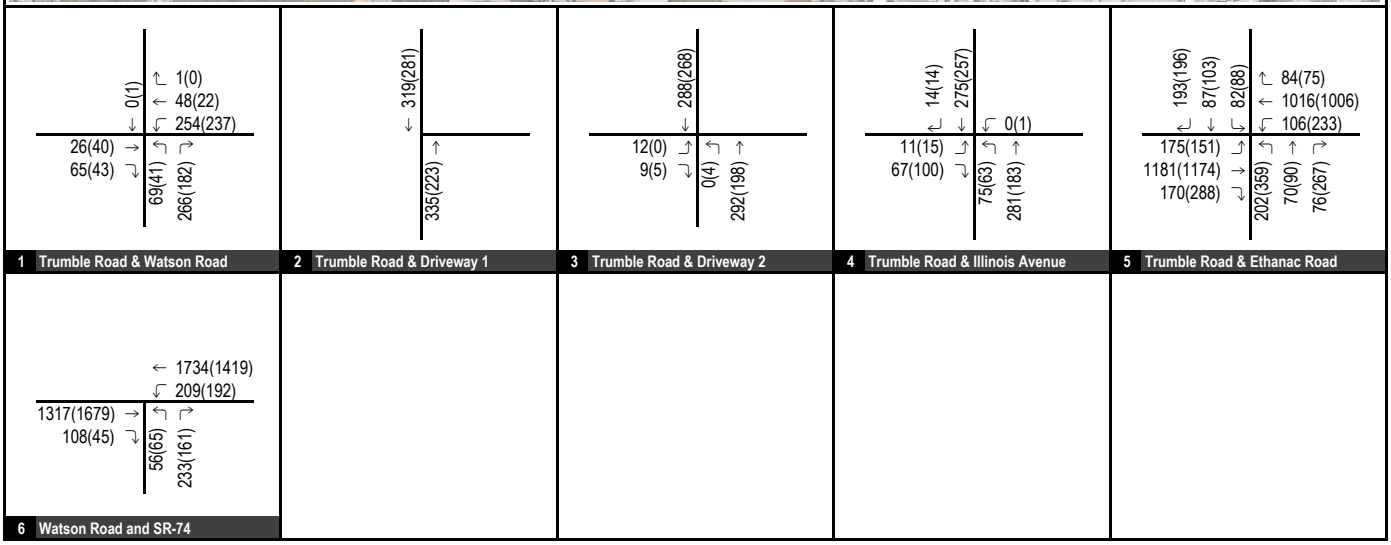


FIGURE 20

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Horizon Year Without Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...

Table J: Horizon Year Levels of Service

Intersection	LOS Std.	Control	Horizon Year Without Project				Horizon Year With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Trumble Road & Watson Road	D	TWSC	14.9	B	15.6	C	15.2	C	15.7	C
2 . Trumble Road & Driveway 1	D	TWSC	Does Not Exist		Does Not Exist		11.8	B	10.9	B
3 . Trumble Road & Driveway 2	D	TWSC	10.9	B	9.8	A	11.6	B	11.1	B
4 . Trumble Road & Illinois Avenue	D	TWSC	12.7	B	11.7	B	10.5	B	12.9	B
5 Trumble Road & Ethanac Road	D	Signal	>100	F *	>100	F *	>100	F *	>100	F *
6 Watson Road and SR-74	D	TWSC	>100	F *	>100	F *	>100	F *	>100	F *

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

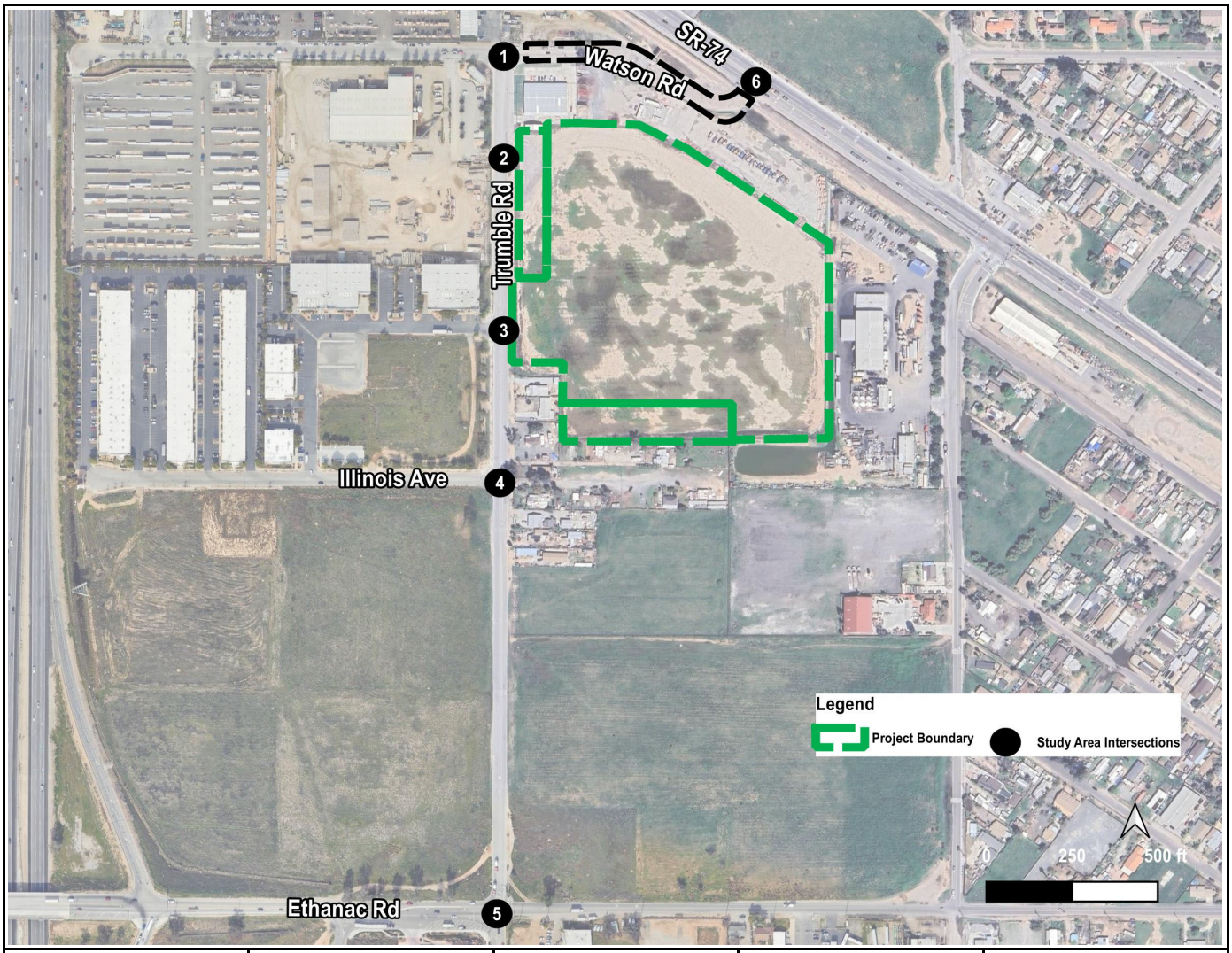
translutions
the transportation solutions company...

Table K: Horizon Year Roadway Segment Levels of Service

Roadway Segment	LOS Standard	Classification	Roadway Capacity	Without Project			With Project			V/C Delta
				Daily Volume	V/C	LOS	Daily Volume	LOS	V/C	
1 . Trumble Road from Watson Road to Driveway 1	D	Collector	13,000	5,145	0.396	A	5,237	A	0.403	0.007
2 . Trumble Road from Driveway 1 to Driveway 2	D	Collector	13,000	5,021	0.386	A	5,359	A	0.412	0.026
3 . Trumble Road from Driveway 2 to Illinois Avenue	D	Collector	13,000	5,069	0.390	A	5,841	A	0.449	0.059
4 . Trumble Road from Illinois Avenue to Ethanac Road	D	Collector	13,000	9,172	0.706	C	9,942	C	0.765	0.059

Notes:

LOS = Level of Service, * = Exceeds Level of Service



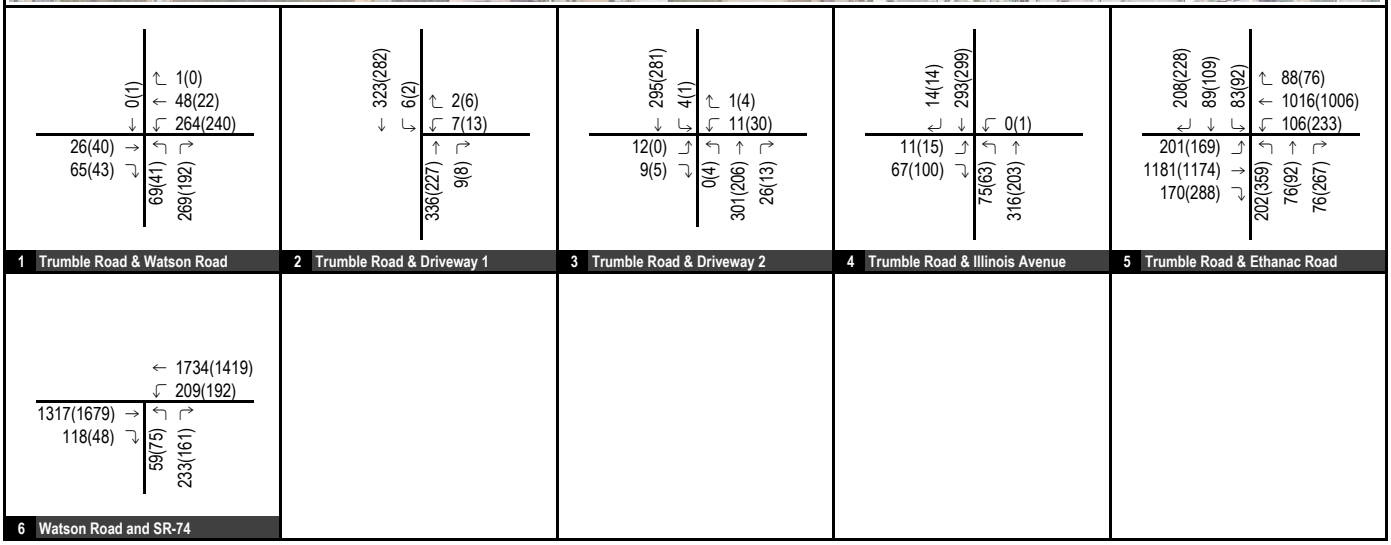


FIGURE 21

XX(YY) AM(PM) Trips

Trumble Road and Watson Road Warehouse
Horizon Year With Project Peak Hour Traffic Volumes

translutions
the transportation solutions company...

addition of cumulative/background traffic and the project contributes 50 or more a.m. or p.m. peak hour project trips and causes the intersection delay to increase by 2 seconds or more." Since the trips added by the project at this intersection are more than 50 during both a.m. and p.m. peak hours and the delay added by the project is more than 2 seconds, the impact at this intersection is considered to be an indirect impact. The project's fair share is 2.71%.

- Watson Road and SR-74 (a.m. and p.m. peak hours). This intersection also operates at an unsatisfactory level of service under horizon year no project conditions. According to the City of Menifee's Guidelines "If the pre-Project condition is LOS E or F, and the Project adds 50 or more peak hour trips to the intersection or roadway segment, the impact would be considered a "cumulative" project impact in which the project would be required to contribute a fair share payment toward reducing the impact." Since the trips added by the project at this intersection are less than 50 during both a.m. and p.m. peak hours, the impact at this intersection is not considered to be a cumulative impact.

The horizon year with project levels of service for the study area roadway segment is summarized on Table K. As shown in Table I, all study area roadway segments are forecast to operate at satisfactory level of service.

11.0 CIRCULATION IMPROVEMENTS

The City guidelines require that circulation improvements be recommended at any intersection which operates at an unsatisfactory level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

11.1 Opening Year Cumulative Conditions Circulation Improvements

Under opening year cumulative conditions, the following modifications to intersection configuration are recommended as mitigation measure and are as follows:

- Intersection 5: Trumble Road and Ethanac Road - Add one eastbound through lane, one westbound through lane, one dedicated westbound right turn lane, one northbound left turn lane, one dedicated northbound right turn lane, and one dedicated southbound right turn lane. As stated earlier, since the trips added by the project at this intersection are more than 50 during the peak hours and the delay added by the project is more than 2 seconds, the impact at this intersection is considered to be an indirect impact. The project's fair share is 2.71%.

Figure 22 shows the lane geometries and stop control for study intersections with recommended improvements for the opening year cumulative conditions. Table L shows the resulting levels of service for the opening year cumulative conditions with the recommended circulation Improvements.

11.2 Horizon Year Conditions Circulation Improvements

Under horizon year conditions, the following modifications to intersection configuration are recommended as mitigation measure and are as follows:

- Intersection 5: Trumble Road and Ethanac Road – Add one eastbound through lane, one westbound through lane, one dedicated westbound right turn lane, one northbound left turn lane, one dedicated northbound right turn lane, and one dedicated southbound right turn lane. As stated earlier, since the trips added by the project at this intersection are more than 50 during the peak hours and the delay added by the project is more than 2 seconds, the impact at this intersection is considered to be an indirect impact. The project's fair share is 2.71%.
- Intersection 6: Watson Road and Highway 74 – Add a traffic signal. Since the trips added by the project at this intersection are less than 50 during both a.m. and p.m. peak hours, the impact at this intersection is not considered to be a cumulative impact. The project's fair share is 0.93%.

Figure 23 shows the lane geometries and stop control for study intersections with recommended improvements for the horizon year conditions. Table M shows the resulting levels of service for the horizon year conditions with the recommended circulation Improvements.



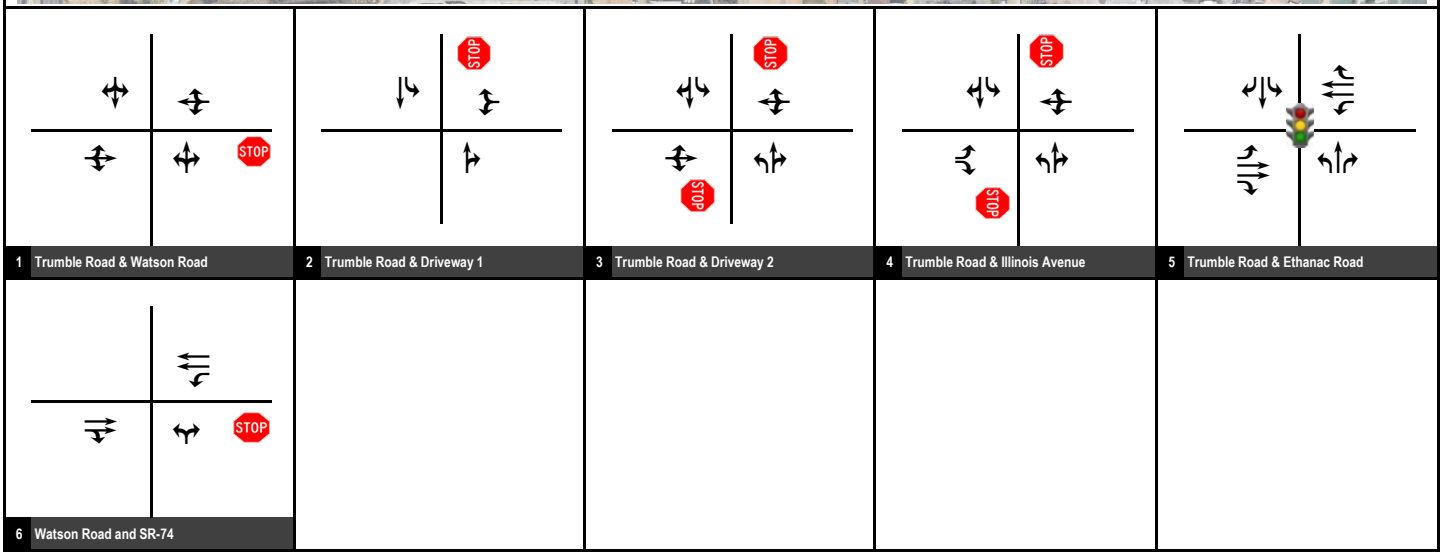


FIGURE 22

Legend

Signal
Stop Sign
RT Overlap
Defacto right turn

Trumble Road and Watson Road Warehouse
Recommended Circulation Improvements - Opening Year Cumulative Conditions

translutions
the transportation solutions company...

Table L: Opening Year Cumulative With Circulation Improvements Levels of Service

Intersection	LOS Std.	Control	Without Circulation Improvements				With Circulation Improvements			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5 . Trumble Road & Ethanac Road	D	Signal	>100	F *	>100	F *	38.9	D	40.8	D

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

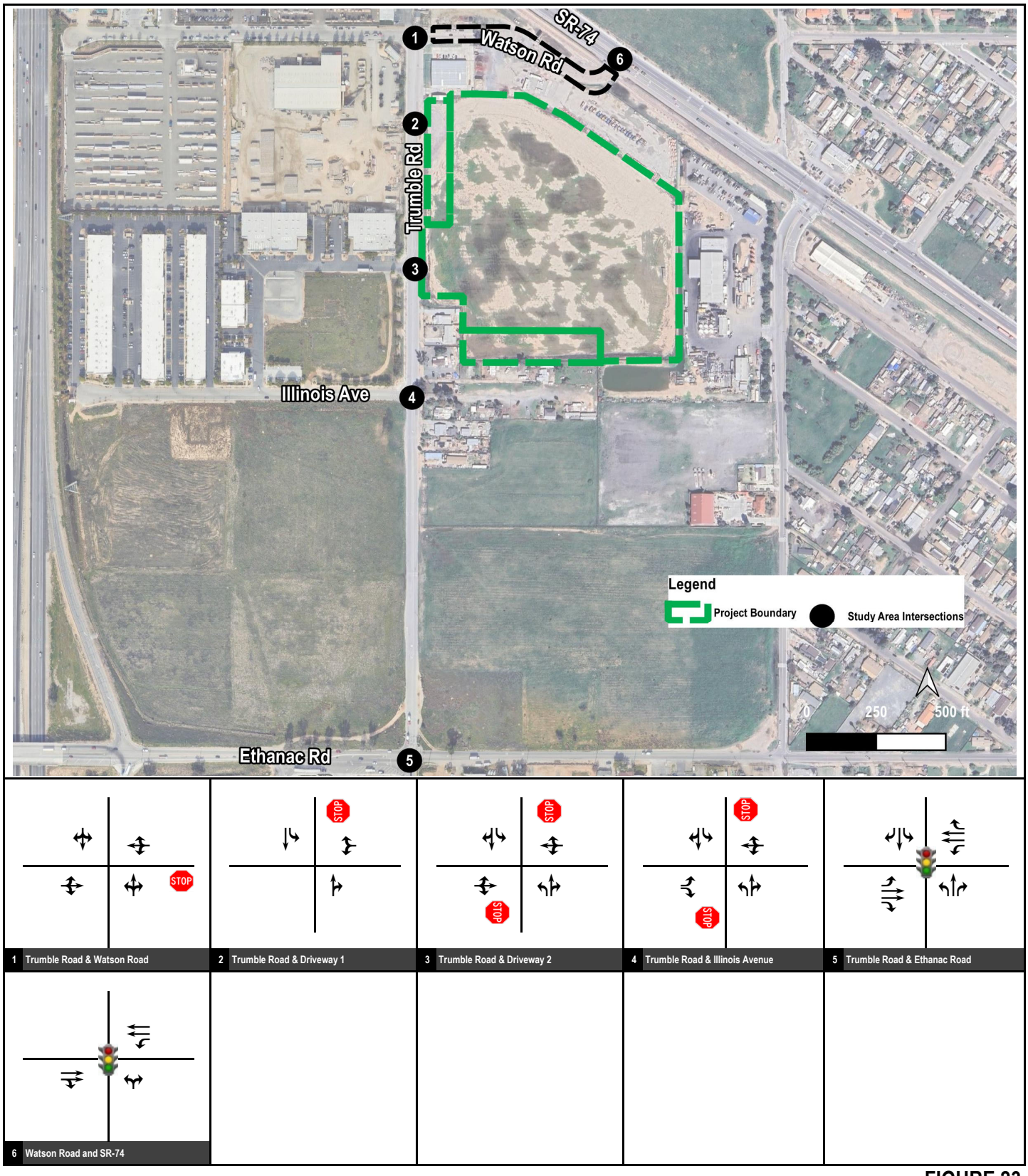


FIGURE 23

Legend

Signal
Stop Sign
RT Overlap
Defacto right turn

Trumble Road and Watson Road Warehouse
Recommended Circulation Improvements - Horizon Year Conditions

translutions
the transportation solutions company...

Table M: Horizon Year With Circualtion Improvemetns Levels of Service

Intersection	LOS Std.	Without Circulation Improvements					With Circulation Improvements				
			AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
		Control	Delay	LOS	Delay	LOS	Control	Delay	LOS	Delay	LOS
5 . Trumble Road & Ethanac Road	D	Signal	>100	F *	>100	F *	Signal	28.1	C	51.5	D
6 . Watson Road and SR-74	D	TWSC	>100	F *	>100	F *	Signal	23	C	22.2	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

12.0 ACCESS ANALYSIS

An access analysis for both driveways were conducted considering factors like truck size, truck turning radius, driveway width and driveway spacing.

12.1 Turning Radii

Truck turning templates for both project driveways are shown in Figure 24 and Figure 25. The templates are based on California Legal Heavy-Duty Truck (Kenworth W900 series) used for long haul and heavy-haul trips. As seen on the figures, trucks can make turns without encroaching onto the oncoming traffic lanes.

As stated earlier, the project will realign the intersection of Watson Road and SR 74. Figure 26 shows the turning truck turning templates at this location. As seen on Figure 26, trucks can make turns safely without encroaching onto the oncoming traffic lanes.

12.2 Driveway Width

Riverside County Standard Plans (Standard Plan No. 207 A- Commercial Drive Approach) requires a minimum width of 24 feet and a maximum width of 40 feet for commercial driveways. Both project access driveways are 40 feet wide and are therefore consistent with the Riverside County Standard Plan requirements.

12.3 Driveway Spacing

Both project access driveways have a spacing of 500 feet in between them. Riverside County Standard Plans (Standard Plan No. 114 Roadway Design Requirements) recommends an intersection interval of 200 feet for intersections along Collector Streets. As mentioned earlier, Trumble Road is a Collector Street and both project access driveways are located along Trumble Road with spacing more than the recommended spacing.

Along Trumble Road the spacing between the proposed study intersections is more than 200 feet with the exception of a private driveway adjacent to and north of Driveway 1. The location of this private driveway is approximately 30 feet north of Driveway 1. It should be noted that the proximity of the driveway will not create a hazardous situation since there is good visibility. In addition, this will not create issues with truck queueing on Trumble Road as all trips to the project are anticipated to travel to and from the south.

13.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 65 trips during the a.m. peak hour, 74 trips during the p.m. peak hour, and 861 daily trips. Access to the project will be provided via two driveways on Trumble Road. Under existing and opening year (2026) conditions, all intersections are forecast to operate at satisfactory levels of service. Under opening year cumulative (2026) conditions, the intersection of Trumble Road/Ethanac Road is forecast to operate at an unsatisfactory level of service under both without and with project conditions. Under horizon year (2050) conditions, the intersections of Trumble Road/Ethanac Road and Watson Road/SR-74 are forecast to operate at an unsatisfactory level of service under both without and with project conditions. With the implementation of the circulation improvements, all intersections are forecast to operate at satisfactory levels of service.

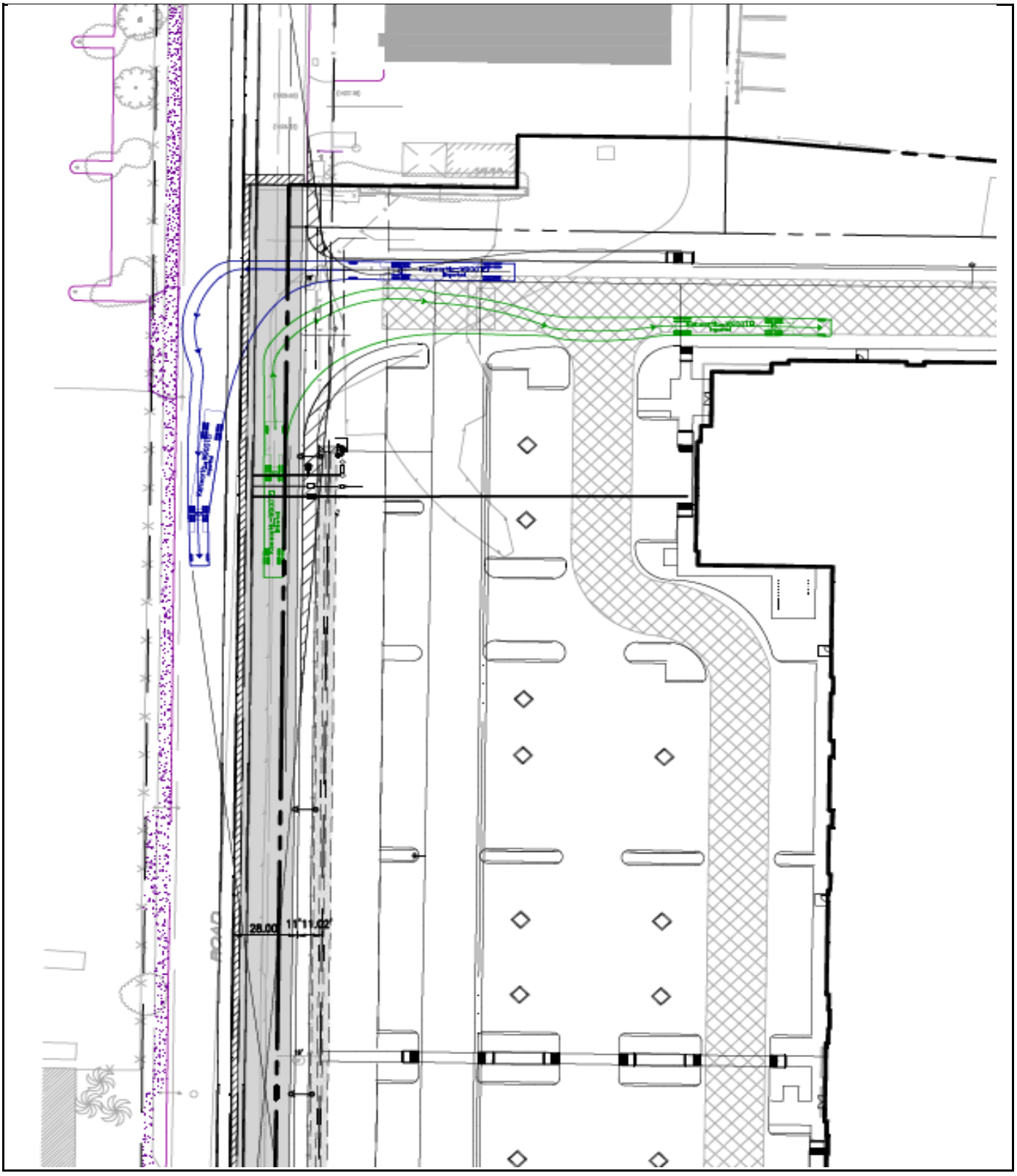


FIGURE 24

Trumble Road and Watson Road Warehouse
Turning Radii - Driveway 1

translutions
the transportation solutions company...

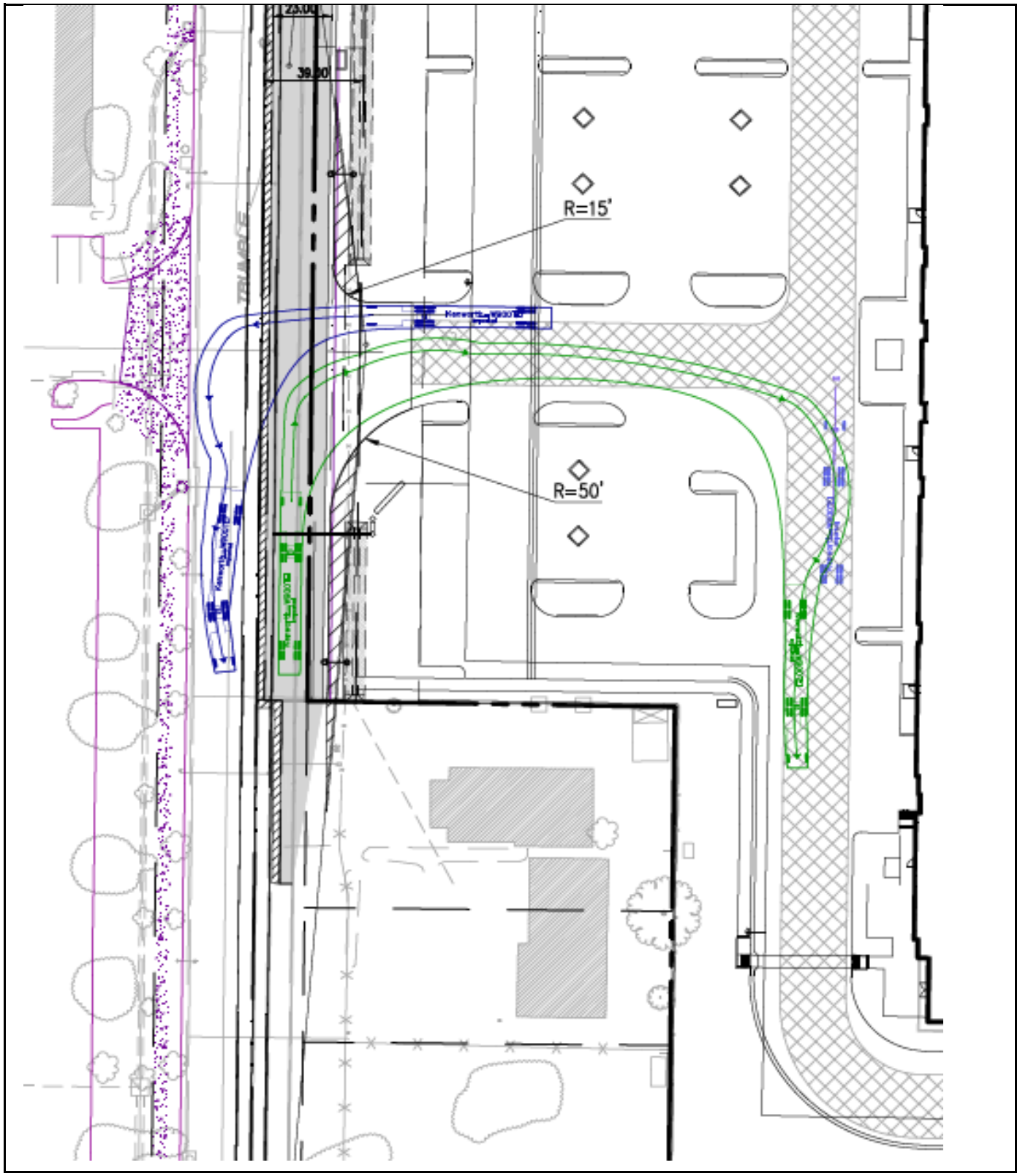


FIGURE 25

Trumble Road and Watson Road Warehouse
Turning Radii - Driveway 2

translutions
the transportation solutions company...

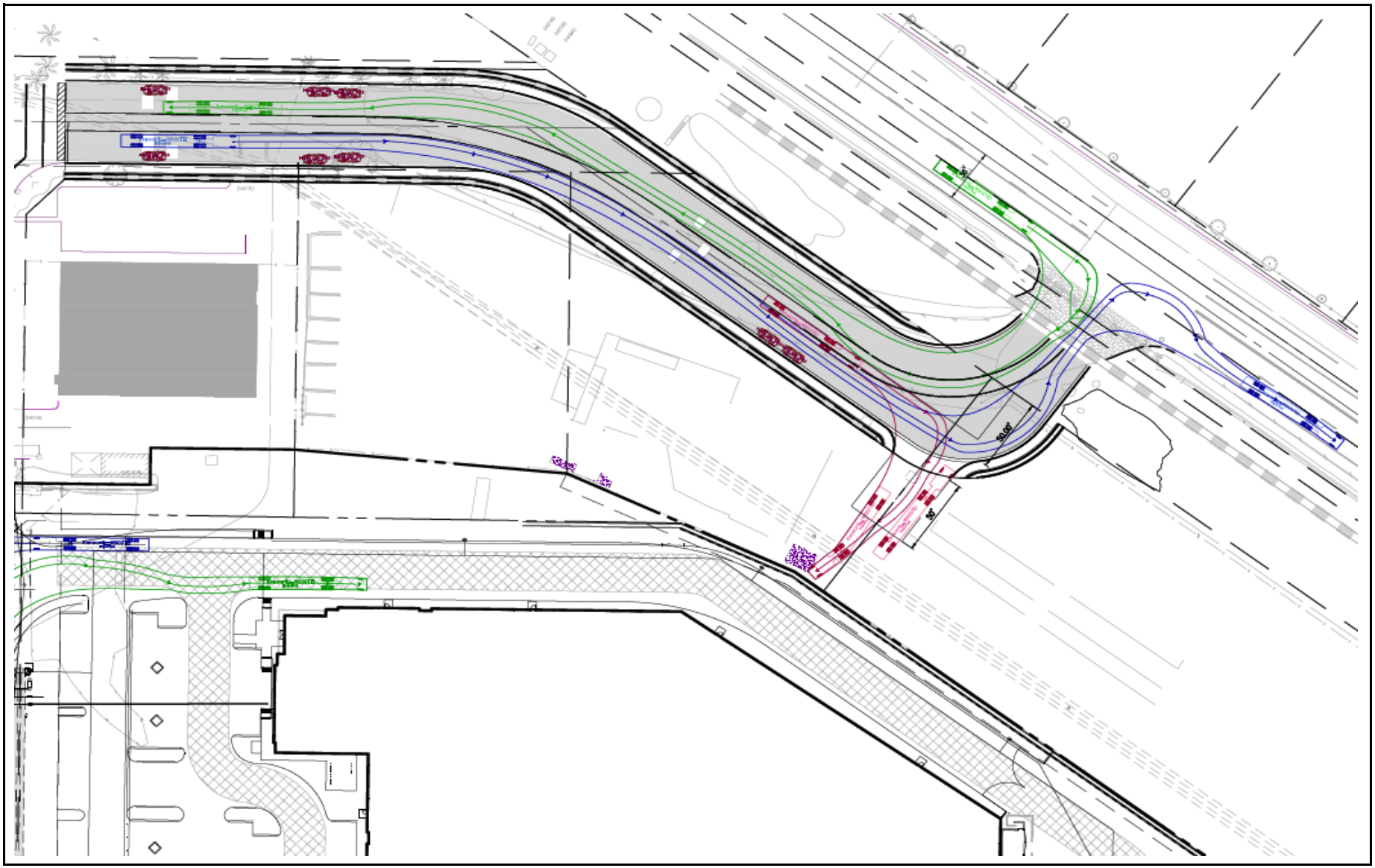


FIGURE 26

Legend

Traffic Signal

Stop Sign

RT Overlap

Defacto right turn

Trumble Road & Watson Road Warehouse

Turning Radii - Watson Road & SR-74

translutions
the transportation solutions company...

APPENDIX A:
Approved Scoping Agreement

Sandipan Bhattacharjee

From: Christopher Heron <cheron@cityofmenifee.us>
Sent: Thursday, January 16, 2025 10:15 AM
To: Sandipan Bhattacharjee
Cc: Ryan Luckert; Russell Brown
Subject: Re: Discuss Watson & Trumble

Good Morning,

No further comments on the Watson and Trumble Scope.

Thank you,

Christopher Heron, EIT | Associate Engineer
Engineering Department
City of Menifee | 29844 Haun Road | Menifee, CA 92586
Direct: (951) 723-3723 | City Hall: (951) 672-6777
cheron@cityofmenifee.us |

MENIFEE
New. Better. Best.

MENIFEE 15TH ANNIVERSARY 2008-2023
CITY OF INNOVATION
Building for the Future

Connect with us on social media:

**Please note that email correspondence with the City of Menifee, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Menifee shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.*

From: Sandipan Bhattacharjee <sandipan@translutions.com>
Sent: Monday, January 13, 2025 12:18 PM
To: Christopher Heron <cheron@cityofmenifee.us>
Cc: Ryan Luckert <rluckert@rinconconsultants.com>
Subject: RE: Discuss Watson & Trumble

[CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Christopher,
I have attached the revised scope in this email.

ATTACHMENT A

SCOPING AGREEMENT FOR TRAFFIC STUDY

This letter acknowledges the City Menifee Engineering Department requirements for the traffic study of the following project. The analysis must follow the latest City Traffic Study Guidelines dated October 2020

Case No. PLN22-0190
Related Cases -
SP No. -
EIR No. -
GPA No. -
CZ No. -
Project Name: Trumble Rd. and Watson Rd. Warehouse
Project Location: SEC Trumble Rd & Watson Rd.
Project Description: 328,205 s.f. Warehouse

	Consultant	Developer
Name:	Translutions	Rincon Consultants
Address:	17632 Irvine Blvd. Suite 200 Tustin CA 92780	250 East 1st St. Suite 1400 Los Angeles, CA 90012
Telephone:	949-656-3131	213-788-4842

A. Trip Generation Source: ITE *Trip Generation Manual,* most recent edition

Existing Land Use	EDC	Proposed Land Use	EDC
Existing Zoning	EDC-NG	Proposed Zoning	EDC-NG
Total Daily Trips	861		

	In	Out	Total
AM Trips	45	20	65
PM Trips	23	51	74

Internal Trip Allowance: Yes ☐ No ☒ (% Trip Discount)

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

(Attach additional sheet if this is a multi-use site with a breakdown of trips generated)

B. Trip Geographic Distribution: N % S % E % W %
(See attached exhibit for detailed assignment)

C. Background Traffic

Project Completion Year: 2026 Annual Ambient Growth Rate: 3 %
Other area projects to be included: -

Please contact the Engineering Department or use the most recently provided data

Model/Forecast methodology if required RIVCOM

D. Horizon Year Analysis: Does this project require a Horizon Year Analysis? [x] Yes [ ] No

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

1. Trumble Rd/Watson Rd.
2. Trumble Rd/Dwy 1
3. Trumble Rd/Dwy 2
4. Trumble Rd/Illinois Ave
5. Trumble Rd/Ethanac Rd
6. Watson Rd/SR-74
7.
8. _____

F. Study Roadway Segments:

1. Trumble Rd-Watson Rd. to Dwy 1
2. Trumble Rd-Dwy 1 to Dwy 2
3. Trumble Rd-Dwy 2 to Illinois Ave
4. Trumble Rd-Illinois Ave to Ethanac Rd
5.
6.
7.
8. _____

G. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or one-mile radius of boundaries? [y] Y [ ]

es

No

If so, name of Jurisdiction: Perris

H. Site Plan (please attach a legible 11'X17' copy)

I. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)

_____

_____

Recommended by:

Robert Aguirre — 1/9/25

Consultant's Representative — Date

1/10/25

Scoping Agreement Submitted on — Date

Scoping Agreement Resubmitted on — Date

Approved Scoping Agreement:

_____

City of Menifee — Date

BACKGROUND

In October 2023, a traffic study was prepared for the project by TJW Engineering, Inc. Since then, an additional analysis is required that addresses the possible Watson Road realignment and improvements at the railroad crossing. The additional analysis is due to the project being located within a Connectivity Analysis Zone as identified in the City of Menifee's General Plan *Roadway Network Exhibit C-3*. The City's Roadway Network identifies four Connectivity analysis Zones that may be subject to review and future consideration by the City of Menifee to recognize that additional evaluation of the roadway alignments, intersection geometrics and traffic control features may be needed. Since the project is located within a Connectivity Analysis Zone, the following scope of work includes a focused evaluation of future traffic conditions with the Watson Road re-alignment and improvements at railroad crossing.

INTRODUCTION

This scope of work proposes to evaluate the potential traffic and circulation impacts associated with the Trumble Road and Watson Road warehouse project. The proposed project site is located at the southeast corner of Trumble Road and Watson Road in the City of Menifee, California. The project includes the construction of a 328,025 square foot warehouse development.

The City of Menifee *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (June 3, 2020)* includes standardized criteria and established thresholds of significance for analyzing transportation impacts for CEQA. The City also maintains the City of Menifee *LOS Traffic Study Guidelines (October 2020) for* LOS policies as part of the General Plan and discretionary review process. Therefore, the analysis will be prepared consistent with the City's guidelines.

PROJECT DESCRIPTION

The project site is located at the southeast corner of Trumble Road and Watson Road in the City of Menifee, California.

Access to the project will be provided via two driveways on Trumble Road. Figure 1 illustrates the site plan and Figure 2 includes the Watson Road re-alignment and improvements.

PROJECT TRIP GENERATION

The project trip generation was developed using rates for Land Use 150 "Warehousing" from the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The passenger vehicle/truck splits are based on percentages from the ITE *Trip Generation*, 11th Edition and the truck splits by axle-type are based on percentages from the Fontana Truck Trip Generation Study (August 2003). The recommended passenger car equivalent (PCE) factors are from Riverside County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled. Table A shows the project trip generation forecast for the project under the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table A, the proposed project is forecast to generate 65 PCE trips in the a.m. peak hour, 74 PCE trips in the p.m. peak hour, and 861 PCE daily trips.

PROJECT TRIP DISTRIBUTION/TRIP ASSIGNMENT

The project trip distribution was developed separately for passenger vehicles and trucks based on the location of local destinations. It should be noted the trucks were not distributed to Watson Road and SR-74 because trucks are restricted on SR-74. The passenger vehicle trip distribution and assignment are shown in Figures 3 and 4. The truck trip distribution and assignment are shown in Figures 5 and 6. The resulting total trip assignment for passenger vehicles and truck PCE are shown in Figure 7.

STUDY AREA

The study area is anticipated to include the following study area intersections and roadway segments:

Intersections

1. Trumble Road & Watson Road.
2. Trumble Road & Driveway 1.
3. Trumble Road & Driveway 2.
4. Trumble Road & Illinois Avenue.
5. Trumble Road & Ethanac Road.
6. Watson Road and SR-74.

Roadway Segments

1. Trumble Road from Watson Road to Driveway 1.
2. Trumble Road from Driveway 1 to Driveway 2.
3. Trumble Road from Driveway 2 to Illinois Avenue.
4. Trumble Road from Illinois Avenue to Ethanac Road.

The study area intersections and roadway segments are shown in Figure 8.

The weekday peak hours to be analyzed are from 7:00 a.m. to 9:00 a.m. in the morning and 4:00 p.m. to 6:00 p.m. in the evening. The analysis of traffic operations and LOS during the a.m. and p.m. peak hours will be provided for the following analysis years:

- Existing Without Project Conditions.
- Existing With Project Conditions.
- Opening Year (2026) Cumulative Without Project Conditions.
- Opening Year (2026) Cumulative With Project Conditions.
- Horizon Year without Project Conditions.
- Horizon Year with Project Conditions.

EXISTING WITHOUT PROJECT TRAFFIC VOLUMES

Traffic counts will be collected at the proposed study area intersections on a weekday (Tuesday, Wednesday, Thursday) during the school year between 7-9 a.m. and 4-6 p.m.

FUTURE TRAFFIC VOLUMES

The opening year without project traffic volumes will be developed by applying a 3% annual ambient growth rate to the existing traffic volumes and adding approved and pending project trips. The horizon year without project volumes will be developed by using forecast volumes obtained from the RivCOM and will be post-processed using methodologies consistent with National Cooperative Highway Research Program Report 255 (NCHRP-255).

INTERSECTION ANALYSIS METHODOLOGY

Traffic volumes for forecast year conditions will be used to calculate levels of service at the study intersections using the HCM 7th Edition Methodology using Synchro software.

SPECIAL ISSUES

The following Special Issues will be included in the traffic impact analysis and are based on discussion with the City staff:

- Inbound/outbound truck turning templates at all project driveways serving trucks will be included in several graphics.
- The proposed driveway spacing will be compared to the Riverside County Standard Plans (Standard Plan No. 114).

VMT SCREENING ANALYSIS

A VMT screening analysis will be conducted based on the city guidelines. It is anticipated that the project will screen out from a detailed VMT analysis based on the Low VMT area criteria. A VMT screening memo discussing the various screening criteria and methodology will be submitted to the city.

Attachments:

Figure 1 – Site Plan

Figure 2 – Watson Road Re-Alignment

Figure 3 – Project Trip Distribution – Passenger Vehicles

Figure 4 – Project Trip Assignment - Passenger Vehicles

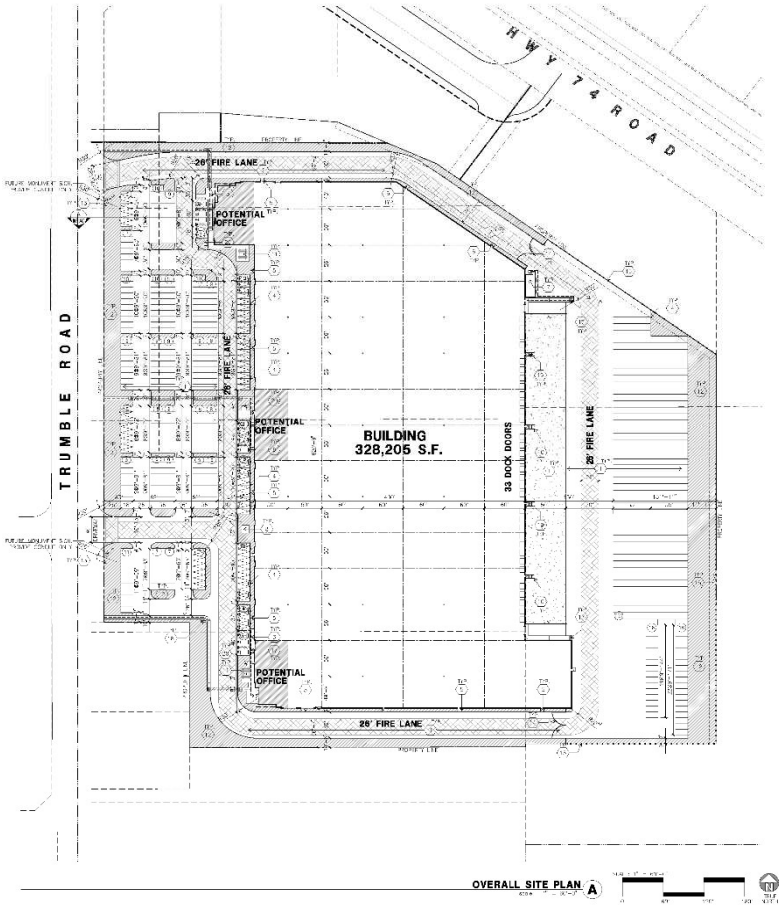
Figure 5 – Project Trip Distribution – Trucks

Figure 6 – Project Trip Assignment – Trucks

Figure 7 – Total Project Trip Assignment

Figure 8 – Study Area Intersections and Roadway Segments

Table A – Project Trip Generation



PROJECT INFORMATION

VICINITY MAP



TABULATION

Area	
In s.f.	749,812 s.f.
In acres	17.180 ac
BUILDING AREA	
Office	15,000 s.f.
Warehouse	313,205 s.f.
TOTAL	328,205 s.f.
COVERAGE	43.8%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	50 stalls
Whse: 1/1000 s.f. (first 100k s.f.)	100 stalls
Whse: 1/1500 s.f. (100k-500k s.f.)	143 stalls
TOTAL	293 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	257 stalls
Accessible (9' x 18')	6 stalls
Van Accessible (12' x 18')	2 stalls
EVCS (9' x 18')	13 stalls
EVCS ADA (9' x 18')	1 stalls
EVCS Van ADA (12' x 18')	1 stalls
EVCS Future Accessibility (10' x 18')	2 stalls
EV Capable (9' x 18')	51 stalls
Total	333 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	92 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Economic Development Corridor - Northern Gateway (EDC-NG)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 100'	
MAXIMUM FLOOR AREA RATIO	
FAR - 1.0	
ACTUAL FLOOR AREA RATIO	
FAR - 0.44	
LANDSCAPE REQUIREMENT	
Percentage - 10%	
LANDSCAPE PROVIDED	
Percentage - 11.4%	
SETBACKS	
From: - 25'	
Street side - 15'	
Rear - 10'	
STATEMENT OF OPERATION	
Speculative Development - Occupancy / Operations TBD (Potential Uses: General w arehouse, distribution centers and storage; Manufactur ng, Light or Medium-Intensity.)	

SITE PLAN KEYNOTES

SITE PLAN GENERAL NOTES

SITE LEGEND

OFFICIAL USE ONLY

Figure 1

Trumble Road and Watson Road Warehouse
Site Plan

translutions
the transportation solutions company...

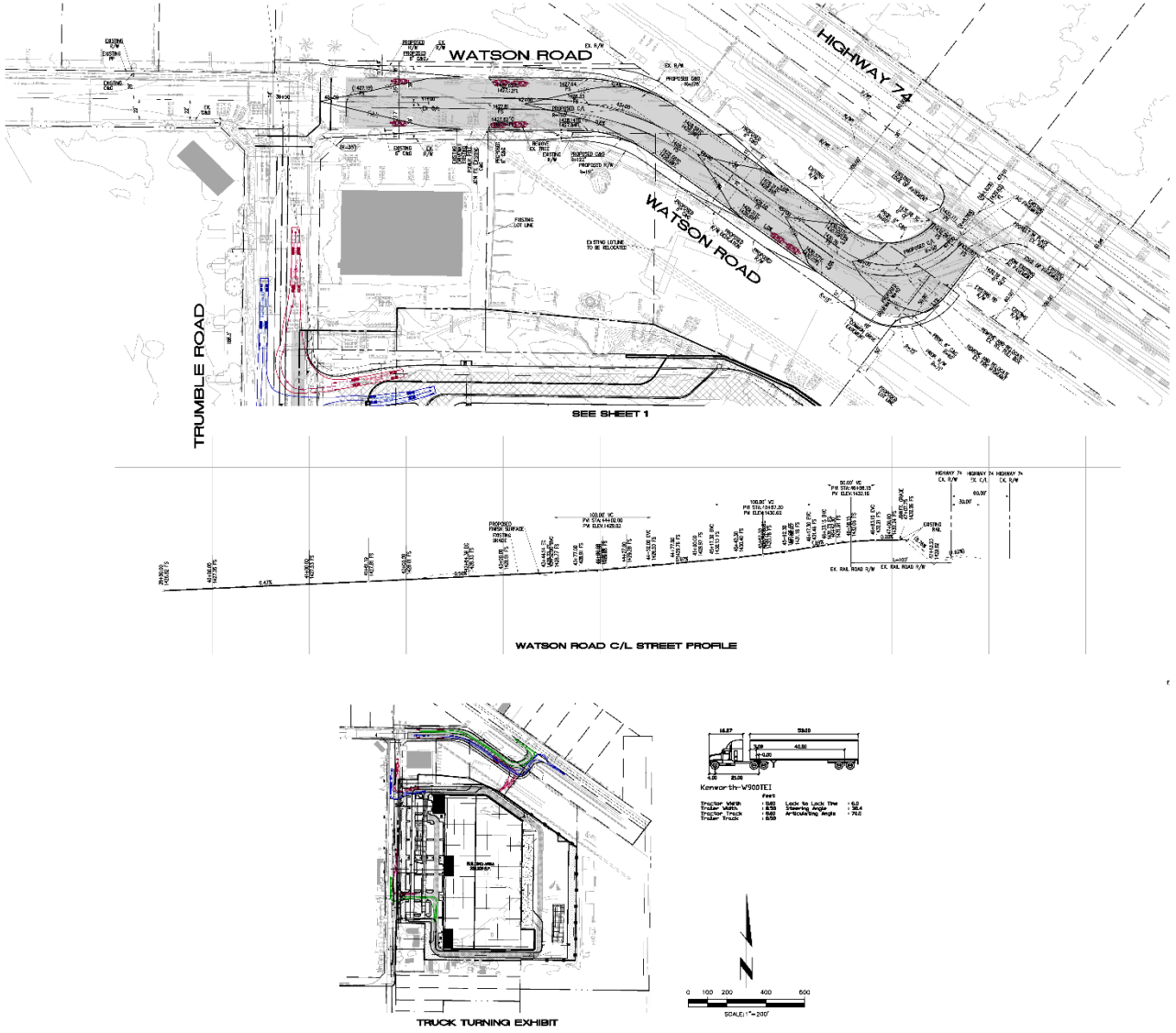


Figure 2

Trumble Road and Watson Road Warehouse
Watson Road Re-Alignment

translutions
the transportation solutions company...



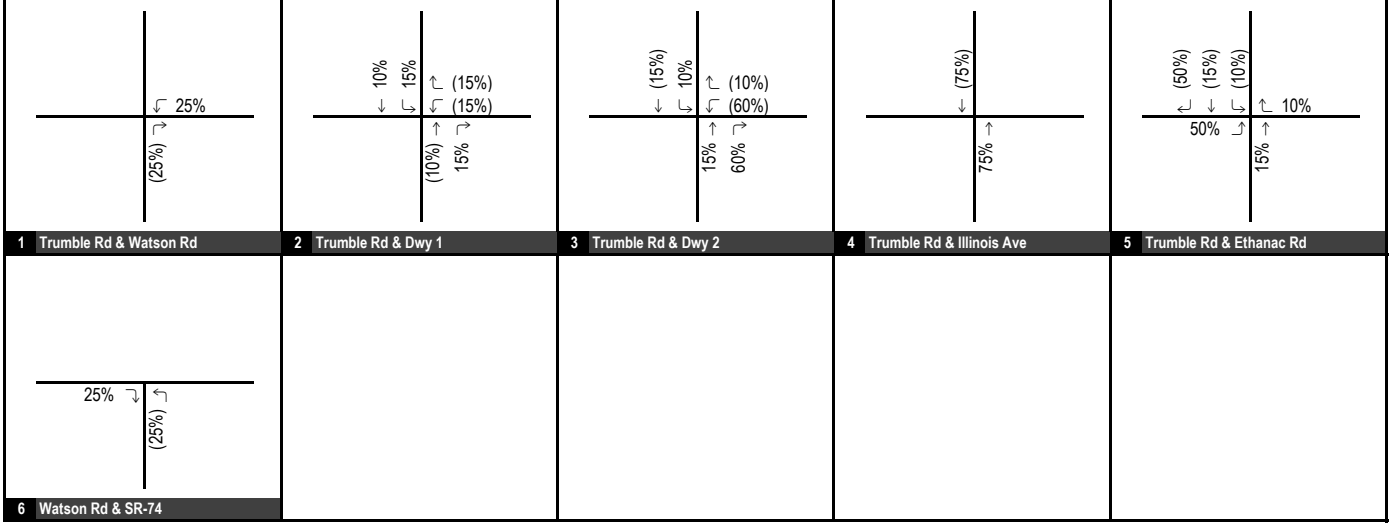


FIGURE 3

XX%(YY%) Inbound%(Outbound%) Distribution

Trumble Road and Watson Road Warehouse
Project Trip Distribution - Passenger Vehicles

translutions
the transportation solutions company...



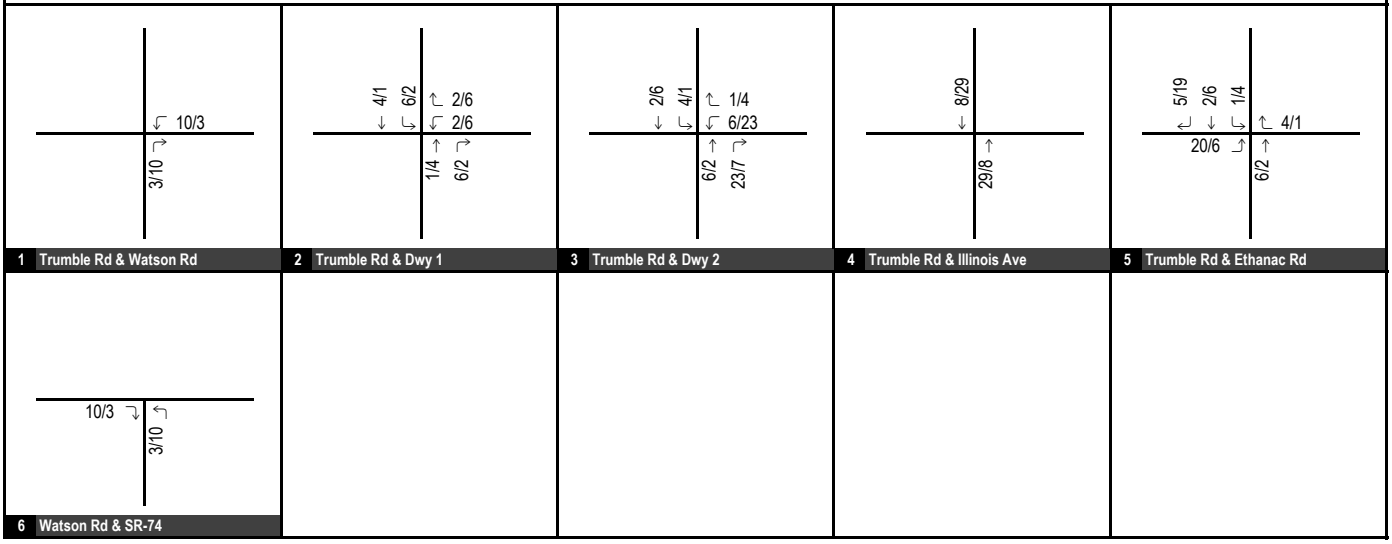


FIGURE 4

XX/YY AM/PM Peak Hour Project Trips

Trumble Road and Watson Road Warehouse
Project Trip Assignment - Passenger Vehicles

translutions
the transportation solutions company...



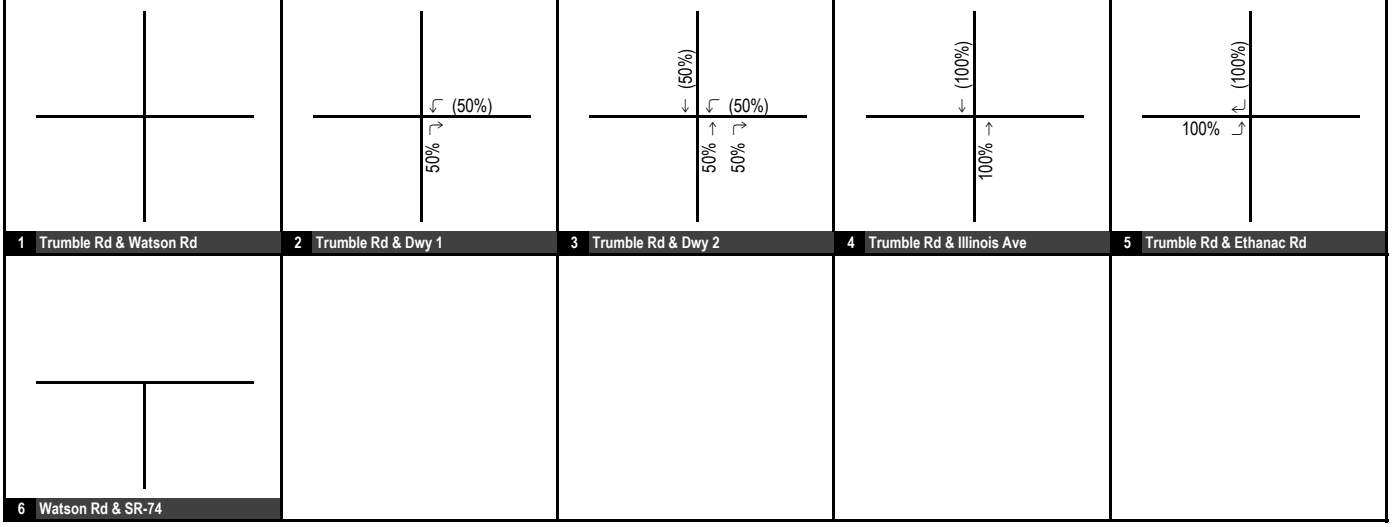


FIGURE 5

XX%(YY%) Inbound%(Outbound%) Distribution

Trumble Road and Watson Road Warehouse
Project Trip Distribution - Trucks

translutions
the transportation solutions company...



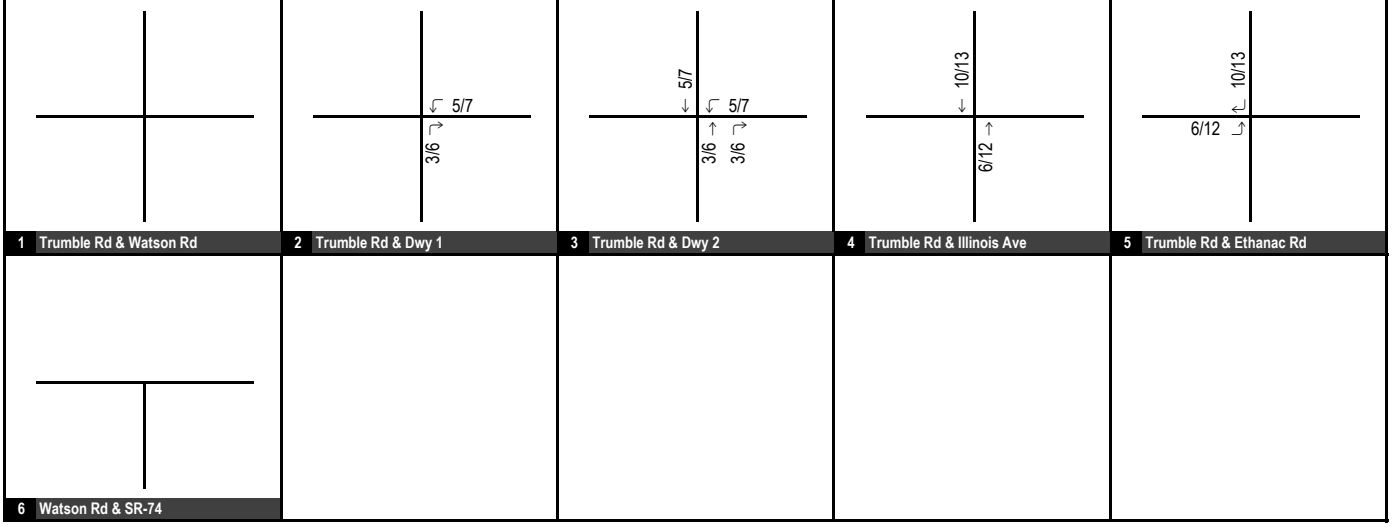


FIGURE 6

XX/YY AM/PM Peak Hour Project Trips

Trumble Road and Watson Road Warehouse
Project Trip Assignment - Trucks

translutions
the transportation solutions company...



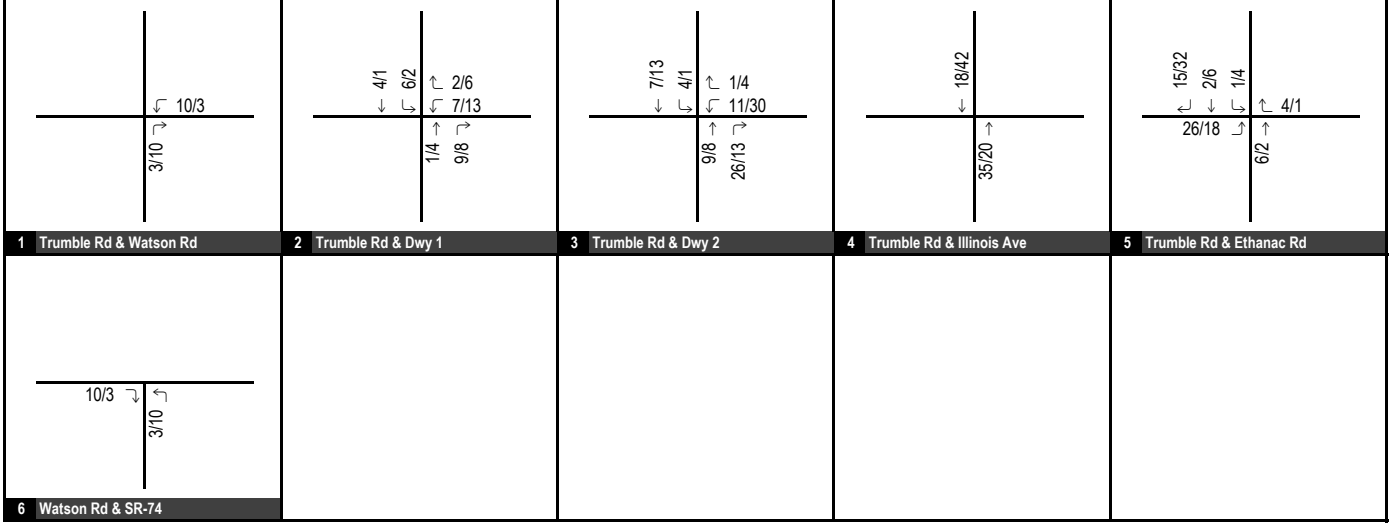
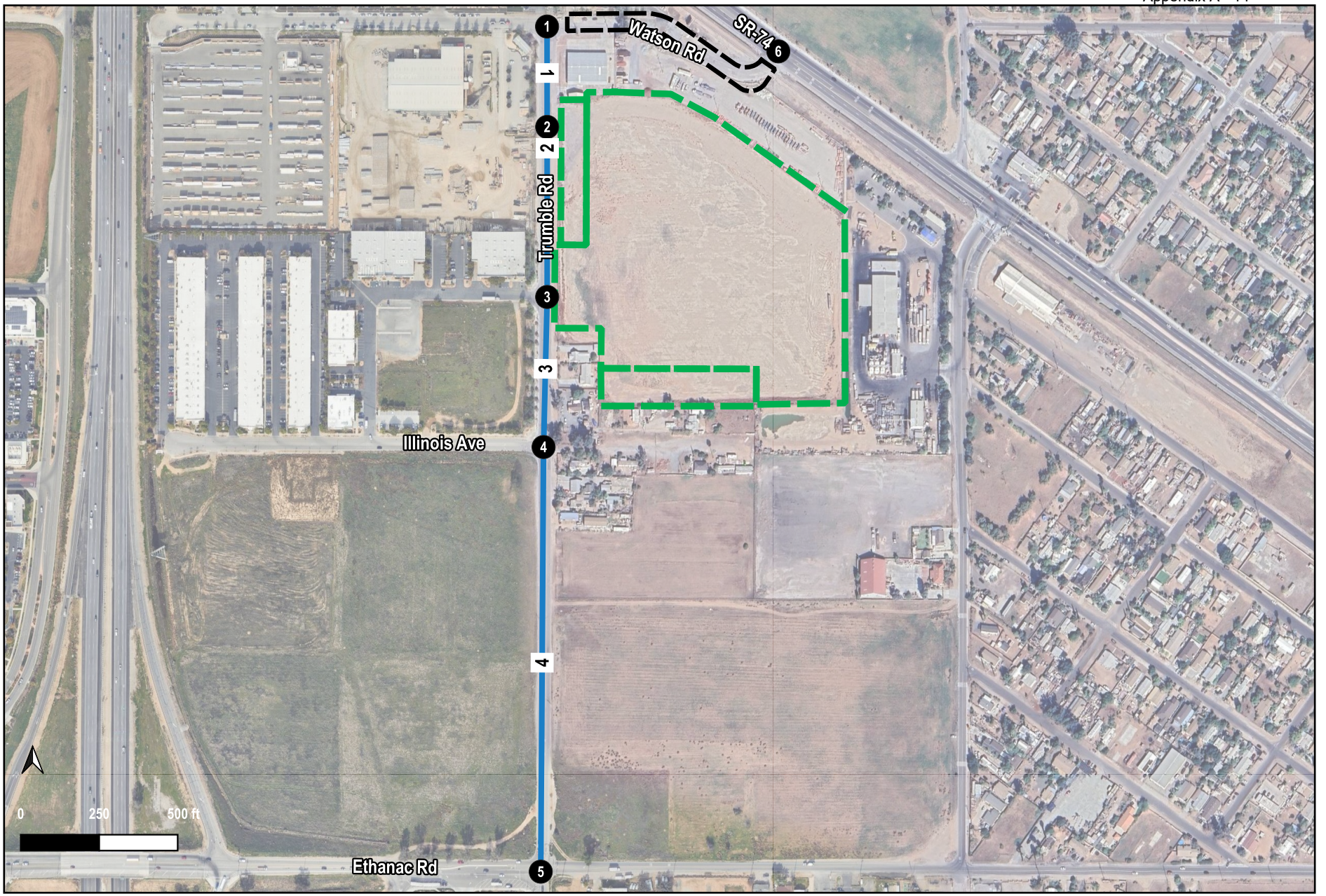


FIGURE 7

XX/YY AM/PM Peak Hour Project Trips

Trumble Road and Watson Road Warehouse
Total Project Trip Assignment

translutions
the transportation solutions company...



Legend

Project Boundary | Study Area Intersections | Study Area Roadway Segments

translutions
the transportation solutions company...

FIGURE 8

Trumble Road and Watson Road Warehouse
Study Area Intersections and Roadway Segments

G:\Rincon - Trumble & Watson Warehouse\reports\study area intersections.qgz (12-23-2024)

Table A: Project Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1] 328.205	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
PCE Inbound/Outbound Splits		73%	27%	100%	33%	67%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		92.06%	75.45%	88.24%	69.05%	88.89%	83.33%	64.91%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.121	0.030	0.150	0.035	0.115	0.150	1.110
2-Axle Trucks								
Recommended Mix (%)[2]		1.35%	4.16%	1.99%	5.24%	1.88%	2.82%	5.94%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.003	0.002	0.005	0.004	0.004	0.008	0.152
3-Axle Trucks								
Recommended Mix (%)[2]		1.80%	5.58%	2.67%	7.03%	2.52%	3.79%	7.97%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.005	0.004	0.009	0.007	0.007	0.014	0.273
4-Axle Trucks								
Recommended Mix (%)[2]		4.79%	14.82%	7.10%	18.68%	6.71%	10.06%	21.18%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.019	0.017	0.036	0.028	0.026	0.054	1.086
Warehouse Net PCE Rate		**0.147**	**0.054**	**0.200**	**0.074**	**0.151**	**0.226**	**2.621**
Project Trip Generation (Trips, By Vehicle Type)								
Warehouse 328.205	TSF							
Passenger Cars		**39**	**10**	**49**	**11**	**38**	**49**	**364**
2-Axle Trucks		0	1	1	1	1	2	33
3-Axle Trucks		0	1	1	1	1	2	45
4+ Axle Trucks		2	2	4	3	3	6	119
All Trucks		**2**	**4**	**6**	**5**	**5**	**10**	**197**
Total Vehicles		**41**	**14**	**55**	**16**	**43**	**59**	**561**
Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**39**	**10**	**49**	**11**	**38**	**49**	**364**
Truck PCE								
2-Axle Trucks		0	2	2	1	2	3	50
3-Axle Trucks		0	2	2	2	2	4	90
4+ Axle Trucks		6	6	12	9	9	18	357
Total Truck PCE		**6**	**10**	**16**	**12**	**13**	**25**	**497**
Total PCE		**45**	**20**	**65**	**23**	**51**	**74**	**861**

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (11th Edition).

[2] Passenger Vehicle/Truck splits are based on percentages provided in ITE Trip Generation (11th Edition). Truck Splits by axle-type based on Fontana Truck Trip Generation Study, August 2003

[3] Recommended PCE Factor per County of Riverside *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment (December 2020)*

APPENDIX B:
List of Cumulative Projects

Appendix B - List of Cumulative Projects			
No.	**Project Title**	**Project Description**	**Absorption Rate**
Residential Projects			
1	Cimarron Ridge (Van Daele)	240.3 acres - 756 residential lots - 5,000 - 10,000 sq ft lot sizes and 10.9 ac Park	25%
2	TTM 38128	96 single family lots, 7,200 sq. ft. minimum, on 28 acres	100%
3	Valley Blvd. Tract Map	21.95 acres - 68 residential lots, 7,200 sq ft min.	100%
4	Vista Ridge	2.73 acres - 30 apartment units	100%
5	Coronado Condos	A 73 unit dettached condominium community on 6.5 net acres	100%
6	TR/PP Di Capri	A 61 unit condo map	100%
7	McLaughlin Village	14.34 acres - 126 condominium units. Detached units	50%
8	Legado	332 acres - 1,022 residential lots on 216.9 acres - 20.1 acres of commerical land uses - 12.9 acres community park/community center - 1.9 acres of private recreation center - 7.9 acres of parks - 6.3 of conserved open space - 26.4 acres of detention qual*	25%
9	Underwood (KB Homes)	236 acres - 543 residential lots - 5,000 sq ft min. lot size	25%
10	Countryside TTM 38132	169 unit tract, lot sizes ranging from 4,250 to 11,801 sqft.	50%
11	Harvest Glenn TTM 38133	145 unit tract, lot sizes ranging from 4,250 to 11,801 sqft.	50%
12	Menifee Valley SP (Brookfield)	590 acres - Mixed Use, 1,718 residential units	25%
13	LDW TTM 38346	9.5 gross acres, 162 condominiums	50%
14	The Village at Junipero	17.87 gross acres, 240 luxury apartments	50%
15	Enclave	161.34 acres - 177 Single Family residential lots - 7,200 sq ft min.	50%

Appendix B - List of Cumulative Projects			
No.	**Project Title**	**Project Description**	**Absorption Rate**
16	Villago Villas	GPA/ZCA/PP Add 2 Buildings, 24 residential units	100%
17	Kensington Apartments	20 acres - 26 Buildings - 221 Units	50%
18	Menifee Coastline TTM38525	A 45 single family unit tract at the north west corner of Coastline and Menifee Road.	100%
19	Green Valley	623 Single FamilyUnits and 842 Multi Family Units	25%
Commercial Projects			
20	Goetz & Ethanac Commercial	3.81 acres, 4 buildings - C-Store-7,250 sq ft, Car wash 2,790 sq ft, Retail 7,040 sq ft and Fuel Canopy	100%
21	Ethanac Square	Large truck diesel fuel station 4 pumps , 3,800 sq ft gas station/C-store, 2,080 sq ft express car was	100%
22	On-Deck	108 Hotel Rooms, sit down resturant, fast food resturant with drive through and a gas station/convenience store/car wash	100%
23	Menifee West Coast Self-Storage Facility	Menifee West Coast Self-Storage proposes seven single-story buildings totaling 71,637 square feet of building area on 4.06 acres	100%
24	Motte Country Plaza	3.8 acres - Redevelopment of the Motte Country Plaza - Relocation of the train car restaurant; new 4,700 sq. ft. 6-dual pump gas station; new 3,838 sf Concenience store with drive-thru restaurant; new 1,050 sf car wash	100%
25	HWY 74 and Menifee Road Commercial and Industrial Center (Howard)	104-acres, 6 Commercial buildings (approx 81K SF), 10 Industrial buildings (approx 1.5M SF)	100%
26	Harvest Glen Marketplace	5.04 acres - 18,501 sq. ft. commercial buildings (gas station with canopy, convenience store, two (2) drive thru restaurants and a car wash with vacuums)	100%
27	Omega Paving	Asphalt contractor storage yard and repair facility	100%
28	Kaiser Permanente Medical Office	Kaiser Permanente is proposing a 50,800 sf net (54,500 sf gross) medical office building at the northeast corner of Encanto Drive and Rouse Rd. The site is currently vacant. The proposed mob will be 3 floors and approximately 54 ft tall including the mech	100%
29	The View Church	Church Expansion. Adding 6,949 Sq.Ft. to existing sanctuary building. Adding 5,689 Sq.Ft. to existing fellowship hall.	100%
30	Burger King	2,158 Sq.Ft. Drive-Thru Quick Serve Restaurant Including 17 parking Stalls on 0.57 Acres, S variance was requested to allow for the 12'-4" landscape allowance within the ROW.	100%

Appendix B - List of Cumulative Projects

No.	Project Title	Project Description	Absorption Rate
31	McCall-Encanto Gas Station	2.10 acres - 11,340 sf retail development of gas station, car wash, fast food, convenience store	100%
32	McCall Square (Rancon)	18.1 acres - 7 self-storage buildings (totaling 150,541 sq ft) - 6 commercial buildings (totaling 84,200 sq ft)	100%
33	New Wireless Communication Facility	A new proposed 60 foot mono Eucalyptus wireless cell site	100%
34	Motte Town Center (MTC)	484,300 sq.ft. shopping center at SE corner of Ethanac and Trumble.	100%
35	Ethanac Travel Center	22,430 sq.ft. Convenience Store Gas Station at NW corner of Ethanac and Trumble.	100%
36	Beyond Market	6,900 Sq.ft gas station and carwash at NE corner of Ethanac and Trumble.	100%
37	Farmer Boys	3,300 sq.ft fast food restaurant on SE corner of Ethanac and Encanto.	100%
38	Home Depot Euipment Rent	This is part of the existing Home Depot. No additional trips from this cumulative project will affect our project.	100%
		Industrial Projects	
39	COMPASS - Project Site 2 Wheat Warehouse	Warehouse distribution center - 87,770 sq. ft.	100%
40	CADO Menifee Industrial Warehouse	40.03 gross acres, 700,037 sq ft warehouse building	100%
41	COMPASS - Project Site 1 Corsica Business Park	The proposed development of 2 warehouse buildings on 13.66 acres totaling 154,831 square feet	100%
42	Ares Warehouse on Murrieta	Proposes to construct one (1) concrete tilt-up building totaling 517,720 sq. ft. which includes 20,320 sq. ft. of office, and 497,400 square feet of warehouse	100%
43	Northern Gateway Commerce Center	One industrial warehouse building totaling 1,286,607 square feet on 63.3 acres	100%
44	COMPASS - Project Site 3 Ethanac and Evans Warehouse	Proposes the development of a 138,546 square foot warehouse. The proposed warehouse consists of 131,896 square feet of warehouse space and 6,000 square feet of office space	100%
45	Ethanac & Barnett Warehouse	13.89 acres, 2 buildings, 125,000 sq ft/bldg	100%

Appendix B - List of Cumulative Projects

No.	Project Title	Project Description	Absorption Rate
46	Northern Gateway Logistics Center	Proposes two warehouses; 109,757 sq. ft. and 302,072 sq. ft.	100%
47	United Carports Warehouse	The proposed development of an approximatley 58,643 sq. f.t warehouse	100%
48	Mapes and Sherman Warehouse	13.35 gross acres, 277,578 square foot warehouse	100%
49	Ethanac Business Park	Proposal to construct a 264,710 square foot industrial warehouse on 11.47 acres. Project includes a GPA, SPA & CZ to change one of the parcels from Heavy Industrial to Specific Plan.	100%
50	Menifee Commerce Center	Two warehouse buildings - (1) 1,254,160 SF & (2) 385,970 SF, both sites comprise approximately 72 acres	100%
51	Motte Business Center	One warehouse building totaling 1,138,638 sq. ft. which includes 10,000 sq. ft. of office, 928,638 sq. ft. of warehouse and 200,000 sq. ft. of mezzanine warehouse on an approximately 44 acre project site	100%
52	Nova Power Bank Project	Proposes the re-development of the Inland Empire Energy Center (IEEC) generation plant, which has been decommissioned. The Project includes a 680 MW battery energy storage system	100%
53	Double Butte BESS	Proposes the development of a 500 MW utility scale battery energy storage system	100%
54	McLaughlin San Jacinto Warehouses	The proposed development of five industrial warehouse building totaling 491,467 square feet.	100%
55	IDI Site 3 - Bld 2 of 3 (Total 2,797,522 SF)	1000,000 sq.ft High Cube Warehouse at NE corner of Redlands & Ellis.	100%
56	IDI Site 2 - Bld 2 of 3 (Total 3,192,567)	1,396,020 sq.ft High Cube Warehouse at SW corner of Mapes and Goetz.	100%
57	IDI Site 2 - Bld 1 of 3 (Totla 3,192,567)	1,385,090 sq.ft High Cube Warehouse at SW corner of Mapes and Goetz.	100%
58	IDI Site 3 Bld 3 of 3 (Total 2,797,522 SF)	1,000,000 sq.ft High Cube Warehouse at NE corner of Redland and Ellis	100%
59	IDI - Site 1	784,000 sq.ft High Cube Warehouse at Sw corner of Mountain & Goetz.	100%
60	IDI Site 2 - Bld 3 of 3 (Total 3,192,567)	535,207 sq. ft High Cube Warehouse at SW corner of Mapes and Goetz.	100%
61	Marijuana Manufacturing	61,050 sq.ft manufacturing facility at N. side of Malbert St & W. of Goetz Rd.	100%

Appendix B - List of Cumulative Projects			
No.	**Project Title**	**Project Description**	**Absorption Rate**
62	Malbert Cultivation	33,000 sq.ft manufacturing facility at N. side of Malbert St & W. of Goetz Rd.	100%
63	CSLM Construction - Modular Storage	6,115 sq. ft light industrial facility at N. of Mapes & W of Goetz.	100%
64	NewCastle Indus	670,000 sq. ft High Cube Warehouse at S. Side of Ellis and 750' E. of Redlands.	100%
65	Richland Ind (Green Valley SP)	498,000 sq.ft High Cube Warehouse at High-Cube Warehouse at SW of Watson & Case.	100%
66	Richland Self-Storage (Green Valley SP)	116,000 sq.ft of mini storage at Green Valley Parkway 600 north of Ethanac Road.	100%
67	Blue Marquise Indus	350,000 sq.ft of High Cuve Warehouse & 14,000 sq.ft of Business Park. SW corner Trumble and Mapes	100%
68	Hillwood San Jacinto	New Perris Commerce Center Specific Plan.	100%
69	Perris Airport Logistics	742,000 sq.ft High Cube Warehouse at S. side of Ellis btw Goetz and Case.	100%
70	Airport / Mapes Commerce Ind	648630 sq. ft High Cube Warehouse at NE Goetz and Mapes.	100%
71	Ethanac Logistics Center (Hillwood jr)	412,000 sq. ft of High Cube Warehouse at NE Ethanac and Trumble.	100%
72	Waypoint Commerce (Bld 1)	204269 sq.ft of Warehouse at S. Side of Mountain Ave & 1,300 W of Goetz.	100%
73	Waypoint Commerce (Bld 2)	155,583 sq.ft of Warehouse at S. Side of Mountain Ave & 1,300 W of Goetz.	100%
74	CH Truck Terminal	400 Spots at SW corner of Case and Ellis.	100%
Mixed Use Projects			
75	Beyond Menifee	Proposes a mixed use development on 17.3 acres including retail, office, & 240 dwelling units.	100%
76	Menifee Village TTM	18.17 acres, 91 residential lots, 2,720 sq ft - 4,819 sq ft	100%

Appendix B - List of Cumulative Projects			
No.	**Project Title**	**Project Description**	**Absorption Rate**
77	Case Road Mixed-Use	107,601 sq.ft development. Goetz Road at Case Road and Ellis Road.	100%

APPENDIX C:
Cumulative Projects Trip Generation

Appendix C: Cumulative Projects Trip Generation

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Residential Projects										
1	Cimarron Ridge (Van Daele)	Single Family Detached Housing	189 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				34	98	132	112	66	178	1,782
2	TTM 38128	Single Family Detached Housing	96 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				17	50	67	57	33	90	905
3	Valley Blvd. Tract Map	Single Family Detached Housing	68 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				12	36	48	40	24	64	641
4	Vista Ridge	Multi Family Low Rise	30 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				3	9	12	10	5	15	202
5	Coronado Condos	Single Family Detached Housing	73 DU							
	Detached Condominium	Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				13	38	51	43	26	69	688
6	TR/PP Di Capri	Single Family Detached Housing	61 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				11	32	43	36	21	57	575
7	McLaughlin Village	Single Family Detached Housing	126 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				23	65	88	75	43	118	1,188
8	Legado	SFR, Shopping Center, Sports Park. Recreational Community Center		Trip Generation directly from Legado Specific Plan TIA						
				94	175	269	215	161	375	3,839
9	Underwood (KB Homes)	Single Family Detached Housing	136 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				25	70	95	80	48	128	1,280
10	Countryside TTM 38132	Multi Family Low Rise	85 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				8	26	34	27	16	43	570
11	Harvest Glenn TTM 38133	Multi Family Low Rise	73 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				7	22	29	23	14	37	489
12	Menifee Valley SP (Brookfield)	Single Family Detached Housing	332 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				60	172	232	197	115	312	3,131
		Multi Family Low Rise	98 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				9	30	39	31	19	50	657
13	LDW TTM 38346	Multi Family Low Rise	81 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				8	24	32	26	15	41	546
14	The Village at Junipero	Multi Family Low Rise	120 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				12	36	48	39	22	61	809
15	Enclave	Single Family Detached Housing	89 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				16	46	62	52	31	83	835
16	Villago Villas	Multi Family Low Rise	24 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				2	8	10	8	4	12	162
17	Kensington Apartments	Multi Family Low Rise	111 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				11	33	44	36	20	56	745

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
18	Menifee Coastline TTM38525	Single Family Detached Housing	45 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				8	24	32	27	15	42	424
19	Green Valley	Single Family Detached Housing	156 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				28	81	109	92	55	147	1,471
		Multi Family Low Rise	211 DU							
		Trip Generation Rates[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
				20	64	84	68	40	108	1,422
Commercial Projects										
20	Goetz & Ethanac Commercial	Convenience Store/Gas Station	7.250 TSF							
		Trip Generation Rates[3]		28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation		205	205	410	198	197	395	5,078
		Pass By	-76% AM	-156	-156	-312	-149	-148	-296	-3,834
		Net New	-75% PM	49	49	98	49	49	99	1,244
		Fast-Food Restaurant without Drive-Through Window	7.040 TSF							
		Trip Generation Rates[4]		25.04	18.14	43.18	16.61	16.61	33.21	450.49
		Trip Generation		176	128	304	117	117	234	3,171
		Automated Car Wash	2.890 TSF							
		Trip Generation Rates[5]		7.10	7.10	14.20	7.10	7.10	14.20	142.00
		Trip Generation		21	20	41	21	20	41	410
		Gasoline/Service Station	16 Pumps							
		Trip Generation Rates[6]		5.14	5.14	10.28	6.96	6.96	13.91	172.01
		Trip Generation		82	82	164	111	112	223	2,752
		Pass By	-63% AM	-52	-52	-103	-63	-64	-127	-1,651
		Net New	-57% PM	30	30	61	48	48	96	1,101
		Total Net New Trips		276	227	504	235	234	470	5,926
21	Ethanac Square	Truck Stop	4 Pumps							
		Trip Generation Rates[7]		6.85	7.12	13.97	8.17	7.25	15.42	224.00
		Trip Generation		27	29	56	33	29	62	896
		Convenience Store/Gas Station	3.800 TSF							
		Trip Generation Rates[3]		28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation		107	108	215	104	103	207	2,662
		Pass By	-76% AM	-81	-82	-163	-78	-77	-155	-2,010
		Net New	-75% PM	26	26	52	26	26	52	652
		Automated Car Wash	2.080 TSF							
		Trip Generation Rates[5]		7.10	7.10	14.20	7.10	7.10	14.20	142.00
		Trip Generation		15	15	30	15	15	30	295
		Total Net New Trips		68	70	138	74	70	144	1,843
22	On-Deck	All Suites Hotel	108 Rooms							
		Trip Generation Rates[8]		0.18	0.16	0.34	0.18	0.18	0.36	4.4
				19	18	37	19	20	39	475
		High-Turnover(Sit-Down) Restaurant	5.500 TSF							
		Trip Generation Rates[9]		5.26	4.307	9.570	5.52	3.530	9.050	107.2
				29	24	53	30	20	50	590
		Pass By	-43%	-12	-10	-23	-13	-9	-22	-254
		Net New		17	14	30	17	11	28	336
22	On-Deck	Fast-Food Restaurant with Drive-Through Window	3.000 TSF							
		Trip Generation Rates[10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation		68	66	134	52	47	99	1,402
		Pass By	-50%	-34	-33	-67	-26	-24	-50	-701
		Net New		34	33	67	26	23	49	701
		Gasoline/Service Station	6.000 VFP							
		Trip Generation Rates[6]		5.14	5.14	10.28	6.96	6.96	13.91	172.01
		Trip Generation		31	31	62	42	41	83	1,032
		Pass By	-63% AM	-20	-20	-39	-24	-23	-47	-619
		Net New	-57% PM	11	11	23	18	18	36	413
		Total Net New Trips		81	76	157	80	72	152	1,925

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
23	Menifee West Coast Self-Storage Facility	Mini Warehouse	71.637 TSF							
		Trip Generation Rates[11]		0.05	0.04	0.09	0.07	0.08	0.15	1.45
		Trip Generation		4	2	6	5	6	11	104
24	Motte Country Plaza	Gasoline/Service Station	12.000 VFP							
		Trip Generation Rates[6]		5.14	5.14	10.28	6.96	6.96	13.91	172.01
		Trip Generation		62	61	123	83	84	167	2,064
		Pass By	-63% AM	-39	-38	-77	-47	-48	-95	-1,238
		Net New	-57% PM	23	23	46	36	36	72	826
		Convenience Store/Gas Station	3.838 TSF							
		Trip Generation Rates[3]		28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation		108	109	217	105	104	209	2,688
		Pass By	-76% AM	-82	-83	-165	-79	-78	-157	-2,029
		Net New	-75% PM	26	26	52	26	26	52	659
		Automated Car Wash	1.050 TSF							
		Trip Generation Rates[5]		7.10	7.10	14.20	7.10	7.10	14.20	142.00
		Trip Generation		7	8	15	7	8	15	149
		Total Net New Trips		56	57	113	69	70	139	1,634
25	HWY 74 and Menifee Road Commercial and Industrial Center (Howard)	General Light Industrial	1500.000 TSF							
		Trip Generation Rates[12]		0.65	0.09	0.74	0.09	0.56	0.65	4.87
		Trip Generation		977	133	1,110	137	838	975	7,305
26	Harvest Glen Marketplace	Gasoline/Service Station	8 VHP							
		Trip Generation Rates[6]		5.14	5.14	10.28	6.96	6.96	13.91	172.01
		Trip Generation		41	41	82	56	55	111	1,376
		Pass By	-63% AM	-26	-26	-52	-32	-31	-63	-826
		Net New	-57% PM	15	15	30	24	24	48	550
		Fast-Food Restaurant without Drive-Through Window	1.102 TSF							
		Trip Generation Rates[4]		25.04	18.14	43.18	16.61	16.61	33.21	450.49
		Trip Generation		28	20	48	18	19	37	496
		Automated Car Wash	3.000 TSF							
		Trip Generation Rates[5]		7.10	7.10	14.20	7.10	7.10	14.20	142.00
		Trip Generation		21	22	43	21	22	43	426
		Fast-Food Restaurant with Drive-Through Window	3.268 TSF							
		Trip Generation Rates[10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation		74	72	146	56	52	108	1,528
		Pass By	-50%	-37	-36	-73	-28	-26	-54	-764
		Net New		37	36	73	28	26	54	764
		Total Net New Trips		101	93	194	91	91	182	2,236
27	Omega Paving	Trip Generation		NominalTrips						
28	Kaiser Permanente Medical Office	Medical-Dental Office Building	50.800 TSF							
		Trip Generation Rates[13]		2.45	0.65	3.10	1.18	2.75	3.93	36.00
		Trip Generation		124	33	157	60	140	200	1,829
29	The View Church	Church	12.638 TSF							
		Trip Generation Rates[14]		0.20	0.12	0.32	0.22	0.27	0.49	7.60
		Trip Generation		3	1	4	3	3	6	96
30	Burger King	Fast-Food Restaurant with Drive-Through Window	2.158 TSF							
		Trip Generation Rates[10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation		49	47	96	37	34	71	1,009
		Pass By	-50%	-25	-24	-48	-19	-17	-36	-505
		Net New		24	23	48	18	17	35	504
31	McCall-Encanto Gas Station	Convenience Store/Gas Station	3.200 TSF							
		Trip Generation Rates[3]		28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation		90	91	181	87	87	174	2,241
		Pass By	-76% AM	-68	-69	-138	-65	-65	-131	-1,692
		Net New	-75% PM	22	22	43	22	22	43	549
		Gasoline/Service Station	12 VFP							
		Trip Generation Rates[6]		5.14	5.14	10.28	6.96	6.96	13.91	172.01
		Trip Generation		62	61	123	83	84	167	2,064
		Pass By	-63% AM	-39	-38	-77	-47	-48	-95	-1,238
		Net New	-57% PM	23	23	46	36	36	72	826

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
		Automated Car Wash	1.140 TSF							
		Trip Generation Rates[5]		7.10	7.10	14.20	7.10	7.10	14.20	142.00
		Trip Generation		8	8	16	8	8	16	162
		Fast-Food Restaurant with Drive-Through Window	3.900 TSF							
		Trip Generation Rates[10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation		89	85	174	67	62	129	1,823
		Pass By	-50%	-45	-43	-87	-34	-31	-65	-912
		Net New		44	42	87	33	31	64	911
		Total Net New Trips		97	95	192	99	97	195	2,448
32	McCall Square (Rancon)	Mini Warehouse	150.541 TSF							
		Trip Generation Rates[11]		0.05	0.04	0.09	0.07	0.08	0.15	1.45
		Trip Generation		8	6	14	11	12	23	218
		Shopping Plaza (40-150k)	84.200 TSF							
		Trip Generation Rates[15]		2.19	1.34	3.53	4.33	4.70	9.03	94.49
		Trip Generation		184	113	297	365	395	760	7,956
		Pass By	-40%	-74	-45	-119	-146	-158	-304	-3,182
		Net New		110	68	178	219	237	456	4,774
		Total Net New Trips		118	74	192	230	249	479	4,992
33	New Wireless Communication Facility	Trip Generation		NominalTrips						
		Shopping Plaza (>150k)	484.300 TSF							
34	Motte Town Center (MTC)	Trip Generation Rates[16]		0.52	0.32	0.84	1.63	1.77	3.40	37.01
		Trip Generation		252	155	407	790	857	1,647	17,924
		Pass By	-19%	-48	-29	-77	-150	-163	-313	-3,406
		Net New		204	126	330	640	694	1,334	14,518
		Convenience Store/Gas Station	22.430 TSF							
35	Ethanac Travel Center	Trip Generation Rates[6]		28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation		634	634	1,268	611	612	1,223	15,711
		Pass By	-76% AM	-482	-482	-964	-458	-459	-917	-11,862
		Net New	-75% PM	152	152	304	153	153	306	3,849
		Convenience Store/Gas Station	6.900 TSF							
36	Beyond Market	Trip Generation Rates[6]		28.26	28.26	56.52	27.26	27.26	54.52	700.43
		Trip Generation		195	195	390	188	188	376	4,833
		Pass By	-76% AM	-148	-148	-296	-141	-141	-282	-3,649
		Net New	-75% PM	47	47	94	47	47	94	1,184
		Fast-Food Restaurant with Drive-Through Window	33.000 TSF							
37	Farmer Boys	Trip Generation Rates[10]		22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation		751	721	1,472	567	523	1,090	15,427
		Pass By	-50%	-376	-361	-736	-284	-262	-545	-7,714
		Net New		375	360	736	283	261	545	7,713
38	Home Depot Euipment Rent	This is part of the existing Home Depot. No additional trips from this cumulative project will affect our project.								
		Industrial Projects								
		Warehousing	87.770 TSF							
39	COMPASS - Project Site 2 Wheat Warehouse	Trip Generation Rates[17]		0.15	0.05	0.200	0.07	0.15	0.226	2.621
				13	5	18	7	13	20	230
		High-Cube Transload and Short-Term	700.037 TSF							
40	CADO Menifee Industrial Warehouse	Storage Warehouse		0.077	0.034	0.111	0.035	0.080	0.115	1.739
		Trip Generation Rates[18]		54	24	78	25	56	81	1,218
		Warehousing	154.831 TSF							
41	COMPASS - Project Site 1 Corsica Business Park	Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				23	8	31	11	24	35	406
		High-Cube Transload and Short-Term	497.400 TSF							
42	Ares Warehouse on Murrieta	Storage Warehouse		0.077	0.034	0.111	0.035	0.080	0.115	1.739
		Trip Generation Rates[18]		38	17	55	18	39	57	865
		General Office Building	20.320 TSF							
		Trip Generation Rates[19]		1.34	0.18	1.52	0.24	1.20	1.44	10.840
				27	4	31	5	24	29	220

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
43	Northern Gateway Commerce Center	High-Cube Transload and Short-Term Storage Warehouse	1,286.607 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				99	44	143	45	103	148	2,238
44	COMPASS - Project Site 3 Ethanac and Evans Warehouse	Warehousing	138.546 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				20	8	28	10	21	31	363
		General Office Building	6.000 TSF							
		Trip Generation Rates[19]		1.34	0.18	1.52	0.24	1.20	1.44	10.840
				8	1	9	1	8	9	65
45	Ethanac & Barnett Warehouse	Warehousing	103.069 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				15	6	21	8	15	23	270
		Manufacturing	12.496 TSF							
		Trip Generation Rates[20]		0.52	0.16	0.680	0.23	0.51	0.740	4.750
				6	2	8	3	6	9	59
		General Office Building	10.000 TSF							
		Trip Generation Rates[19]		1.34	0.18	1.52	0.24	1.20	1.44	10.840
				13	2	15	2	12	14	108
46	Northern Gateway Logistics Center	Warehousing	411.829 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				60	23	83	31	62	93	1,080
47	United Carports Warehouse	Warehousing	58.643 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				9	3	12	4	9	13	154
48	Mapes and Sherman Warehouse	Warehousing	277.578 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				41	15	56	21	42	63	728
49	Ethanac Business Park	High-Cube Transload and Short-Term Storage Warehouse	264.710 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				20	9	29	9	22	31	460
50	Menifee Commerce Center	High-Cube Transload and Short-Term Storage Warehouse	1,640.130 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				126	56	182	58	131	189	2,853
51	Motte Business Center	High-Cube Transload and Short-Term Storage Warehouse	928.638 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				71	32	103	33	74	107	1,615
		General Office Building	10.000 TSF							
		Trip Generation Rates[19]		1.34	0.18	1.52	0.24	1.20	1.44	10.840
				13	2	15	2	12	14	108
		Warehousing	200.000 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				29	11	40	15	30	45	524
52	Nova Power Bank Project	Trip Generation		NominalTrips						
53	Double Butte BESS	Trip Generation		NominalTrips						
54	McLaughlin San Jacinto Warehouses	High-Cube Transload and Short-Term Storage Warehouse	491.467 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				38	16	54	17	40	57	855
55	IDI Site 3 - Bld 2 of 3 (Total 2,797,522 SF)	High-Cube Transload and Short-Term Storage Warehouse	1,000.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				77	34	111	35	80	115	1,739
56	IDI Site 2 - Bld 2 of 3 (Total 3,192,567)	High-Cube Transload and Short-Term Storage Warehouse	1,396.020 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				107	48	155	49	112	161	2,428
57	IDI Site 2 - Bld 1 of 3 (Totla 3,192,567)	High-Cube Transload and Short-Term Storage Warehouse	1,385.090 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				106	48	154	49	111	160	2,409

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
58	IDI Site 3 Bld 3 of 3 (Total 2,797,522 SF)	High-Cube Transload and Short-Term Storage Warehouse	1,000.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				77	34	111	35	80	115	1,739
59	IDI - Site 1	High-Cube Transload and Short-Term Storage Warehouse	784.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				60	27	87	28	62	90	1,364
60	IDI Site 2 - Bld 3 of 3 (Total 3,192,5	High-Cube Transload and Short-Term Storage Warehouse	535.207 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				41	18	59	19	43	62	931
61	Marijuana Manufacturing	Manufacturing	61.050 TSF							
		Trip Generation Rates[20]		0.52	0.16	0.680	0.23	0.51	0.740	4.750
				32	10	42	14	31	45	290
62	Malbert Cultivation	Manufacturing	33.000 TSF							
		Trip Generation Rates[20]		0.52	0.16	0.680	0.23	0.51	0.740	4.750
				17	5	22	8	16	24	157
63	CSLM Construction - Modular Stor	General Light Industrial	6.115 TSF							
		Trip Generation Rates[12]		0.65	0.09	0.74	0.09	0.56	0.65	4.87
		Trip Generation		4	1	5	1	3	4	30
64	NewCastle Indus	High-Cube Transload and Short-Term Storage Warehouse	670.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				51	23	74	24	53	77	1,165
65	Richland Ind (Green Valley SP)	High-Cube Transload and Short-Term Storage Warehouse	498.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				38	17	55	18	39	57	866
66	Richland Self-Storage (Green Valley SP)	Mini Warehouse	116.000 TSF							
		Trip Generation Rates[11]		0.05	0.04	0.09	0.07	0.08	0.15	1.45
		Trip Generation		6	4	10	8	9	17	168
67	Blue Marquise Indus	High-Cube Transload and Short-Term Storage Warehouse	350.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				27	12	39	12	28	40	609
		Business Park	14.000 TSF							
		Trip Generation Rates[21]		1.15	0.20	1.35	0.32	0.90	1.22	12.44
				16	3	19	4	13	17	174
68	Hillwood San Jacinto	Trips fom New Perris Commerce Center Specific Plan		1,135	476	1,611	1,148	1,309	2,454	22,467
69	Perris Airport Logistics	High-Cube Transload and Short-Term Storage Warehouse	742.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				57	25	82	26	60	86	1,290
70	Airport / Mapes Commerce Ind	High-Cube Transload and Short-Term Storage Warehouse	648.630 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				50	22	72	23	52	75	1,128
71	Ethanac Logistics Center (Hillw	High-Cube Transload and Short-Term Storage Warehouse	412.000 TSF							
		Trip Generation Rates[18]		0.077	0.034	0.111	0.035	0.080	0.115	1.739
				32	14	46	15	33	48	717
72	Waypoint Commerce (Bld 1)	Warehousing	204.269 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				30	11	41	15	31	46	535
73	Waypoint Commerce (Bld 2)	Warehousing	155.583 TSF							
		Trip Generation Rates[17]		0.147	0.054	0.200	0.074	0.151	0.226	2.621
				23	8	31	12	23	35	408
74	CH Truck Terminal	Drop Lot	22.86 Ac							
		Trip Generation Rates[22]		3.01	3.15	6.19	2.48	3.01	5.49	81.04
				69	72	141	57	69	126	1,852
Mixed Use Projects										
75	Beyond Menifee	Single Family Detached Housing	240 DU							
		Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				44	124	168	142	84	226	2,263
		Shopping Plaza (40-150k)	71.100 TSF							
		Trip Generation Rates[15]		2.19	1.34	3.53	4.33	4.70	9.03	94.49

Cumul Project No.	Project Title	Land Use	Units	Peak Hours						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
		Trip Generation		156	95	251	308	334	642	6,718
		Pass By	-40%	-62	-38	-100	-123	-134	-257	-2,687
		Net New		94	57	151	185	200	385	4,031
		Convenience Store/Gas Station	7.460 TSF							
		Trip Generation Rates[21]		20.30	20.30	40.59	24.24	24.24	48.48	624.20
		Trip Generation		151	152	303	181	181	362	4,657
		Pass By	-76% AM	-115	-116	-230	-136	-136	-272	-3,516
		Net New	-75% PM	36	36	73	45	45	90	1,141
		Automated Car Wash	1.790 TSF							
		Trip Generation Rates[5]		7.10	7.10	14.20	7.10	7.10	14.20	142.00
		Trip Generation		13	12	25	13	12	25	254
		Convenience Store/Gas Station	5.890 TSF							
		Trip Generation Rates[21]		20.30	20.30	40.59	24.24	24.24	48.48	624.20
		Trip Generation		120	119	239	143	143	286	3,677
		Pass By	-76% AM	-91	-90	-182	-107	-107	-215	-2,776
		Net New	-75% PM	29	29	57	36	36	71	901
		Total Net New Trips		216	258	474	421	377	797	8,590
		Single Family Detached Housing	91 DU							
76	Menifee Village TTM	Trip Generation Rates[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
				17	47	64	54	32	86	858
77	Case Road Mixed-Use	Trips From Case Road Mixed Use TIA		773	391	1,164	926	1,049	1,975	17,508
Total Net Trip Generation				**5,754**	**4,063**	**9,820**	**5,621**	**6,941**	**12,561**	**140,653**

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

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

[2] Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[3] Trip generation based on rates for Land Use 945 - "Convenience Store/Gas Station - VFP (9-15)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[4] Trip generation based on rates for Land Use 933 - "Fast-Food Restaurant without Drive-Through Window" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[5] Trip generation based on rates for Land Use 948 - "Automated Car Wash" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). Wkdy avg. rate for trip gen for 1000 Sq.ft. is available for PM only. PM rate used for AM. Daily rate is 10 times the PM rate.

[6] Trip generation based on rates for Land Use 944 - "Gasoline Service Station" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[7] Trip generation based on rates for Land Use 950 - "Truck Stop" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[8] Trip generation based on rates for Land Use 311 - "All Suites Hotel" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[9] Trip generation based on rates for Land Use 932 - "High-Turnover(Sit-Down) Restaurant" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[10] 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).

[11] Trip generation based on rates for Land Use 151 - "Mini Warehouse" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[12] Trip generation based on rates for Land Use 110 - "General Light Industrial" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[13] Trip generation based on rates for Land Use 720 - "Medical Dental Office Building" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[14] Trip generation based on rates for Land Use 560 - "Church" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

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

[16] Trip generation based on rates for Land Use 820 - "Shopping Plaza (>150k)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[17] Trip generation based on rates for Land Use 150 - "Warehousing" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). Refer to Appendix for PCE Conversion.

[18] Trip generation based on PCE rates for Land Use 154 - "High-Cube Transload and Short-Term Warehouse" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). Refer to Appendix for PCE

[19] Trip generation based on rates for Land Use 710 - "General Office Building" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[20] Trip generation based on rates for Land Use 140 - "Manufacturing" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[21] Trip generation based on rates for Land Use 770 - "Business Park" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

[22] Rates base on Suvey Data.

Pass-By rates based on 2021 Pass-By Tables for ITE Trip Generaion.

Table A: Phases 1 and 2 Project Trip Generation Summary

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
PHASE 1								
Bldg. 1 High-Cube Warehouse[1]	611 TSF							
Passenger Cars		32	5	37	14	41	55	721
Truck PCE								
2-Axle Trucks		1	2	3	0	2	2	33
3-Axle Trucks		4	2	6	0	2	2	56
4+ Axle Trucks		12	12	24	6	6	12	252
Total Truck PCE		**17**	**16**	**33**	**6**	**10**	**16**	**341**
Total PCE		**49**	**21**	**70**	**20**	**51**	**71**	**1,062**
Bldg. 4 Fulfillment Center Warehouse (Based on 7-Surveyed Sites)[2]	1,100.900 TSF							
Passenger Cars		**308**	**65**	**373**	**440**	**411**	**851**	**4,751**
Truck PCE								
2-Axle Trucks		2	2	3	0	2	2	219
3-Axle Trucks		6	6	12	2	6	8	254
4+ Axle Trucks		39	27	69	24	39	63	1,308
Total Truck PCE		**47**	**35**	**84**	**26**	**47**	**73**	**1,781**
Total PCE		**355**	**100**	**457**	**466**	**458**	**924**	**6,532**
Bldg. 4 Cold Storage Warehouse[3]	120.100 TSF							
Passenger Cars		**9**	**1**	**10**	**4**	**7**	**11**	**165**
Truck PCE								
2-Axle Trucks		0	2	2	0	2	2	47
3-Axle Trucks		0	0	0	0	0	0	20
4+ Axle Trucks		3	3	6	3	3	6	147
Total Truck PCE		**3**	**5**	**8**	**3**	**5**	**8**	**214**
Total PCE		**12**	**6**	**18**	**7**	**12**	**19**	**379**
Bldg. 5 Business Park[4]	62.150 TSF							
Total Trip Generation		**71**	**13**	**84**	**20**	**56**	**76**	**773**
Bldg. 6 Business Park[5]	66.170 TSF							
Total Trip Generation		**76**	**13**	**89**	**21**	**60**	**81**	**823**
Bldg. 7 Business Park[6]	48.470 TSF							
Total Trip Generation		**56**	**10**	**66**	**15**	**44**	**59**	**603**
Bldg. 8 Business Park[7]	58.700 TSF							
Total Trip Generation		**67**	**12**	**79**	**19**	**53**	**72**	**730**
Retail[8]	6.780 TSF							
Total Trip Generation		10	6	16	22	23	45	369
Pass-By Trips		(2)	(2)	(4)	(9)	(9)	(18)	(103)
Net Trip Generation		**8**	**4**	**12**	**13**	**14**	**27**	**266**
Dog Park[9]	1.000 Park							
Total Trip Generation		**8**	**5**	**13**	**12**	**22**	**34**	**265**
PHASE 1 Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**635**	**128**	**763**	**558**	**708**	**1,266**	**9,097**
Truck PCE								
2-Axle Trucks		**3**	**6**	**8**	**0**	**6**	**6**	**299**
3-Axle Trucks		**10**	**8**	**18**	**2**	**8**	**10**	**330**
4-Axle Trucks		**54**	**42**	**99**	**33**	**48**	**81**	**1,707**
Total Truck PCE		**67**	**56**	**125**	**35**	**62**	**97**	**2,336**
Phase 1 Total PCE		**702**	**184**	**888**	**593**	**770**	**1,363**	**11,433**
Phase 2 Driveway Trips (Without Pass By)		**704**	**186**	**892**	**602**	**779**	**1,381**	**11,536**

Table A: Phases 1 and 2 Project Trip Generation Summary

Land Use		Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
PHASE 2									
Bldg. 2 High-Cube Warehouse[10]	700.315	TSF							
Passenger Cars			**36**	**6**	**42**	**16**	**47**	**63**	**826**
Truck PCE									
2-Axle Trucks			1	2	3	0	2	2	39
3-Axle Trucks			4	2	6	0	2	2	64
4+ Axle Trucks			15	12	27	6	6	12	288
Total Truck PCE			**20**	**16**	**36**	**6**	**10**	**16**	**391**
Total PCE			**56**	**22**	**78**	**22**	**57**	**79**	**1,217**
Bldg. 2 Cold Storage Warehouse[11]	76.035	TSF							
Passenger Cars			**6**	**0**	**6**	**3**	**4**	**7**	**104**
Truck PCE									
2-Axle Trucks			2	0	2	2	0	2	30
3-Axle Trucks			0	0	0	0	0	0	12
4+ Axle Trucks			0	3	3	0	3	3	93
Total Truck PCE			**2**	**3**	**5**	**2**	**3**	**5**	**135**
Total PCE			**8**	**3**	**11**	**5**	**7**	**12**	**239**
Bldg. 3 Fulfillment Center Warehouse (Based on 7-Surveyed Sites)[12]	743.033	TSF							
Passenger Cars			**208**	**44**	**252**	**297**	**277**	**574**	**3,207**
Truck PCE									
2-Axle Trucks			2	2	2	0	2	2	149
3-Axle Trucks			4	4	8	2	4	6	170
4+ Axle Trucks			27	18	45	18	27	42	882
Total Truck PCE			**33**	**24**	**55**	**20**	**33**	**50**	**1,201**
Total PCE			**241**	**68**	**307**	**317**	**310**	**624**	**4,408**
Bldg. 3 Cold Storage Warehouse[13]	80.337	TSF							
Passenger Cars			**6**	**0**	**6**	**2**	**5**	**7**	**110**
Truck PCE									
2-Axle Trucks			2	0	2	2	0	2	32
3-Axle Trucks			0	0	0	0	0	0	14
4+ Axle Trucks			0	3	3	0	3	3	99
Total Truck PCE			**2**	**3**	**5**	**2**	**3**	**5**	**145**
Total PCE			**8**	**3**	**11**	**4**	**8**	**12**	**255**
Convenience Store/Gas Station[14]	22.000	VFP							
Trip Generation			348	347	695	296	296	592	7,607
Pass-By Trips			(264)	(264)	(528)	(222)	(222)	(444)	(5,705)
Net Trip Generation			84	83	167	74	74	148	1,902
Car Wash[15]	1.800	TSF							
Trip Generation			0	0	0	13	13	26	499
Total Trip Generation			**84**	**83**	**167**	**87**	**87**	**174**	**2,401**
Multifamily Residential[16]	373	DU							
Total Trip Generation			**36**	**113**	**149**	**120**	**70**	**190**	**2,514**
PHASE 2 Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)									
Passenger Cars			**376**	**246**	**622**	**525**	**490**	**1,015**	**9,162**
Truck PCE									
2-Axle Trucks			**7**	**4**	**9**	**4**	**4**	**8**	**250**
3-Axle Trucks			**8**	**6**	**14**	**2**	**6**	**8**	**260**
4-Axle Trucks			**42**	**36**	**78**	**24**	**39**	**60**	**1,362**
Total Truck PCE			**57**	**46**	**101**	**30**	**49**	**76**	**1,872**
Phase 2 Total PCE			**433**	**292**	**723**	**555**	**539**	**1,091**	**11,034**
Phase 2 Driveway Trips (Without Pass By)			**697**	**556**	**1,251**	**777**	**761**	**1,535**	**16,739**

Table A: Phases 1 and 2 Project Trip Generation Summary

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Project Completion Phases 1 and 2 Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)								
Passenger Cars		**1,011**	**374**	**1,385**	**1,083**	**1,198**	**2,281**	**18,259**
Truck PCE								
2-Axle Trucks		10	10	17	4	10	14	549
3-Axle Trucks		18	14	32	4	14	18	590
4+ Axle Trucks		96	78	177	57	87	141	3,069
Total Truck PCE		**124**	**102**	**226**	**65**	**111**	**173**	**4,208**
Total PCE		**1,135**	**476**	**1,611**	**1,148**	**1,309**	**2,454**	**22,467**
Phase 1 and 2 Driveway Trips (Without Pass By)		**1,401**	**742**	**2,143**	**1,379**	**1,540**	**2,916**	**28,275**

[1] Detailed trip generation and trip rates for Building 1 - "High-Cube Transload and Short Term Storage Warehouse" are included in Attachment B - Table B-1.

[2] Detailed trip generation and trip rates for Building 4 - "Fullfillment Center Warehouse (Based on 7-surveyed Sites)" are included in Attachment B - Table B-2 and B-3.

[3] Detailed trip generation and trip rates for Building 4 - "High-Cube Cold Storage Warehouse" are included in Attachment B - Table B-4.

[4] Detailed trip generation and trip rates for Building 5 - "Business Park" are included in Attachment B - Table B-5.

[5] Detailed trip generation and trip rates for Building 6 - "Business Park" are included in Attachment B - Table B-6.

[6] Detailed trip generation and trip rates for Building 7 - "Business Park" are included in Attachment B - Table B-7.

[7] Detailed trip generation and trip rates for Building 8 - "Business Park" are included in Attachment B - Table B-8.

[8] Detailed trip generation and trip rates for "Retail" are included in Attachment B - Table B-9.

[9] Detailed trip generation and trip rates for "Dog Park" are included in Attachment B - Table B-10.

[10] Detailed trip generation and trip rates for Building 2 - "High-Cube Transload and Short Term Storage Warehouse" are included in Attachment B - Table B-11.

[11] Detailed trip generation and trip rates for Building 2 - "High-Cube Cold Storage Warehouse are included in Attachment B - Table B-2.

[12] Detailed trip generation and trip rates for Building 3 - "Fullfillment Center Warehouse (Based on 7-surveyed Sites)" are included in Attachment B - Table B-13 and Table B-3.

[13] Detailed trip generation and trip rates for Building 3 - "High-Cube Cold Storage Warehouse" are included in Attachment B - Table B-14.

[14] Detailed trip generation and trip rates for "Convenience Store/Gas Station - GFA (5.5-10k)" are included in Attachment B - Table B-15.

[15] Detailed trip generation and trip rates for "Automated Car Wash" are included in Attachment B - Table B-15.

[16] Detailed trip generation and trip rates for "Multifamily Housing (Low-Rise) - Not Close to Rail Transit" are included in Attachment B - Table B-16.

URBAN | CROSSROADS

CASE ROAD MIXED-USE (DA 23-05060, VPM23-05059, CUP23-05047, DPR23-00013, DPR 23-00014, CUP23-05208, CUP23-05209 & CUP23-05210)

TRAFFIC ANALYSIS

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



Reference Number	Agency	Date
15360-15 TA Report	City of Perris	May 1, 2024

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

			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Self-Storage Facility	211.900	TSF	11	8	19	15	17	32	308
Recreational Vehicle (RV) Storage	215	Spaces	1	1	2	2	2	4	40
High-Cube Fulfillment Center (Sort)	498.000	TSF							
Passenger Cars:			346	77	423	228	360	588	3,114
2-axle Trucks:			1	1	2	1	1	2	24
3-axle Trucks:			2	2	4	2	2	4	40
4+-axle Trucks:			9	10	19	9	10	19	178
Total Truck Trips (PCE):			12	13	25	12	13	25	242
Fulfillment Center Total Trips[2]			358	90	448	240	373	613	3,356
Hotel	128	Rooms	33	26	59	39	37	76	1,024
Internal Capture Trip Reduction (Hotel)			-1	-6	-7	-20	-18	-38	-512
High Turnover (Sit-Down) Restaurant	27.000	TSF	142	116	258	149	95	244	2,894
Pass-by Reduction (PM/Daily = 43%)			0	0	0	-21	-21	-42	-754
Fast-Food Restaurant with Drive-Thru	5.600	TSF	127	122	249	96	89	185	2,618
Internal Capture Trip Reduction (Restaurant)			-17	-16	-33	-83	-88	-171	-2,198
Pass-by Reduction (AM = 50%; PM/Daily = 55%)			-53	-53	-106	-26	-26	-52	-860
Passenger Cars			589	275	864	379	447	826	5,674
Trucks (PCE)			12	13	25	12	13	25	242
Project Total Trips (PCE)[2]			**601**	**288**	**889**	**391**	**460**	**851**	**5,916**
Existing Commercial[3]	319.000	TSF	191	118	309	616	667	1,283	13,232
Internal Capture Trip Reduction (Retail)			-19	-15	-34	-81	-78	-159	-1,640
Total Trips (Including Existing Commercial)			**773**	**391**	**1,164**	**926**	**1,049**	**1,975**	**17,508**

[1] TSF = thousand square feet

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

[3] The 319,000 square feet of general commercial use that currently exists at Case Road and Ethanac Road.

4.2 PROJECT TRIP GENERATION COMPARISON

4.2.1 1990 SP EIR APPROVED USES

The Green Valley Specific Plan Environmental Impact Report (certified March 5, 1990, referred to as 1990 SP EIR) assumed the development of 471,500 square feet of general commercial use and 564,000 square feet of business park use. The trip-generation evaluated for the proposed Project evaluated in the 1990 SP EIR is summarized in Table 4-4 for the currently approved uses within Pas 40-44. The approved uses generate a total of 34,577 two-way trips per day with 1,494 AM peak hour trips and 2,986 PM peak hour trips as shown in Table 4-4. Attachment A in the scoping agreement (Appendix 1.1) includes excerpts from the original 1990 SP EIR identifying the trip generation for the applicable Pas.

APPENDIX D:
Traffic Counts (Intersection and Roadway Segment)

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

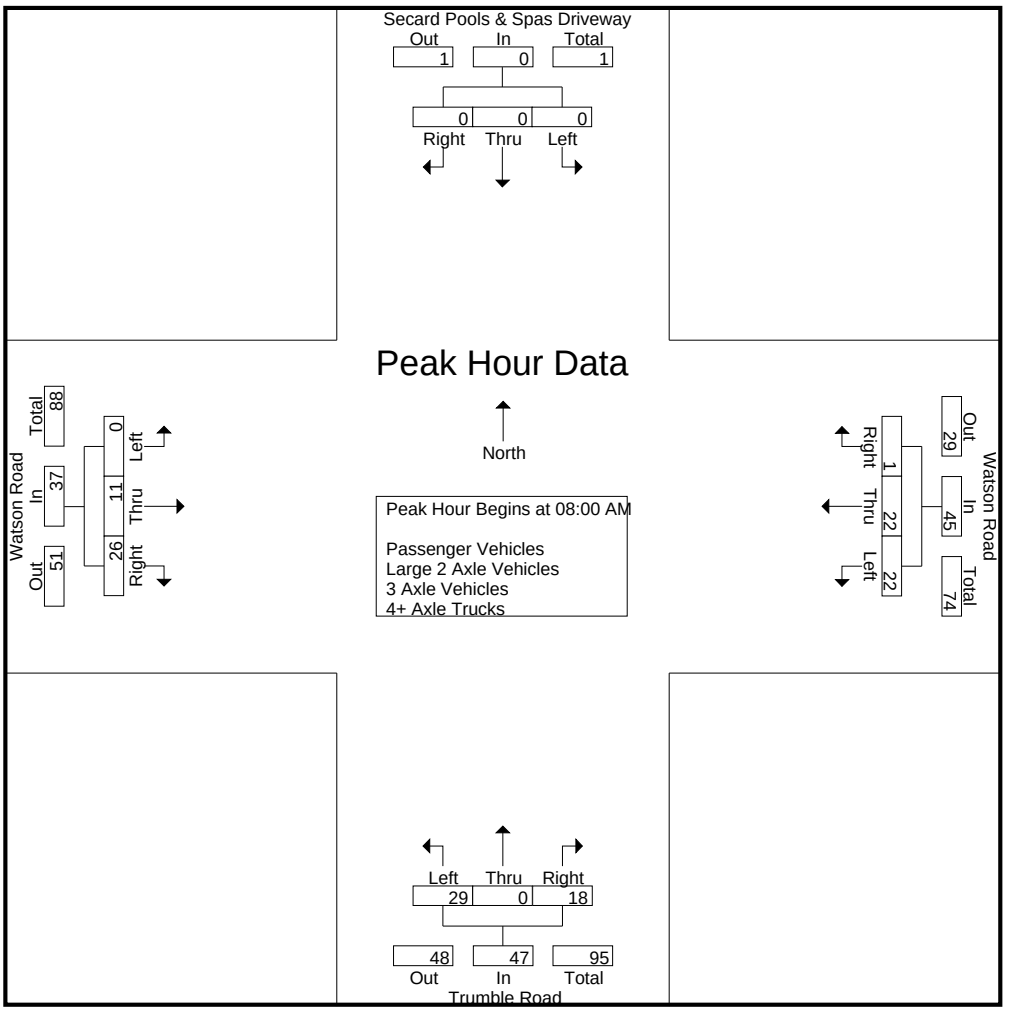
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	10	8	0	18	3	0	4	7	0	1	7	8	33
07:15 AM	0	0	0	0	4	7	0	11	6	0	3	9	0	4	4	8	28
07:30 AM	0	0	0	0	6	5	0	11	6	0	5	11	0	3	7	10	32
07:45 AM	0	0	0	0	8	5	0	13	4	0	4	8	0	4	7	11	32
Total	0	0	0	0	28	25	0	53	19	0	16	35	0	12	25	37	125
08:00 AM	0	0	0	0	10	7	0	17	4	0	3	7	0	4	3	7	31
08:15 AM	0	0	0	0	6	6	0	12	8	0	4	12	0	5	4	9	33
08:30 AM	0	0	0	0	5	7	0	12	9	0	3	12	0	1	7	8	32
08:45 AM	0	0	0	0	1	2	1	4	8	0	8	16	0	1	12	13	33
Total	0	0	0	0	22	22	1	45	29	0	18	47	0	11	26	37	129
Grand Total	0	0	0	0	50	47	1	98	48	0	34	82	0	23	51	74	254
Apprch %	0	0	0		51	48	1		58.5	0	41.5		0	31.1	68.9		
Total %	0	0	0	0	19.7	18.5	0.4	38.6	18.9	0	13.4	32.3	0	9.1	20.1	29.1	
Passenger Vehicles	0	0	0	0	45	26	1	72	18	0	29	47	0	11	16	27	146
% Passenger Vehicles	0	0	0	0	90	55.3	100	73.5	37.5	0	85.3	57.3	0	47.8	31.4	36.5	57.5
Large 2 Axle Vehicles	0	0	0	0	2	5	0	7	2	0	3	5	0	2	3	5	17
% Large 2 Axle Vehicles	0	0	0	0	4	10.6	0	7.1	4.2	0	8.8	6.1	0	8.7	5.9	6.8	6.7
3 Axle Vehicles	0	0	0	0	1	2	0	3	24	0	0	24	0	0	1	1	28
% 3 Axle Vehicles	0	0	0	0	2	4.3	0	3.1	50	0	0	29.3	0	0	2	1.4	11
4+ Axle Trucks	0	0	0	0	2	14	0	16	4	0	2	6	0	10	31	41	63
% 4+ Axle Trucks	0	0	0	0	4	29.8	0	16.3	8.3	0	5.9	7.3	0	43.5	60.8	55.4	24.8

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	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 08:00 AM																	
08:00 AM	0	0	0	0	**10**	**7**	0	**17**	4	0	3	7	0	4	3	7	31
08:15 AM	0	0	0	0	6	6	0	12	8	0	4	12	0	**5**	4	9	**33**
08:30 AM	0	0	0	0	5	7	0	12	**9**	0	3	12	0	1	7	8	32
08:45 AM	0	0	0	0	1	2	**1**	4	8	0	**8**	**16**	0	1	**12**	**13**	33
Total Volume	0	0	0	0	22	22	1	45	29	0	18	47	0	11	26	37	129
% App. Total	0	0	0		48.9	48.9	2.2		61.7	0	38.3		0	29.7	70.3		
PHF	.000	.000	.000	.000	.550	.786	.250	.662	.806	.000	.563	.734	.000	.550	.542	.712	.977

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
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				07:45 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	8	5	0	13	4	0	3	7	0	1	**7**	8
+15 mins.	0	0	0	0	**10**	**7**	0	**17**	8	0	4	12	0	**4**	4	8
+30 mins.	0	0	0	0	6	6	0	12	**9**	0	3	12	0	3	7	10
+45 mins.	0	0	0	0	5	7	0	12	8	0	**8**	**16**	0	4	7	**11**
Total Volume	0	0	0	0	29	25	0	54	29	0	18	47	0	12	25	37
% App. Total	0	0	0		53.7	46.3	0		61.7	0	38.3		0	32.4	67.6	
PHF	.000	.000	.000	.000	.725	.893	.000	.794	.806	.000	.563	.734	.000	.750	.893	.841

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

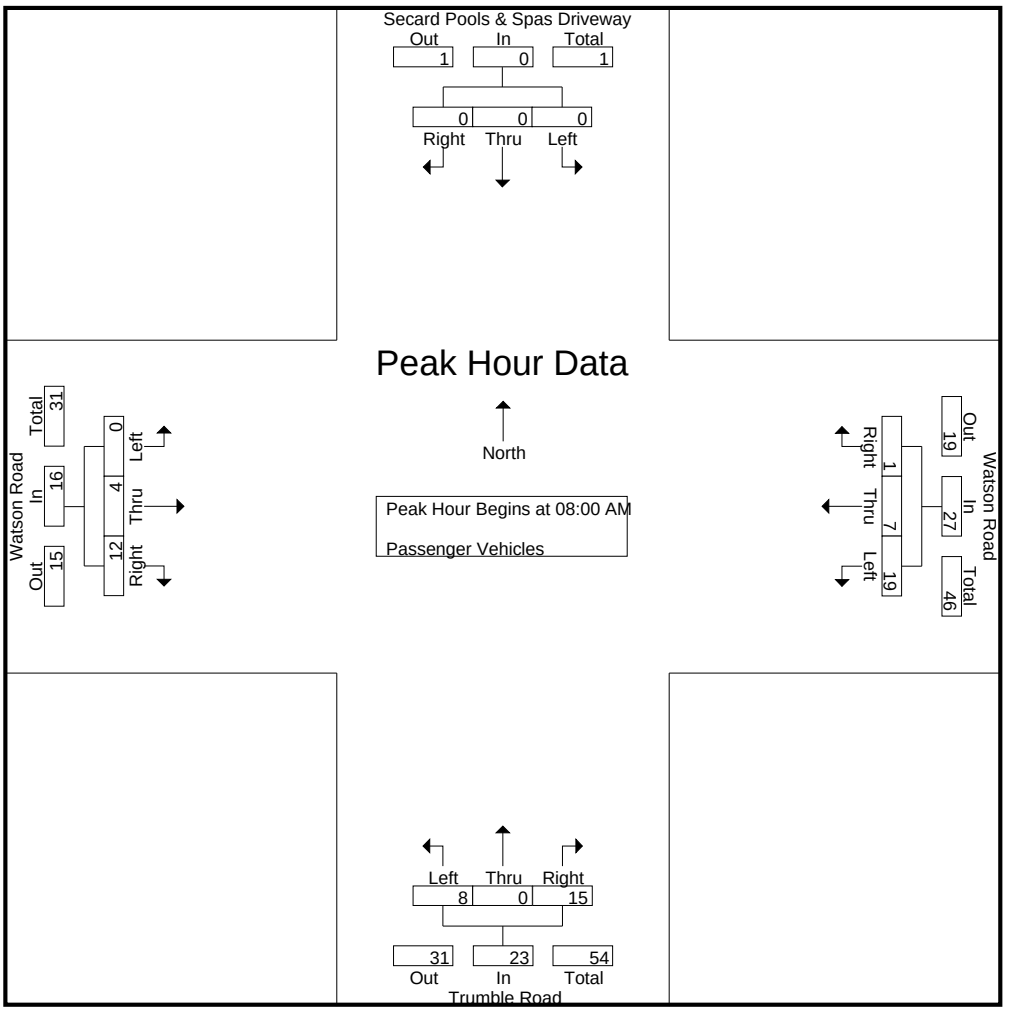
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	9	7	0	16	2	0	4	6	0	1	1	2	24
07:15 AM	0	0	0	0	4	5	0	9	4	0	3	7	0	1	1	2	18
07:30 AM	0	0	0	0	5	4	0	9	2	0	5	7	0	2	2	4	20
07:45 AM	0	0	0	0	8	3	0	11	2	0	2	4	0	3	0	3	18
Total	0	0	0	0	26	19	0	45	10	0	14	24	0	7	4	11	80
08:00 AM	0	0	0	0	9	1	0	10	0	0	3	3	0	2	1	3	16
08:15 AM	0	0	0	0	5	4	0	9	2	0	4	6	0	0	2	2	17
08:30 AM	0	0	0	0	4	1	0	5	3	0	3	6	0	1	3	4	15
08:45 AM	0	0	0	0	1	1	1	3	3	0	5	8	0	1	6	7	18
Total	0	0	0	0	19	7	1	27	8	0	15	23	0	4	12	16	66
Grand Total	0	0	0	0	45	26	1	72	18	0	29	47	0	11	16	27	146
Apprch %	0	0	0		62.5	36.1	1.4		38.3	0	61.7		0	40.7	59.3		
Total %	0	0	0	0	30.8	17.8	0.7	49.3	12.3	0	19.9	32.2	0	7.5	11	18.5	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**9**	1	0	**10**	0	0	3	3	0	**2**	1	3	16
08:15 AM	0	0	0	0	5	**4**	0	9	2	0	4	6	0	0	2	2	17
08:30 AM	0	0	0	0	4	1	0	5	**3**	0	3	6	0	1	3	4	15
08:45 AM	0	0	0	0	1	1	**1**	3	3	0	**5**	**8**	0	1	**6**	**7**	**18**
Total Volume	0	0	0	0	19	7	1	27	8	0	15	23	0	4	12	16	66
% App. Total	0	0	0		70.4	25.9	3.7		34.8	0	65.2		0	25	75		
PHF	.000	.000	.000	.000	.528	.438	.250	.675	.667	.000	.750	.719	.000	.500	.500	.571	.917

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	**9**	1	0	**10**	0	0	3	3	0	**2**	1	3
+15 mins.	0	0	0	0	5	**4**	0	9	2	0	4	6	0	0	2	2
+30 mins.	0	0	0	0	4	1	0	5	**3**	0	3	6	0	1	3	4
+45 mins.	0	0	0	0	1	1	**1**	3	3	0	**5**	**8**	0	1	**6**	**7**
Total Volume	0	0	0	0	19	7	1	27	8	0	15	23	0	4	12	16
% App. Total	0	0	0		70.4	25.9	3.7		34.8	0	65.2		0	25	75	
PHF	.000	.000	.000	.000	.528	.438	.250	.675	.667	.000	.750	.719	.000	.500	.500	.571

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

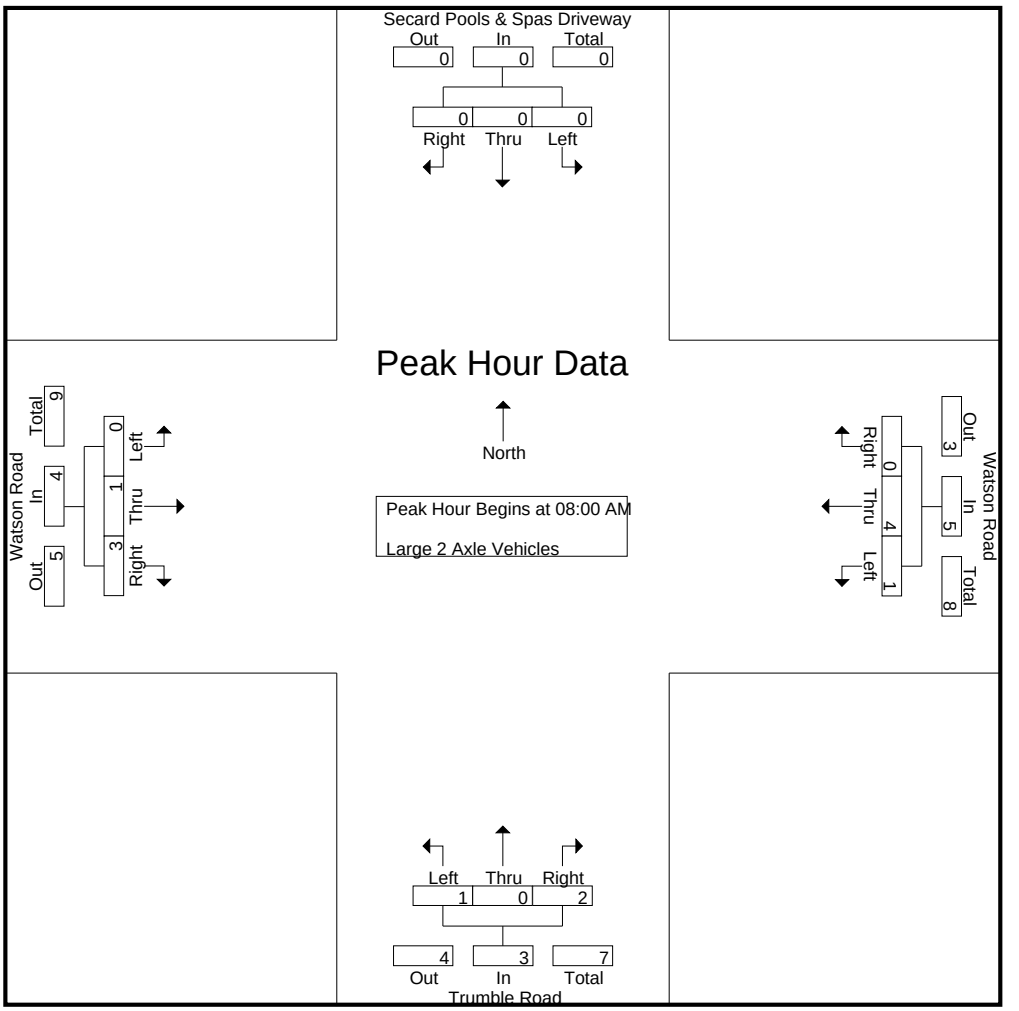
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
Total	0	0	0	0	1	1	0	2	1	0	1	2	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
08:15 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	0	1	1	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
Total	0	0	0	0	1	4	0	5	1	0	2	3	0	1	3	4	12
Grand Total	0	0	0	0	2	5	0	7	2	0	3	5	0	2	3	5	17
Apprch %	0	0	0		28.6	71.4	0		40	0	60		0	40	60		
Total %	0	0	0	0	11.8	29.4	0	41.2	11.8	0	17.6	29.4	0	11.8	17.6	29.4	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	**1**	**2**	**4**
08:15 AM	0	0	0	0	**1**	1	0	2	**1**	0	0	1	0	0	1	1	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	1	1	3
Total Volume	0	0	0	0	1	4	0	5	1	0	2	3	0	1	3	4	12
% App. Total	0	0	0		20	80	0		33.3	0	66.7		0	25	75		
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.250	.000	.250	.375	.000	.250	.750	.500	.750

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	**1**	1	0	2	**1**	0	0	1	0	0	1	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	1	1
Total Volume	0	0	0	0	1	4	0	5	1	0	2	3	0	1	3	4
% App. Total	0	0	0		20	80	0		33.3	0	66.7		0	25	75	
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.250	.000	.250	.375	.000	.250	.750	.500

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

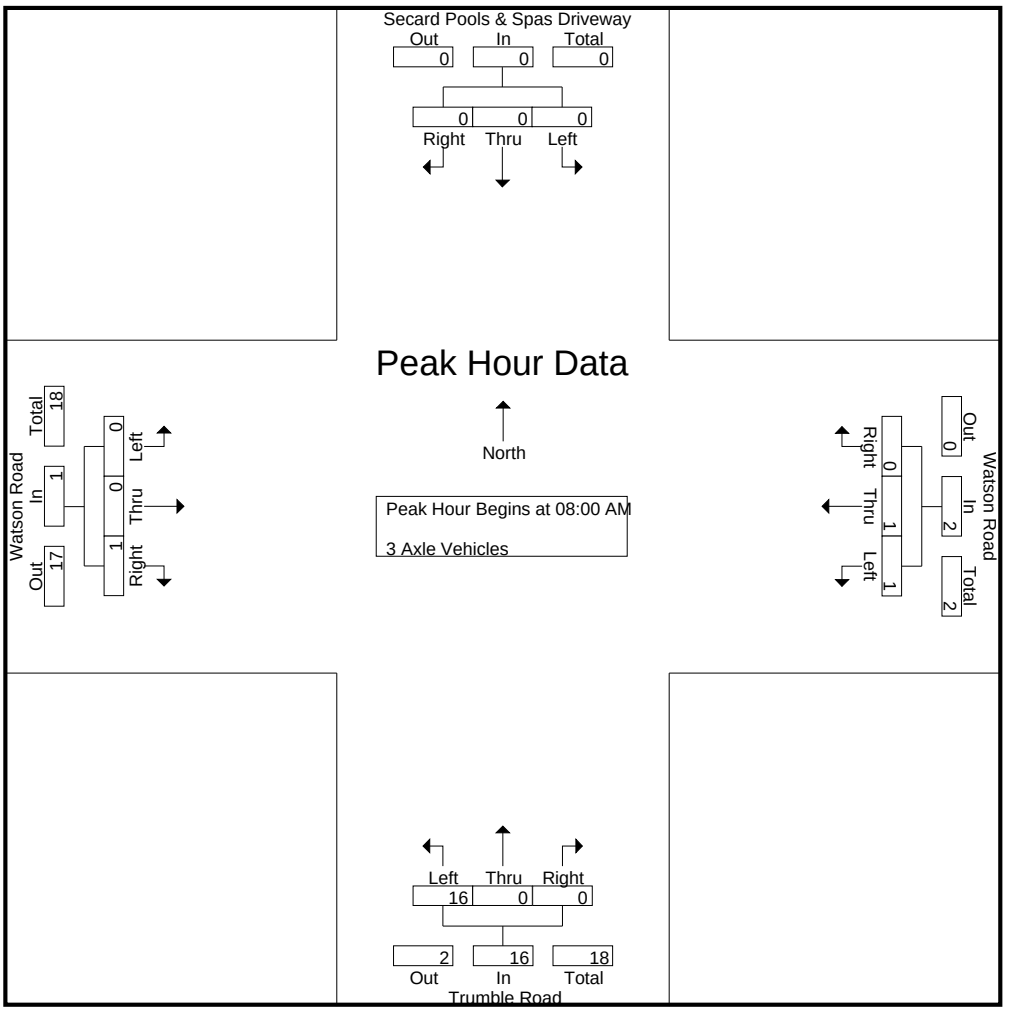
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	8	0	0	8	0	0	0	0	9
08:00 AM	0	0	0	0	1	1	0	2	2	0	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	1	5
Total	0	0	0	0	1	1	0	2	16	0	0	16	0	0	1	1	19
Grand Total	0	0	0	0	1	2	0	3	24	0	0	24	0	0	1	1	28
Apprch %	0	0	0		33.3	66.7	0		100	0	0		0	0	100		
Total %	0	0	0	0	3.6	7.1	0	10.7	85.7	0	0	85.7	0	0	3.6	3.6	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**1**	**1**	0	**2**	2	0	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	**5**
08:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	**1**	**1**	5
Total Volume	0	0	0	0	1	1	0	2	16	0	0	16	0	0	1	1	19
% App. Total	0	0	0		50	50	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.800	.000	.000	.800	.000	.000	.250	.250	.950

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	2	0	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	4	0	0	4	0	0	**1**	**1**
Total Volume	0	0	0	0	1	1	0	2	16	0	0	16	0	0	1	1
% App. Total	0	0	0		50	50	0		100	0	0		0	0	100	
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.800	.000	.000	.800	.000	.000	.250	.250

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

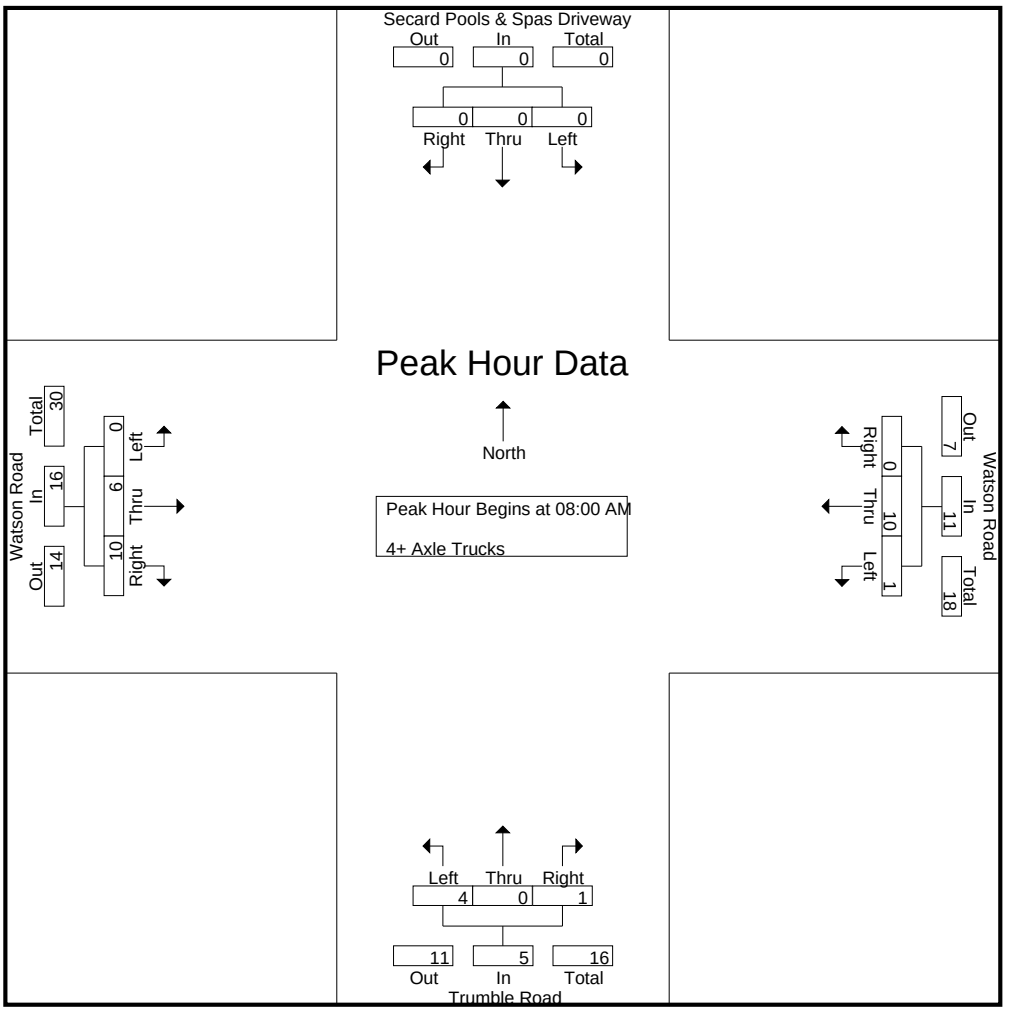
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	6	6	8
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	3	6	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	7	7	9
Total	0	0	0	0	1	4	0	5	0	0	1	1	0	4	21	25	31
08:00 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	1	1	2	7
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	7
08:30 AM	0	0	0	0	1	5	0	6	1	0	0	1	0	0	4	4	11
08:45 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	4	4	7
Total	0	0	0	0	1	10	0	11	4	0	1	5	0	6	10	16	32
Grand Total	0	0	0	0	2	14	0	16	4	0	2	6	0	10	31	41	63
Apprch %	0	0	0		12.5	87.5	0		66.7	0	33.3		0	24.4	75.6		
Total %	0	0	0	0	3.2	22.2	0	25.4	6.3	0	3.2	9.5	0	15.9	49.2	65.1	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	3	0	3	**2**	0	0	**2**	0	1	1	2	7
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	1	**6**	7
08:30 AM	0	0	0	0	**1**	**5**	0	**6**	1	0	0	1	0	0	**4**	4	**11**
08:45 AM	0	0	0	0	0	1	0	1	1	0	**1**	2	0	0	4	4	7
Total Volume	0	0	0	0	1	10	0	11	4	0	1	5	0	6	10	16	32
% App. Total	0	0	0		9.1	90.9	0		80	0	20		0	37.5	62.5		
PHF	.000	.000	.000	.000	.250	.500	.000	.458	.500	.000	.250	.625	.000	.300	.625	.667	.727

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	**2**	0	0	**2**	0	1	1	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	1	**6**
+30 mins.	0	0	0	0	**1**	**5**	0	**6**	1	0	0	1	0	0	**4**	4
+45 mins.	0	0	0	0	0	1	0	1	1	0	**1**	2	0	0	4	4
Total Volume	0	0	0	0	1	10	0	11	4	0	1	5	0	6	10	16
% App. Total	0	0	0		9.1	90.9	0		80	0	20		0	37.5	62.5	
PHF	.000	.000	.000	.000	.250	.500	.000	.458	.500	.000	.250	.625	.000	.300	.625	.667

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

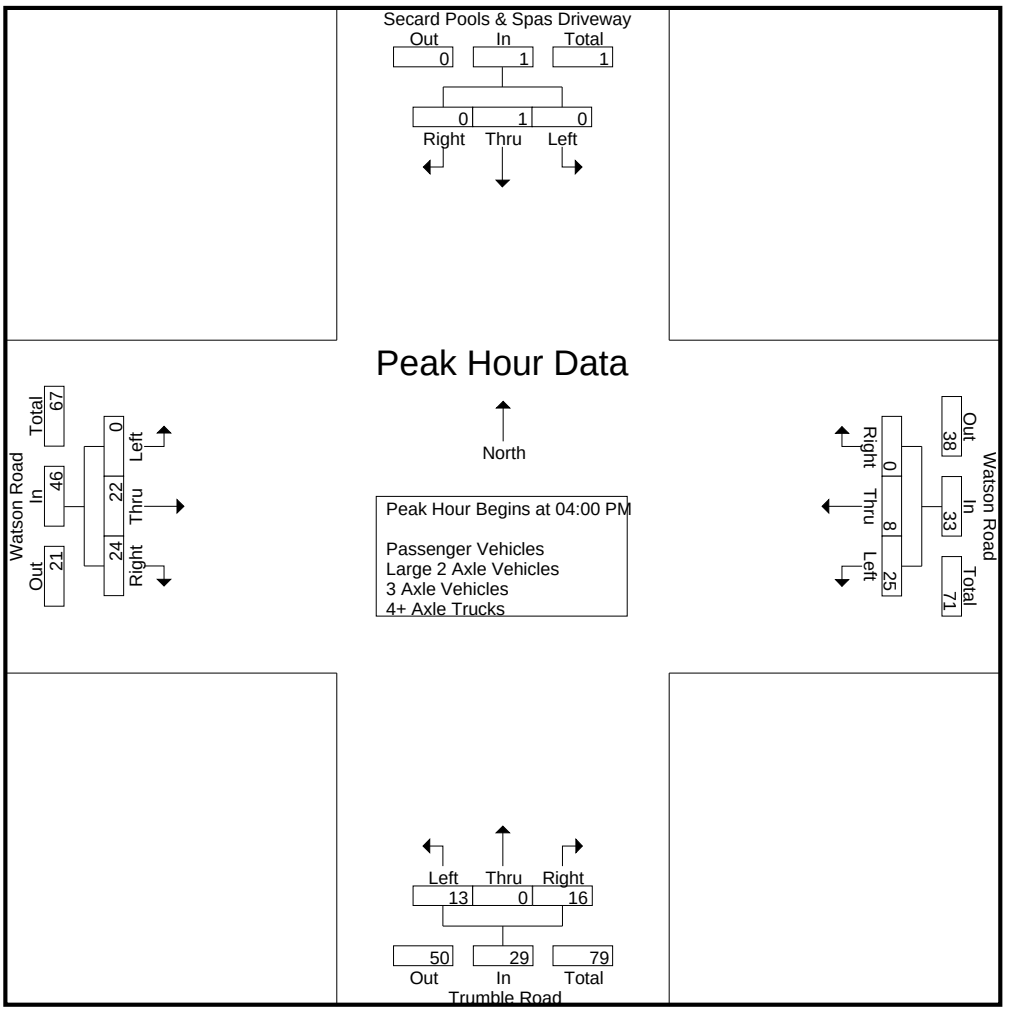
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	8	2	0	10	2	0	7	9	0	10	12	22	41
04:15 PM	0	1	0	1	7	1	0	8	5	0	3	8	0	0	4	4	21
04:30 PM	0	0	0	0	6	4	0	10	2	0	6	8	0	5	4	9	27
04:45 PM	0	0	0	0	4	1	0	5	4	0	0	4	0	7	4	11	20
Total	0	1	0	1	25	8	0	33	13	0	16	29	0	22	24	46	109
05:00 PM	0	0	0	0	5	4	0	9	4	1	4	9	0	8	12	20	38
05:15 PM	0	0	0	0	5	1	0	6	3	0	3	6	0	5	6	11	23
05:30 PM	0	0	0	0	3	0	0	3	3	0	4	7	0	1	5	6	16
05:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	3	2	5	7
Total	0	0	0	0	14	5	0	19	10	1	12	23	0	17	25	42	84
Grand Total	0	1	0	1	39	13	0	52	23	1	28	52	0	39	49	88	193
Apprch %	0	100	0		75	25	0		44.2	1.9	53.8		0	44.3	55.7		
Total %	0	0.5	0	0.5	20.2	6.7	0	26.9	11.9	0.5	14.5	26.9	0	20.2	25.4	45.6	
Passenger Vehicles	0	1	0	1	38	2	0	40	5	1	28	34	0	28	45	73	148
% Passenger Vehicles	0	100	0	100	97.4	15.4	0	76.9	21.7	100	100	65.4	0	71.8	91.8	83	76.7
Large 2 Axle Vehicles	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
% Large 2 Axle Vehicles	0	0	0	0	2.6	7.7	0	3.8	0	0	0	0	0	2.6	0	1.1	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	14
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	60.9	0	0	26.9	0	0	0	0	7.3
4+ Axle Trucks	0	0	0	0	0	10	0	10	4	0	0	4	0	10	4	14	28
% 4+ Axle Trucks	0	0	0	0	0	76.9	0	19.2	17.4	0	0	7.7	0	25.6	8.2	15.9	14.5

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**8**	2	0	**10**	2	0	**7**	**9**	0	**10**	**12**	**22**	**41**
04:15 PM	0	**1**	0	**1**	7	1	0	8	**5**	0	3	8	0	0	4	4	21
04:30 PM	0	0	0	0	6	**4**	0	10	2	0	6	8	0	5	4	9	27
04:45 PM	0	0	0	0	4	1	0	5	4	0	0	4	0	7	4	11	20
Total Volume	0	1	0	1	25	8	0	33	13	0	16	29	0	22	24	46	109
% App. Total	0	100	0		75.8	24.2	0		44.8	0	55.2		0	47.8	52.2		
PHF	.000	.250	.000	.250	.781	.500	.000	.825	.650	.000	.571	.806	.000	.550	.500	.523	.665

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	**8**	2	0	**10**	2	0	**7**	**9**	0	5	4	9
+15 mins.	0	**1**	0	**1**	7	1	0	8	**5**	0	3	8	0	7	4	11
+30 mins.	0	0	0	0	6	**4**	0	10	2	0	6	8	0	**8**	**12**	**20**
+45 mins.	0	0	0	0	4	1	0	5	4	0	0	4	0	5	6	11
Total Volume	0	1	0	1	25	8	0	33	13	0	16	29	0	25	26	51
% App. Total	0	100	0		75.8	24.2	0		44.8	0	55.2		0	49	51	
PHF	.000	.250	.000	.250	.781	.500	.000	.825	.650	.000	.571	.806	.000	.781	.542	.638

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

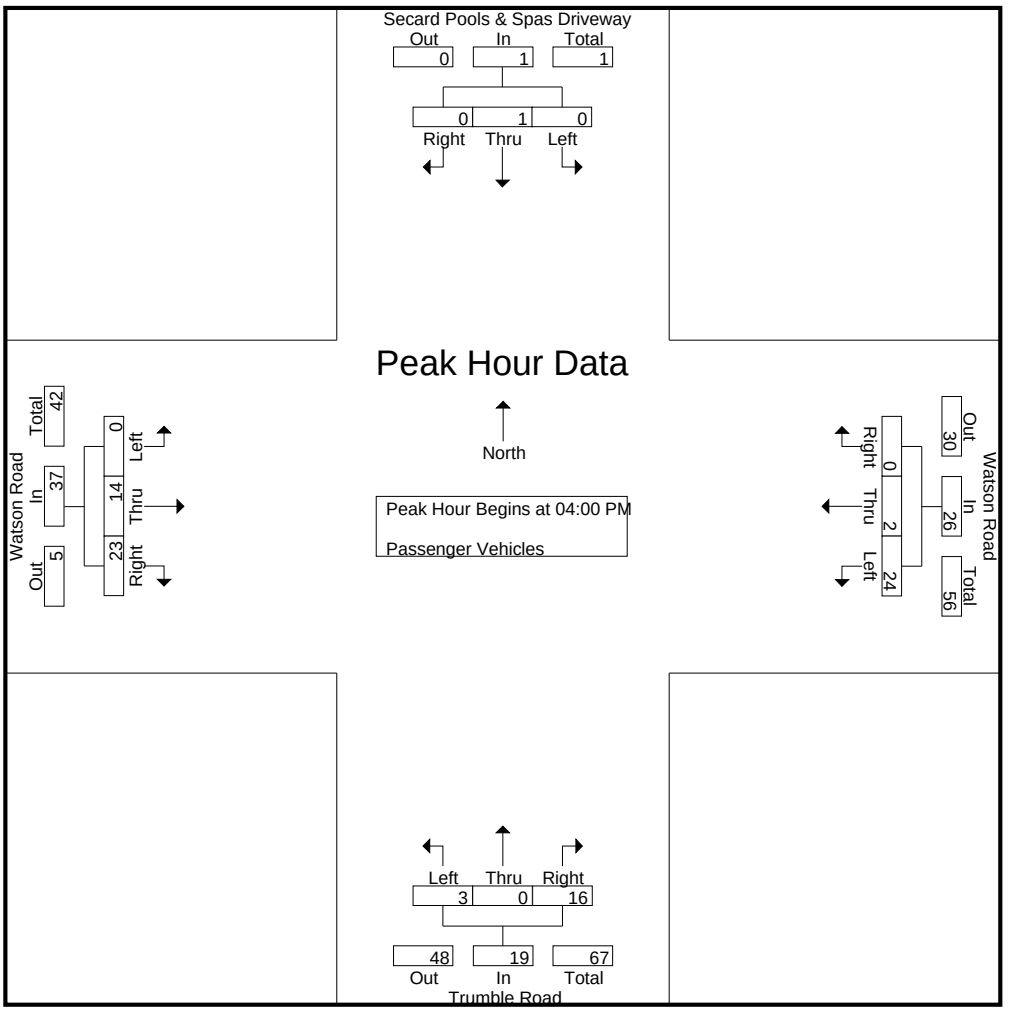
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	8	2	0	10	1	0	7	8	0	8	11	19	37
04:15 PM	0	1	0	1	7	0	0	7	1	0	3	4	0	0	4	4	16
04:30 PM	0	0	0	0	5	0	0	5	1	0	6	7	0	2	4	6	18
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	4	4	8	12
Total	0	1	0	1	24	2	0	26	3	0	16	19	0	14	23	37	83
05:00 PM	0	0	0	0	5	0	0	5	0	1	4	5	0	7	10	17	27
05:15 PM	0	0	0	0	5	0	0	5	1	0	3	4	0	4	5	9	18
05:30 PM	0	0	0	0	3	0	0	3	1	0	4	5	0	0	5	5	13
05:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	3	2	5	7
Total	0	0	0	0	14	0	0	14	2	1	12	15	0	14	22	36	65
Grand Total	0	1	0	1	38	2	0	40	5	1	28	34	0	28	45	73	148
Apprch %	0	100	0		95	5	0		14.7	2.9	82.4		0	38.4	61.6		
Total %	0	0.7	0	0.7	25.7	1.4	0	27	3.4	0.7	18.9	23	0	18.9	30.4	49.3	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**8**	**2**	0	**10**	**1**	0	**7**	**8**	0	**8**	**11**	**19**	**37**
04:15 PM	0	**1**	0	**1**	7	0	0	7	1	0	3	4	0	0	4	4	16
04:30 PM	0	0	0	0	5	0	0	5	1	0	6	7	0	2	4	6	18
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	4	4	8	12
Total Volume	0	1	0	1	24	2	0	26	3	0	16	19	0	14	23	37	83
% App. Total	0	100	0		92.3	7.7	0		15.8	0	84.2		0	37.8	62.2		
PHF	.000	.250	.000	.250	.750	.250	.000	.650	.750	.000	.571	.594	.000	.438	.523	.487	.561

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**8**	**2**	0	**10**	**1**	0	**7**	**8**	0	**8**	**11**	**19**
+15 mins.	0	**1**	0	**1**	7	0	0	7	1	0	3	4	0	0	4	4
+30 mins.	0	0	0	0	5	0	0	5	1	0	6	7	0	2	4	6
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0	0	4	4	8
Total Volume	0	1	0	1	24	2	0	26	3	0	16	19	0	14	23	37
% App. Total	0	100	0		92.3	7.7	0		15.8	0	84.2		0	37.8	62.2	
PHF	.000	.250	.000	.250	.750	.250	.000	.650	.750	.000	.571	.594	.000	.438	.523	.487

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

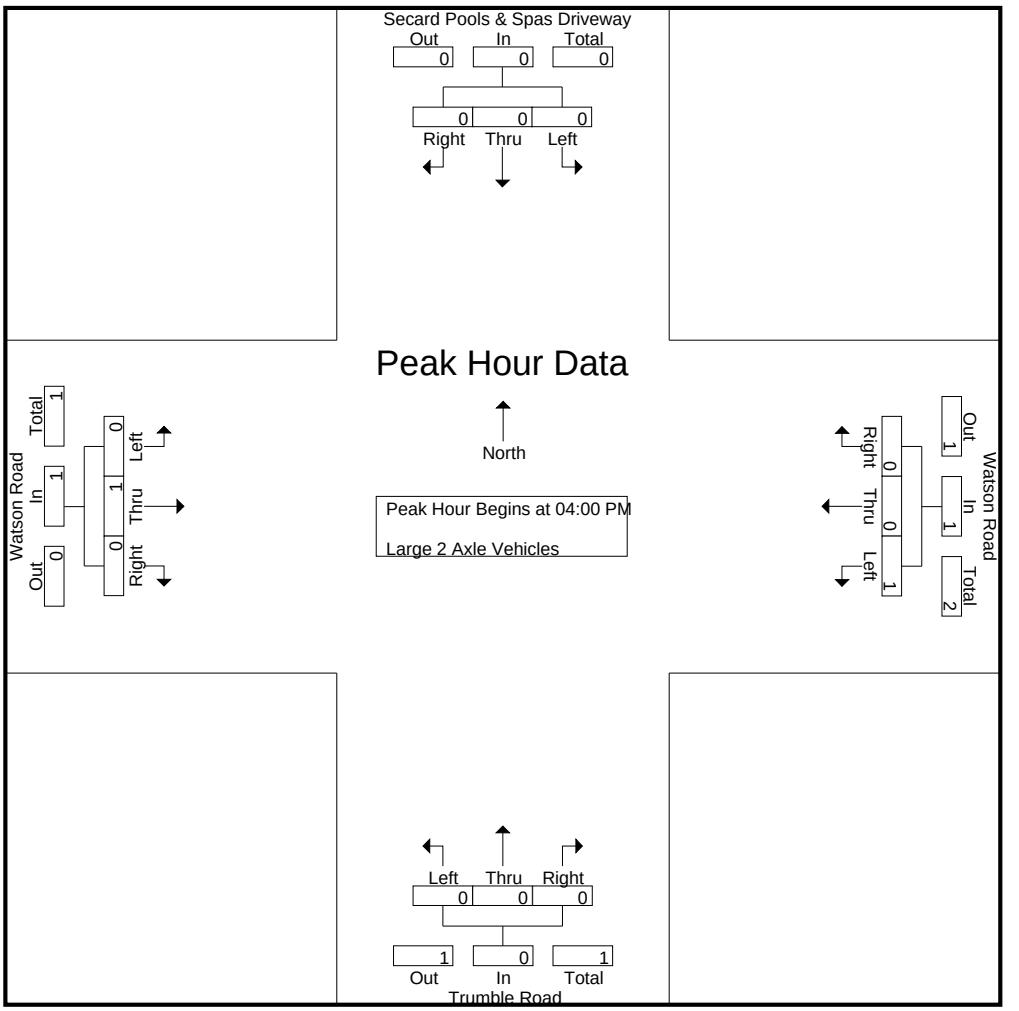
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Apprch %	0	0	0		50	50	0		0	0	0		0	100	0		
Total %	0	0	0	0	33.3	33.3	0	66.7	0	0	0	0	0	33.3	0	33.3	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

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

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

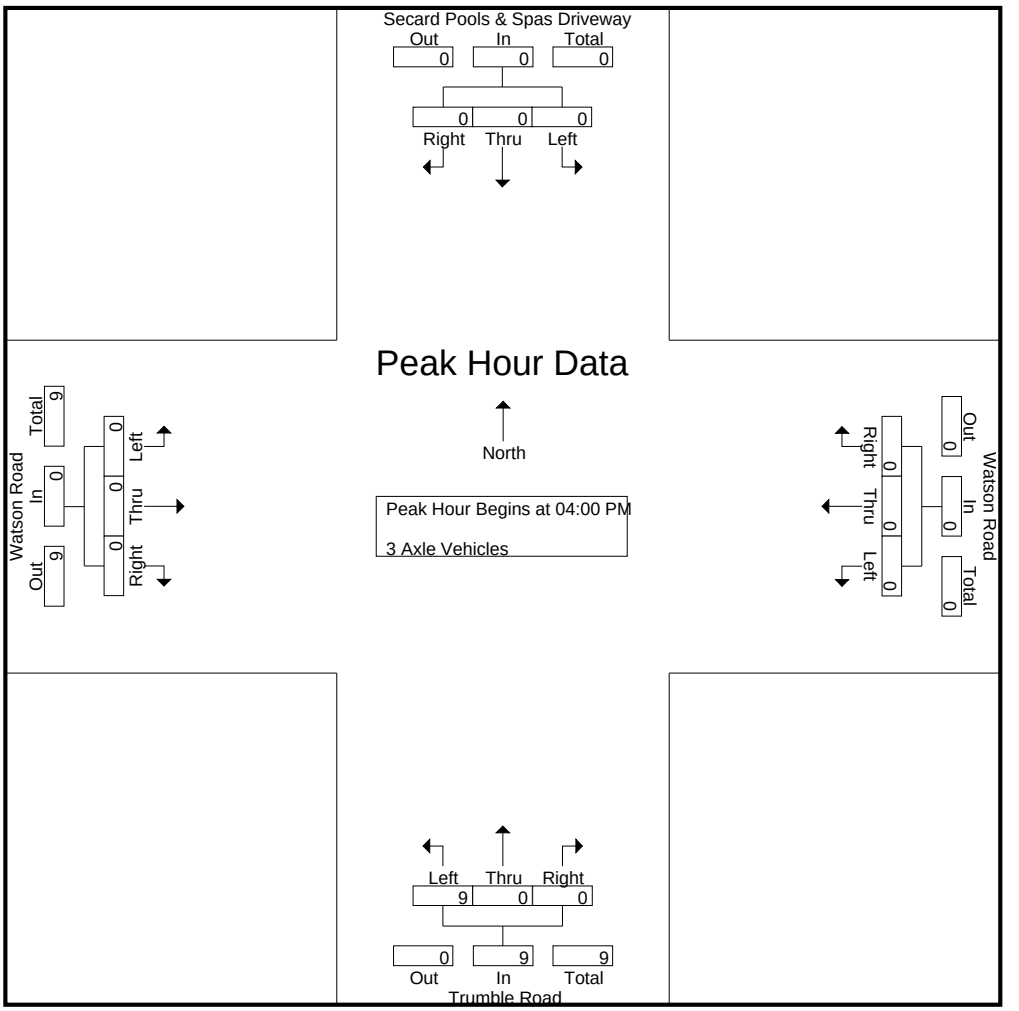
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
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	5	0	0	5	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	14
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	9
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.000	.000	.563

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.000	.000

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

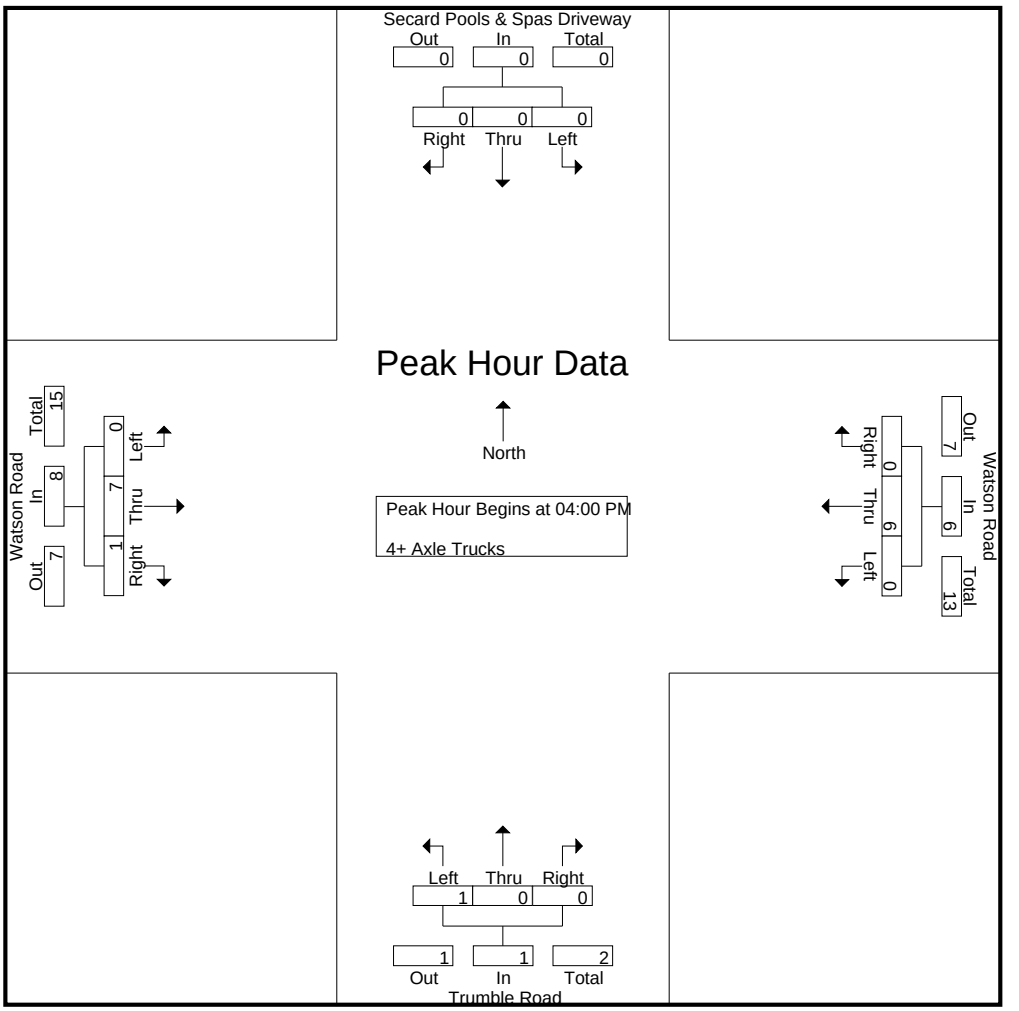
	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
Total	0	0	0	0	0	6	0	6	1	0	0	1	0	7	1	8	15
05:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	0	1	2	3	8
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
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	4	0	4	3	0	0	3	0	3	3	6	13
Grand Total	0	0	0	0	0	10	0	10	4	0	0	4	0	10	4	14	28
Apprch %	0	0	0		0	100	0		100	0	0		0	71.4	28.6		
Total %	0	0	0	0	0	35.7	0	35.7	14.3	0	0	14.3	0	35.7	14.3	50	

	Secard Pools & Spas Driveway Southbound				Watson Road Westbound				Trumble Road Northbound				Watson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	**3**	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	3	**7**
04:45 PM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	2	0	2	4
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	7	1	8	15
% App. Total	0	0	0		0	100	0		100	0	0		0	87.5	12.5		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.583	.250	.667	.536

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

City of Menifee
N/S: Trumble Road
E/W: Watson Road
Weather: Clear

File Name : 01_MEN_Tru_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	**3**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**3**	0	3
+45 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	2	0	2
Total Volume	0	0	0	0	0	6	0	6	1	0	0	1	0	7	1	8
% App. Total	0	0	0		0	100	0		100	0	0		0	87.5	12.5	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.583	.250	.667

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

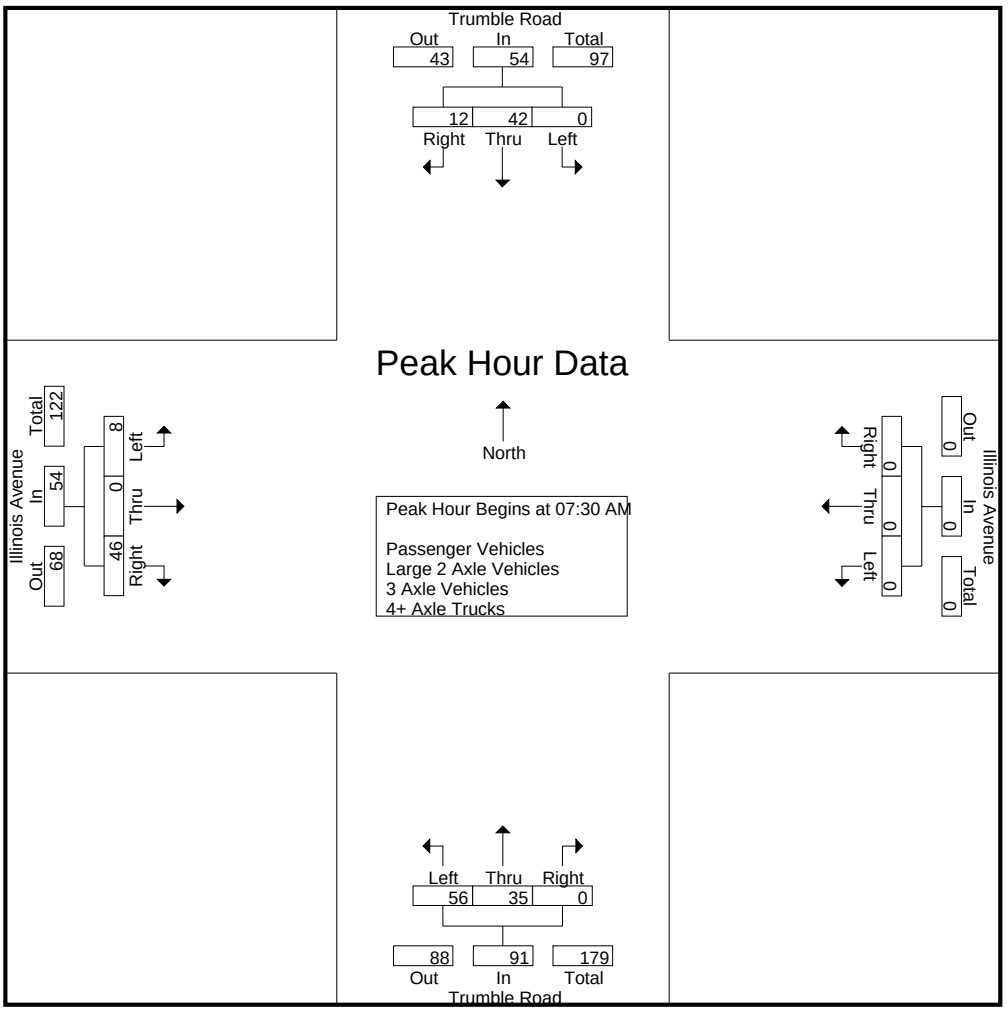
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	11	4	15	0	0	0	0	11	12	0	23	1	0	3	4	42
07:15 AM	0	9	2	11	0	0	0	0	12	5	0	17	3	0	9	12	40
07:30 AM	0	9	5	14	0	0	0	0	17	9	0	26	2	0	11	13	53
07:45 AM	0	12	2	14	0	0	0	0	14	9	0	23	2	0	8	10	47
Total	0	41	13	54	0	0	0	0	54	35	0	89	8	0	31	39	182
08:00 AM	0	13	3	16	0	0	0	0	16	7	0	23	1	0	12	13	52
08:15 AM	0	8	2	10	0	0	0	0	9	10	0	19	3	0	15	18	47
08:30 AM	0	9	2	11	0	0	0	0	8	9	0	17	1	0	6	7	35
08:45 AM	0	11	0	11	0	0	0	0	18	15	1	34	2	1	5	8	53
Total	0	41	7	48	0	0	0	0	51	41	1	93	7	1	38	46	187
Grand Total	0	82	20	102	0	0	0	0	105	76	1	182	15	1	69	85	369
Apprch %	0	80.4	19.6		0	0	0		57.7	41.8	0.5		17.6	1.2	81.2		
Total %	0	22.2	5.4	27.6	0	0	0	0	28.5	20.6	0.3	49.3	4.1	0.3	18.7	23	
Passenger Vehicles	0	46	19	65	0	0	0	0	103	40	1	144	13	1	67	81	290
% Passenger Vehicles	0	56.1	95	63.7	0	0	0	0	98.1	52.6	100	79.1	86.7	100	97.1	95.3	78.6
Large 2 Axle Vehicles	0	2	1	3	0	0	0	0	2	5	0	7	2	0	1	3	13
% Large 2 Axle Vehicles	0	2.4	5	2.9	0	0	0	0	1.9	6.6	0	3.8	13.3	0	1.4	3.5	3.5
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	24	0	24	0	0	0	0	26
% 3 Axle Vehicles	0	2.4	0	2	0	0	0	0	0	31.6	0	13.2	0	0	0	0	7
4+ Axle Trucks	0	32	0	32	0	0	0	0	0	7	0	7	0	0	1	1	40
% 4+ Axle Trucks	0	39	0	31.4	0	0	0	0	0	9.2	0	3.8	0	0	1.4	1.2	10.8

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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	0	9	**5**	14	0	0	0	0	**17**	9	0	**26**	2	0	11	13	**53**
07:45 AM	0	12	2	14	0	0	0	0	14	9	0	23	2	0	8	10	47
08:00 AM	0	**13**	3	**16**	0	0	0	0	16	7	0	23	1	0	12	13	52
08:15 AM	0	8	2	10	0	0	0	0	9	**10**	0	19	**3**	0	**15**	**18**	47
Total Volume	0	42	12	54	0	0	0	0	56	35	0	91	8	0	46	54	199
% App. Total	0	77.8	22.2		0	0	0		61.5	38.5	0		14.8	0	85.2		
PHF	.000	.808	.600	.844	.000	.000	.000	.000	.824	.875	.000	.875	.667	.000	.767	.750	.939

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	9	2	11	0	0	0	0	16	7	0	23	2	0	11	13
+15 mins.	0	9	**5**	14	0	0	0	0	9	10	0	19	2	0	8	10
+30 mins.	0	12	2	14	0	0	0	0	8	9	0	17	1	0	12	13
+45 mins.	0	**13**	3	**16**	0	0	0	0	**18**	**15**	**1**	**34**	**3**	0	**15**	**18**
Total Volume	0	43	12	55	0	0	0	0	51	41	1	93	8	0	46	54
% App. Total	0	78.2	21.8		0	0	0		54.8	44.1	1.1		14.8	0	85.2	
PHF	.000	.827	.600	.859	.000	.000	.000	.000	.708	.683	.250	.684	.667	.000	.767	.750

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

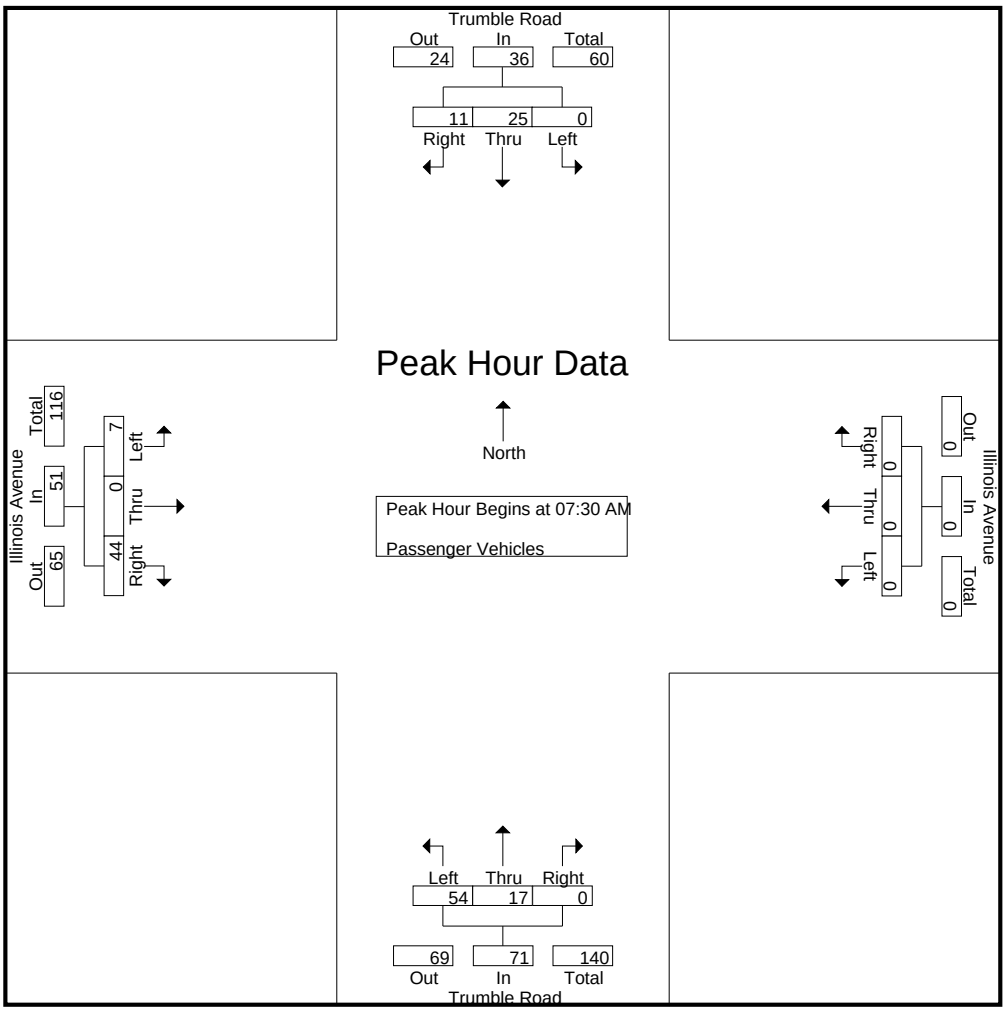
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	4	9	0	0	0	0	11	10	0	21	1	0	3	4	34
07:15 AM	0	5	2	7	0	0	0	0	12	2	0	14	3	0	9	12	33
07:30 AM	0	4	4	8	0	0	0	0	16	5	0	21	2	0	11	13	42
07:45 AM	0	6	2	8	0	0	0	0	14	4	0	18	1	0	7	8	34
Total	0	20	12	32	0	0	0	0	53	21	0	74	7	0	30	37	143
08:00 AM	0	9	3	12	0	0	0	0	16	3	0	19	1	0	11	12	43
08:15 AM	0	6	2	8	0	0	0	0	8	5	0	13	3	0	15	18	39
08:30 AM	0	4	2	6	0	0	0	0	8	3	0	11	1	0	6	7	24
08:45 AM	0	7	0	7	0	0	0	0	18	8	1	27	1	1	5	7	41
Total	0	26	7	33	0	0	0	0	50	19	1	70	6	1	37	44	147
Grand Total	0	46	19	65	0	0	0	0	103	40	1	144	13	1	67	81	290
Apprch %	0	70.8	29.2		0	0	0		71.5	27.8	0.7		16	1.2	82.7		
Total %	0	15.9	6.6	22.4	0	0	0	0	35.5	13.8	0.3	49.7	4.5	0.3	23.1	27.9	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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	4	**4**	8	0	0	0	0	**16**	**5**	0	**21**	2	0	11	13	42
07:45 AM	0	6	2	8	0	0	0	0	14	4	0	18	1	0	7	8	34
08:00 AM	0	**9**	3	**12**	0	0	0	0	16	3	0	19	1	0	11	12	**43**
08:15 AM	0	6	2	8	0	0	0	0	8	5	0	13	**3**	0	**15**	**18**	39
Total Volume	0	25	11	36	0	0	0	0	54	17	0	71	7	0	44	51	158
% App. Total	0	69.4	30.6		0	0	0		76.1	23.9	0		13.7	0	86.3		
PHF	.000	.694	.688	.750	.000	.000	.000	.000	.844	.850	.000	.845	.583	.000	.733	.708	.919

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
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	4	**4**	8	0	0	0	0	**16**	**5**	0	**21**	2	0	11	13
+15 mins.	0	6	2	8	0	0	0	0	14	4	0	18	1	0	7	8
+30 mins.	0	**9**	3	**12**	0	0	0	0	16	3	0	19	1	0	11	12
+45 mins.	0	6	2	8	0	0	0	0	8	5	0	13	**3**	0	**15**	**18**
Total Volume	0	25	11	36	0	0	0	0	54	17	0	71	7	0	44	51
% App. Total	0	69.4	30.6		0	0	0		76.1	23.9	0		13.7	0	86.3	
PHF	.000	.694	.688	.750	.000	.000	.000	.000	.844	.850	.000	.845	.583	.000	.733	.708

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

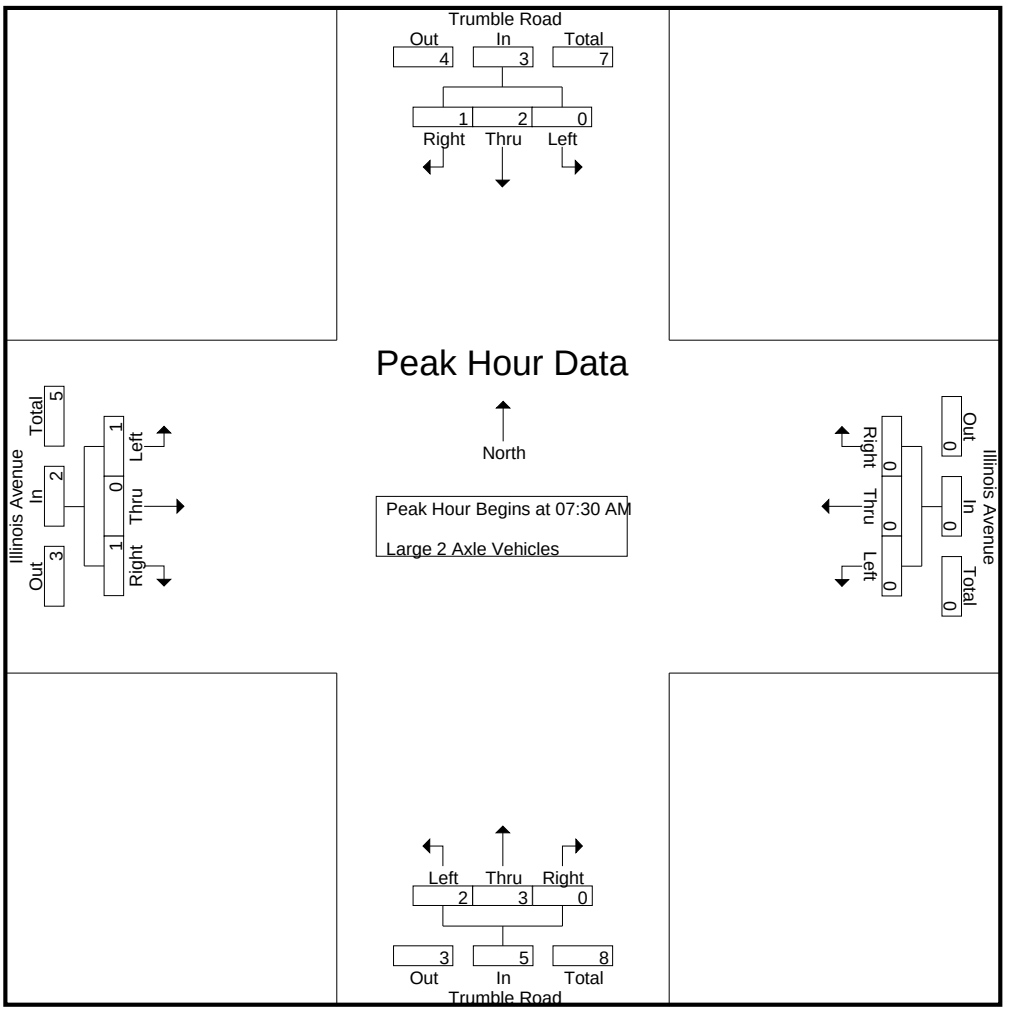
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
Total	0	0	1	1	0	0	0	0	1	3	0	4	1	0	0	1	6
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	2	0	2	0	0	0	0	1	2	0	3	1	0	1	2	7
Grand Total	0	2	1	3	0	0	0	0	2	5	0	7	2	0	1	3	13
Apprch %	0	66.7	33.3		0	0	0		28.6	71.4	0		66.7	0	33.3		
Total %	0	15.4	7.7	23.1	0	0	0	0	15.4	38.5	0	53.8	15.4	0	7.7	23.1	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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	0	0	0	**1**	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	**3**
08:00 AM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	**1**	1	3
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	2	1	3	0	0	0	0	2	3	0	5	1	0	1	2	10
% App. Total	0	66.7	33.3		0	0	0		40	60	0		50	0	50		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.500	.375	.000	.625	.250	.000	.250	.500	.833

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
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	0	0	0	**1**	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**
+30 mins.	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	**1**	1
+45 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	2	3	0	5	1	0	1	2
% App. Total	0	66.7	33.3		0	0	0		40	60	0		50	0	50	
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.500	.375	.000	.625	.250	.000	.250	.500

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

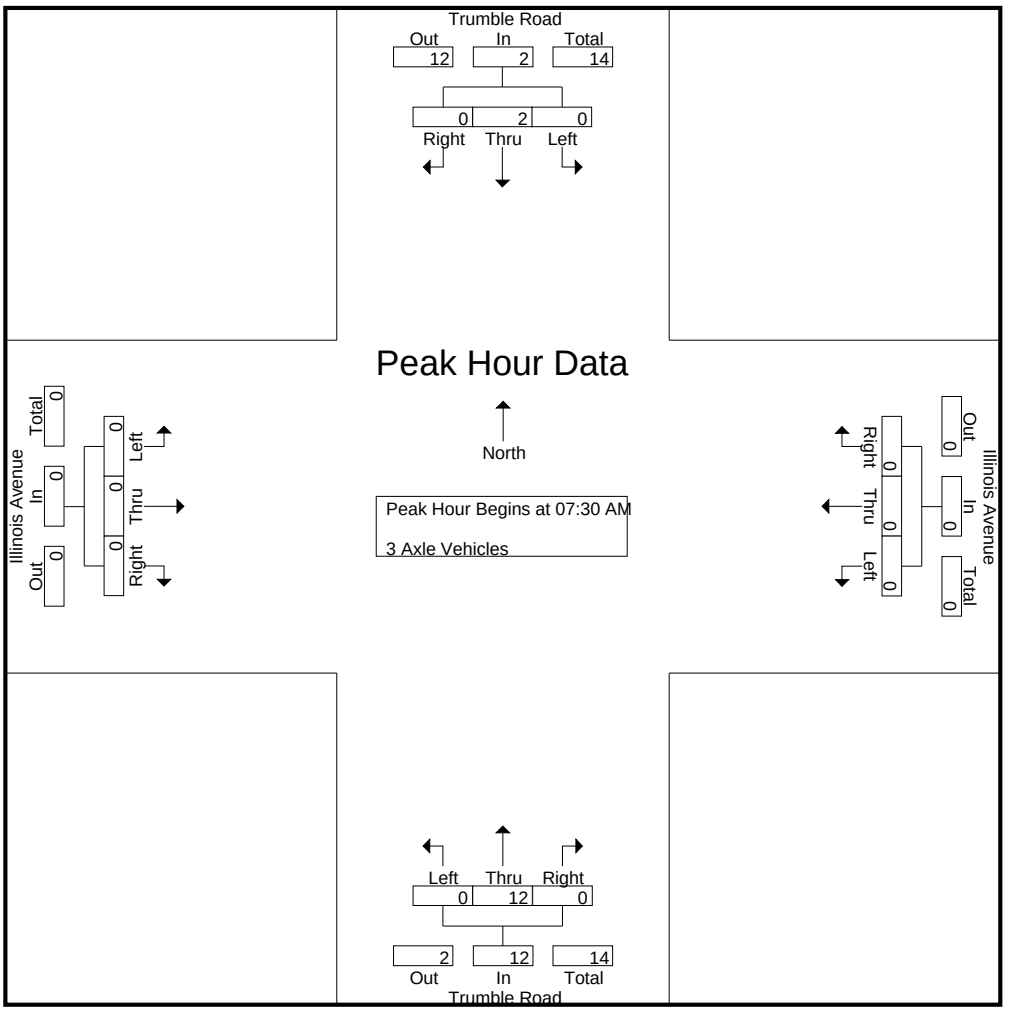
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	8
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	0	16	0	16	0	0	0	0	18
Grand Total	0	2	0	2	0	0	0	0	0	24	0	24	0	0	0	0	26
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	7.7	0	7.7	0	0	0	0	0	92.3	0	92.3	0	0	0	0	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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	0	0	0	0	4	0	4	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**5**
Total Volume	0	2	0	2	0	0	0	0	0	12	0	12	0	0	0	0	14
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.700

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
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	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	12	0	12	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

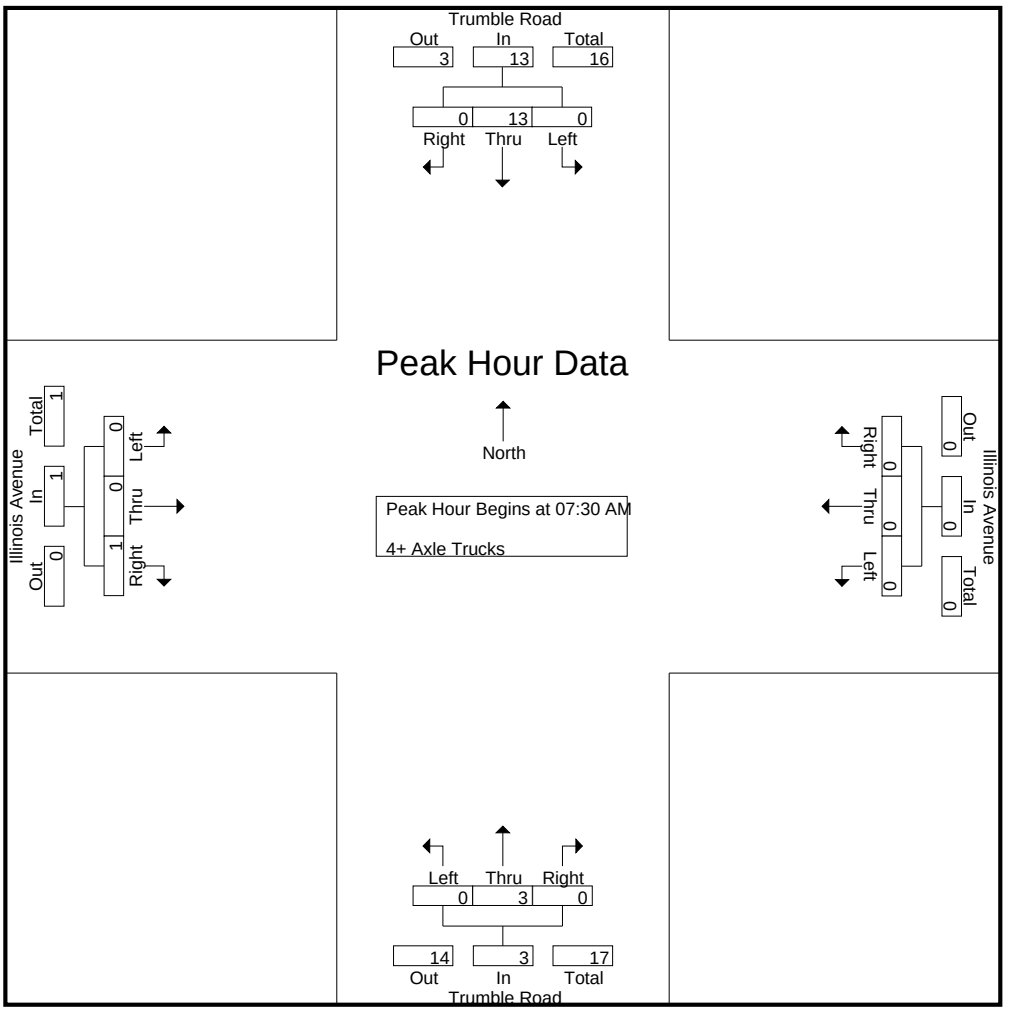
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
07:15 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	1	1	9
Total	0	21	0	21	0	0	0	0	0	3	0	3	0	0	1	1	25
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	11	0	11	0	0	0	0	0	4	0	4	0	0	0	0	15
Grand Total	0	32	0	32	0	0	0	0	0	7	0	7	0	0	1	1	40
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	80	0	80	0	0	0	0	0	17.5	0	17.5	0	0	2.5	2.5	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	**6**	0	**6**	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	**9**
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	13	0	13	0	0	0	0	0	3	0	3	0	0	1	1	17
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.542	.000	.542	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.472

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill AM
Site Code : 99925132
Start Date : 2/11/2025
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	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**6**	0	**6**	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	3	0	3	0	0	1	1
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.542	.000	.542	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

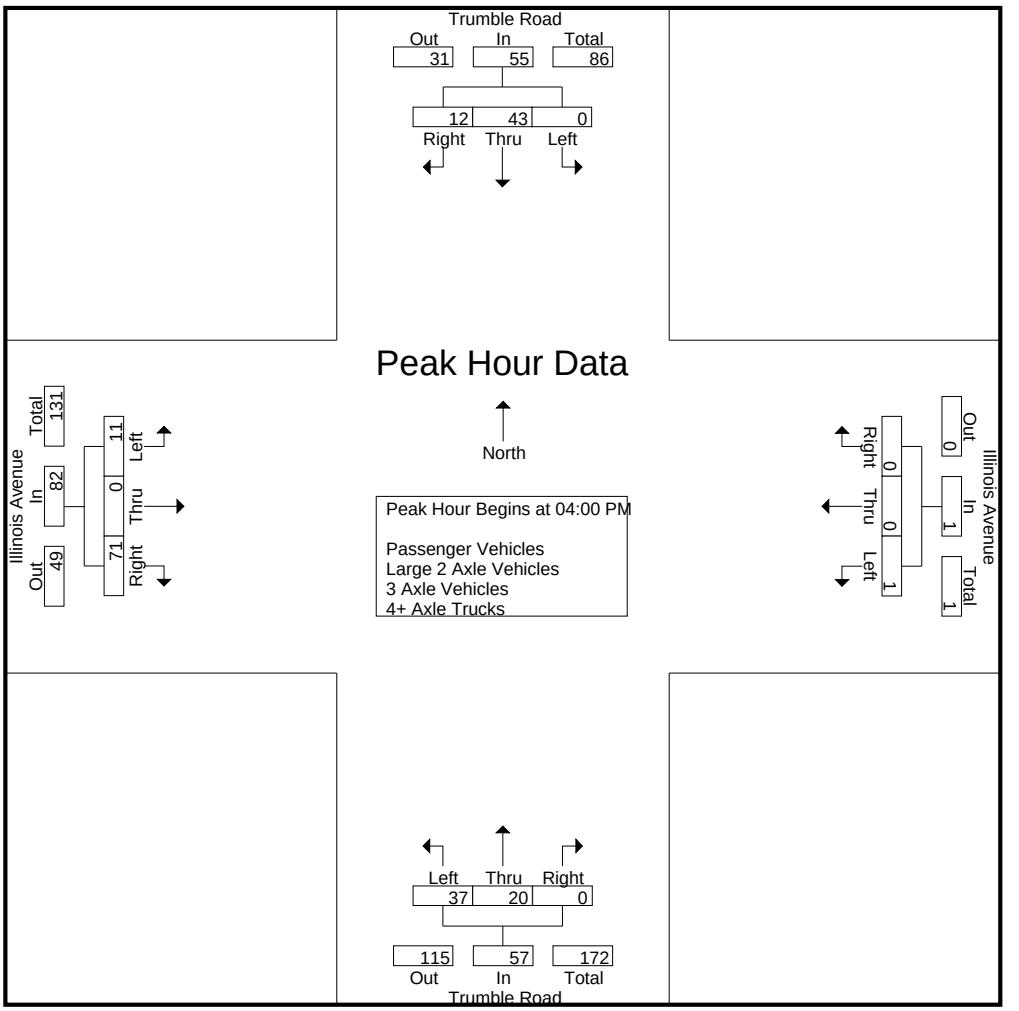
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	2	20	0	0	0	0	12	7	0	19	5	0	25	30	69
04:15 PM	0	9	6	15	0	0	0	0	12	6	0	18	2	0	14	16	49
04:30 PM	0	8	3	11	1	0	0	1	8	3	0	11	4	0	20	24	47
04:45 PM	0	8	1	9	0	0	0	0	5	4	0	9	0	0	12	12	30
Total	0	43	12	55	1	0	0	1	37	20	0	57	11	0	71	82	195
05:00 PM	0	24	2	26	0	0	0	0	10	6	0	16	1	0	19	20	62
05:15 PM	0	10	0	10	0	0	0	0	10	6	0	16	0	0	14	14	40
05:30 PM	0	5	1	6	0	0	0	0	10	5	0	15	0	0	14	14	35
05:45 PM	0	4	0	4	0	0	0	0	10	0	0	10	1	0	12	13	27
Total	0	43	3	46	0	0	0	0	40	17	0	57	2	0	59	61	164
Grand Total	0	86	15	101	1	0	0	1	77	37	0	114	13	0	130	143	359
Apprch %	0	85.1	14.9		100	0	0		67.5	32.5	0		9.1	0	90.9		
Total %	0	24	4.2	28.1	0.3	0	0	0.3	21.4	10.3	0	31.8	3.6	0	36.2	39.8	
Passenger Vehicles	0	81	14	95	1	0	0	1	74	18	0	92	13	0	128	141	329
% Passenger Vehicles	0	94.2	93.3	94.1	100	0	0	100	96.1	48.6	0	80.7	100	0	98.5	98.6	91.6
Large 2 Axle Vehicles	0	1	1	2	0	0	0	0	3	0	0	3	0	0	2	2	7
% Large 2 Axle Vehicles	0	1.2	6.7	2	0	0	0	0	3.9	0	0	2.6	0	0	1.5	1.4	1.9
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	14	0	14	0	0	0	0	15
% 3 Axle Vehicles	0	1.2	0	1	0	0	0	0	0	37.8	0	12.3	0	0	0	0	4.2
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% 4+ Axle Trucks	0	3.5	0	3	0	0	0	0	0	13.5	0	4.4	0	0	0	0	2.2

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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 04:00 PM																	
04:00 PM	0	**18**	2	**20**	0	0	0	0	**12**	**7**	0	**19**	**5**	0	**25**	**30**	**69**
04:15 PM	0	9	**6**	15	0	0	0	0	12	6	0	18	2	0	14	16	49
04:30 PM	0	8	3	11	**1**	0	0	**1**	8	3	0	11	4	0	20	24	47
04:45 PM	0	8	1	9	0	0	0	0	5	4	0	9	0	0	12	12	30
Total Volume	0	43	12	55	1	0	0	1	37	20	0	57	11	0	71	82	195
% App. Total	0	78.2	21.8		100	0	0		64.9	35.1	0		13.4	0	86.6		
PHF	.000	.597	.500	.688	.250	.000	.000	.250	.771	.714	.000	.750	.550	.000	.710	.683	.707

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	9	**6**	15	0	0	0	0	**12**	**7**	0	**19**	**5**	0	**25**	**30**
+15 mins.	0	8	3	11	0	0	0	0	12	6	0	18	2	0	14	16
+30 mins.	0	8	1	9	**1**	0	0	**1**	8	3	0	11	4	0	20	24
+45 mins.	0	**24**	2	**26**	0	0	0	0	5	4	0	9	0	0	12	12
Total Volume	0	49	12	61	1	0	0	1	37	20	0	57	11	0	71	82
% App. Total	0	80.3	19.7		100	0	0		64.9	35.1	0		13.4	0	86.6	
PHF	.000	.510	.500	.587	.250	.000	.000	.250	.771	.714	.000	.750	.550	.000	.710	.683

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

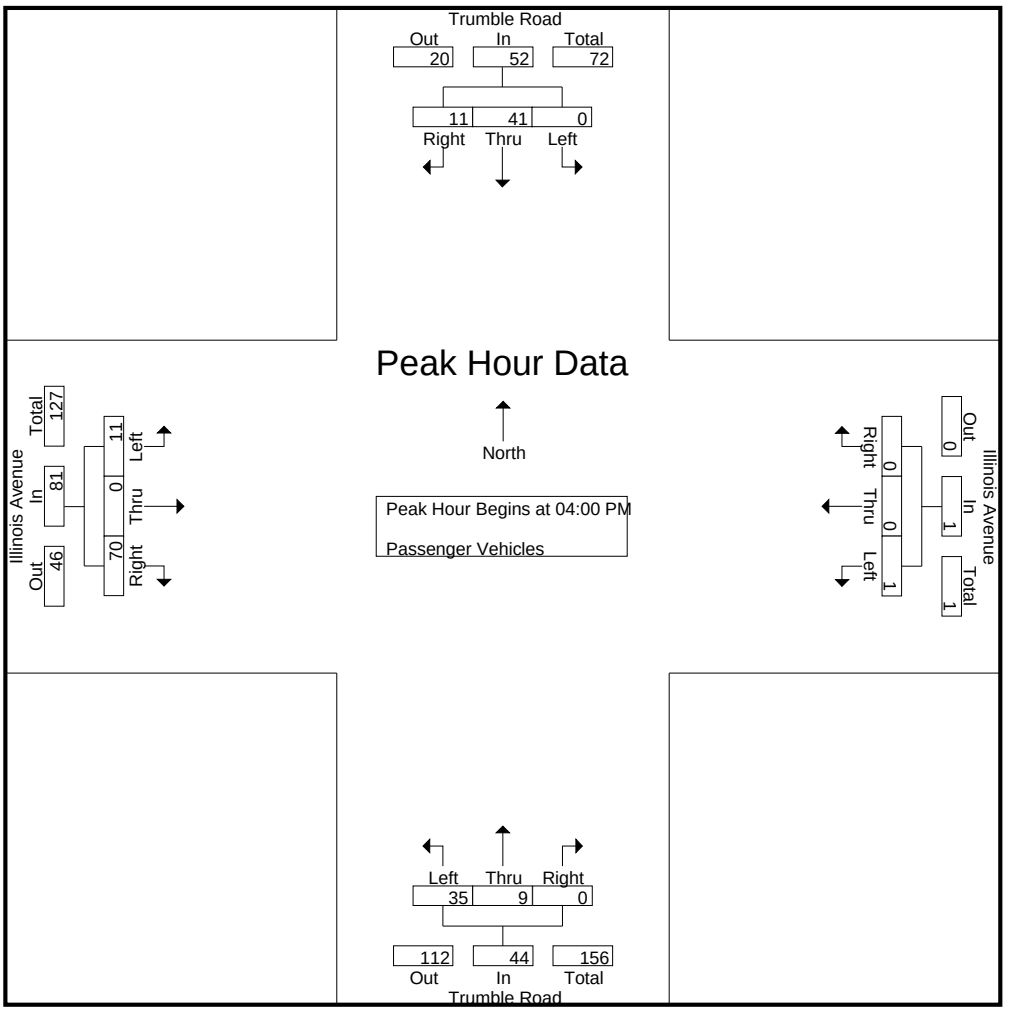
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	2	20	0	0	0	0	11	6	0	17	5	0	25	30	67
04:15 PM	0	7	6	13	0	0	0	0	12	1	0	13	2	0	13	15	41
04:30 PM	0	8	2	10	1	0	0	1	8	2	0	10	4	0	20	24	45
04:45 PM	0	8	1	9	0	0	0	0	4	0	0	4	0	0	12	12	25
Total	0	41	11	52	1	0	0	1	35	9	0	44	11	0	70	81	178
05:00 PM	0	22	2	24	0	0	0	0	10	2	0	12	1	0	19	20	56
05:15 PM	0	9	0	9	0	0	0	0	10	4	0	14	0	0	14	14	37
05:30 PM	0	5	1	6	0	0	0	0	9	3	0	12	0	0	13	13	31
05:45 PM	0	4	0	4	0	0	0	0	10	0	0	10	1	0	12	13	27
Total	0	40	3	43	0	0	0	0	39	9	0	48	2	0	58	60	151
Grand Total	0	81	14	95	1	0	0	1	74	18	0	92	13	0	128	141	329
Apprch %	0	85.3	14.7		100	0	0		80.4	19.6	0		9.2	0	90.8		
Total %	0	24.6	4.3	28.9	0.3	0	0	0.3	22.5	5.5	0	28	4	0	38.9	42.9	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**18**	2	**20**	0	0	0	0	11	**6**	0	**17**	**5**	0	**25**	**30**	**67**
04:15 PM	0	7	**6**	13	0	0	0	0	**12**	1	0	13	2	0	13	15	41
04:30 PM	0	8	2	10	**1**	0	0	**1**	8	2	0	10	4	0	20	24	45
04:45 PM	0	8	1	9	0	0	0	0	4	0	0	4	0	0	12	12	25
Total Volume	0	41	11	52	1	0	0	1	35	9	0	44	11	0	70	81	178
% App. Total	0	78.8	21.2		100	0	0		79.5	20.5	0		13.6	0	86.4		
PHF	.000	.569	.458	.650	.250	.000	.000	.250	.729	.375	.000	.647	.550	.000	.700	.675	.664

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**18**	2	**20**	0	0	0	0	11	**6**	0	**17**	**5**	0	**25**	**30**
+15 mins.	0	7	**6**	13	0	0	0	0	**12**	1	0	13	2	0	13	15
+30 mins.	0	8	2	10	**1**	0	0	**1**	8	2	0	10	4	0	20	24
+45 mins.	0	8	1	9	0	0	0	0	4	0	0	4	0	0	12	12
Total Volume	0	41	11	52	1	0	0	1	35	9	0	44	11	0	70	81
% App. Total	0	78.8	21.2		100	0	0		79.5	20.5	0		13.6	0	86.4	
PHF	.000	.569	.458	.650	.250	.000	.000	.250	.729	.375	.000	.647	.550	.000	.700	.675

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

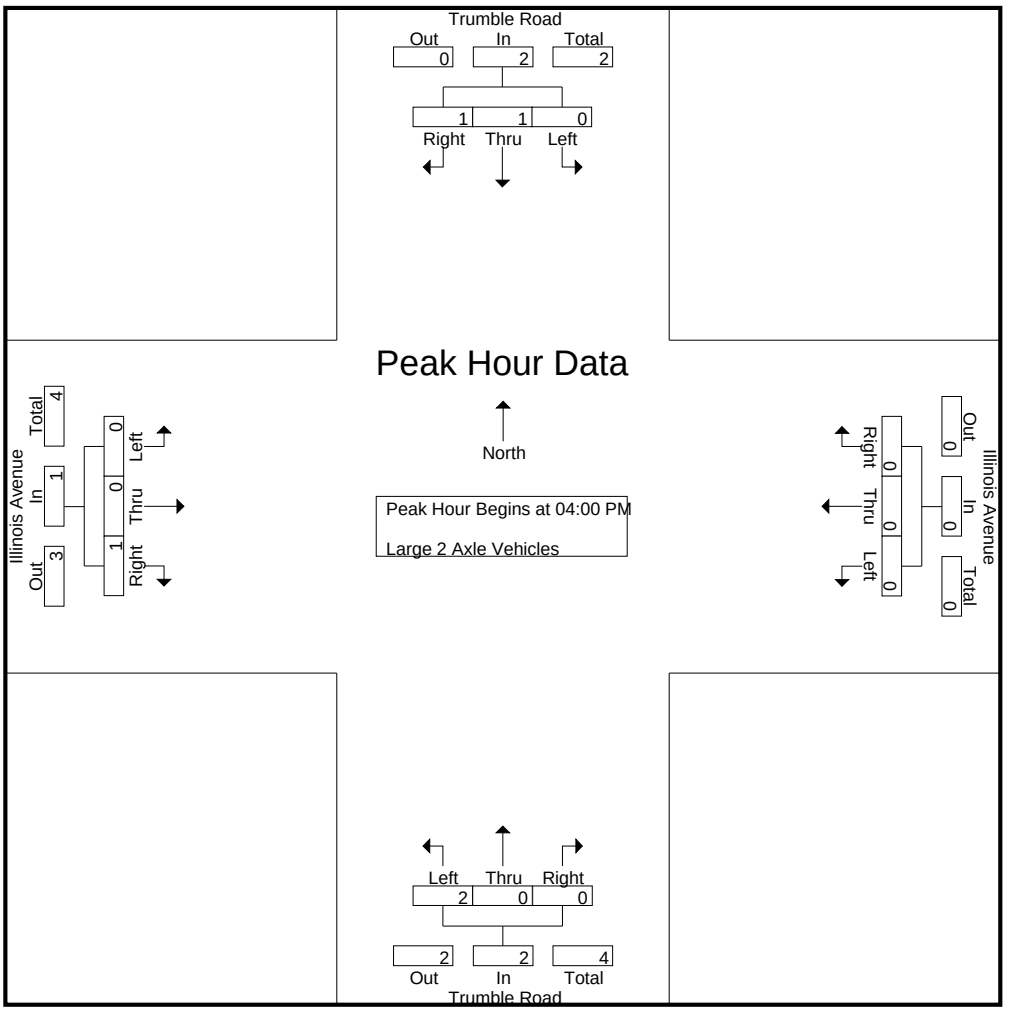
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	2	0	0	2	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
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	1	0	0	1	0	0	1	1	2
Grand Total	0	1	1	2	0	0	0	0	3	0	0	3	0	0	2	2	7
Apprch %	0	50	50		0	0	0		100	0	0		0	0	100		
Total %	0	14.3	14.3	28.6	0	0	0	0	42.9	0	0	42.9	0	0	28.6	28.6	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
04:30 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	2	0	0	2	0	0	1	1	5
% App. Total	0	50	50		0	0	0		100	0	0		0	0	100		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.625

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	2	0	0	2	0	0	1	1
% App. Total	0	50	50		0	0	0		100	0	0		0	0	100	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

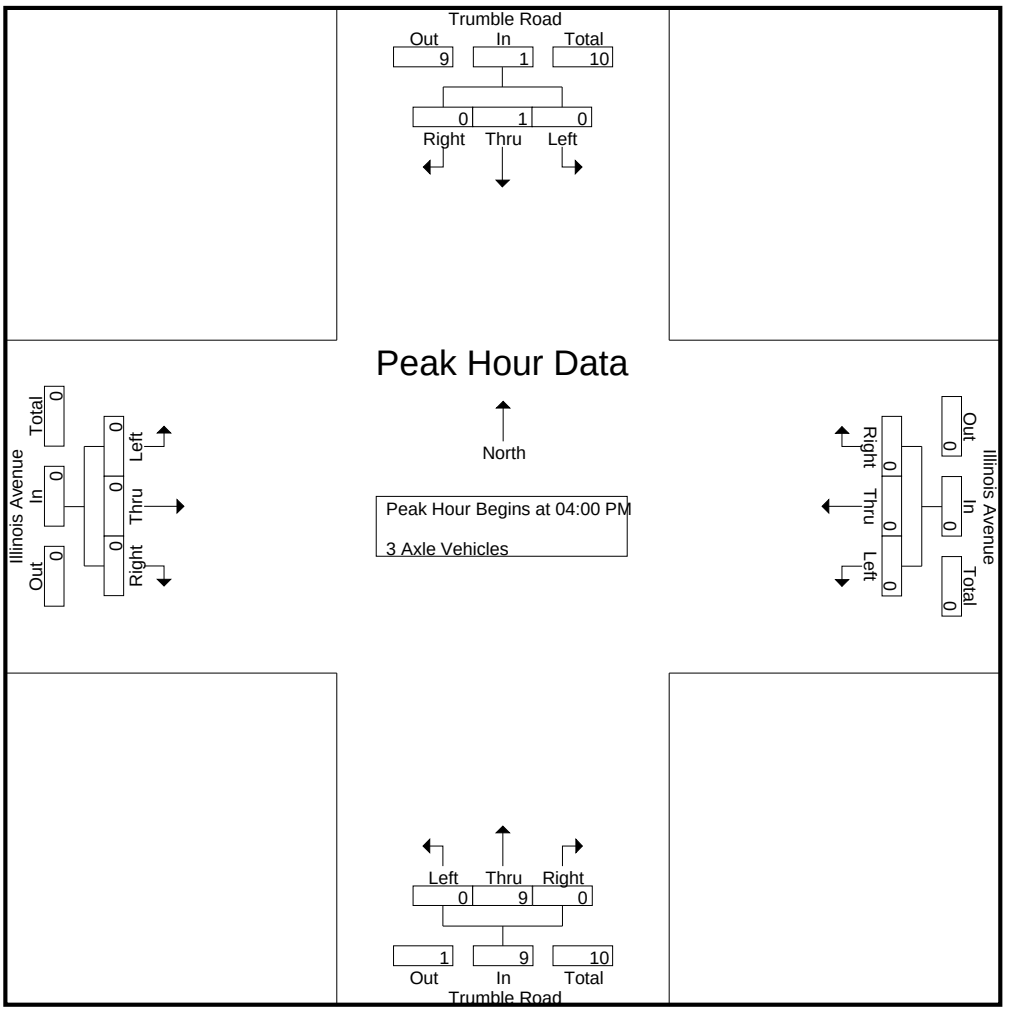
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	9	0	9	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
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	5	0	5	0	0	0	0	5
Grand Total	0	1	0	1	0	0	0	0	0	14	0	14	0	0	0	0	15
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	6.7	0	6.7	0	0	0	0	0	93.3	0	93.3	0	0	0	0	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**5**
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	1	0	1	0	0	0	0	0	9	0	9	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.500

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	9	0	9	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

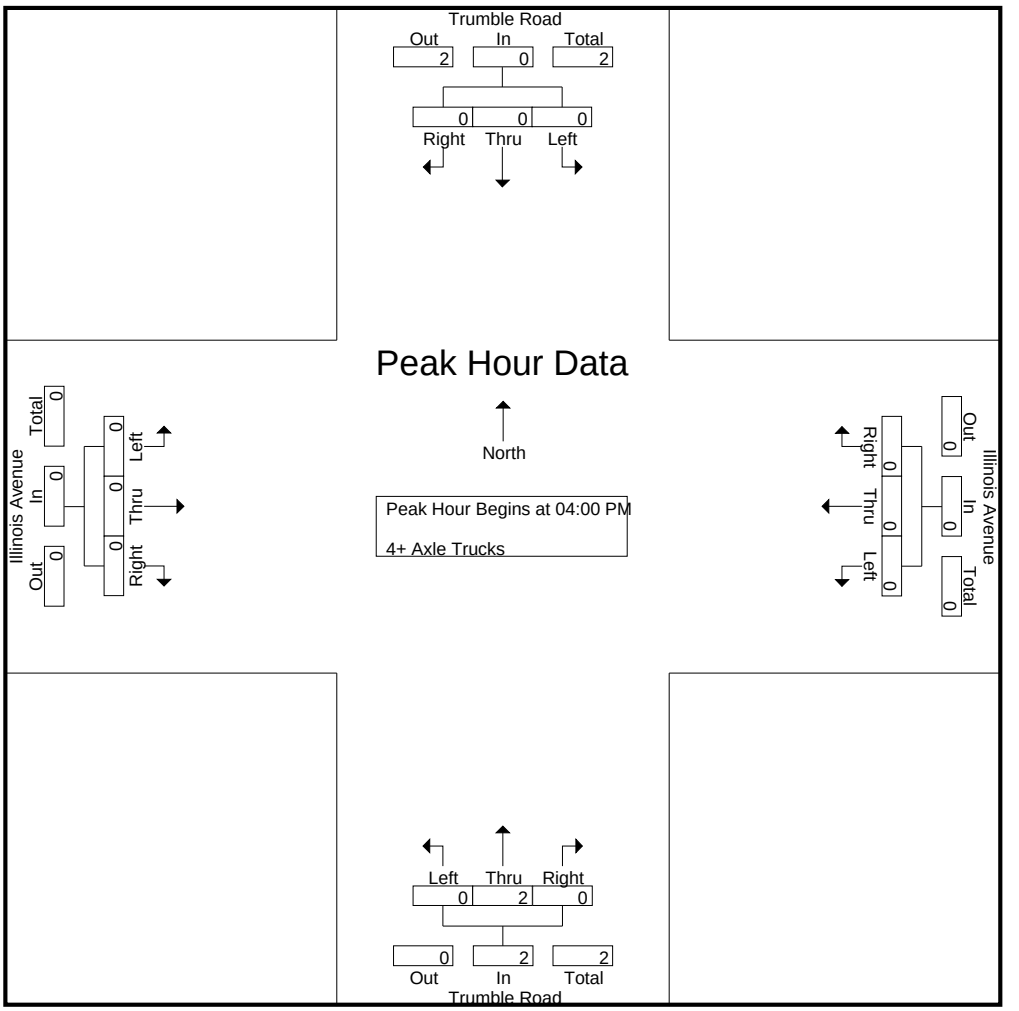
	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Grand Total	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	37.5	0	37.5	0	0	0	0	0	62.5	0	62.5	0	0	0	0	

	Trumble Road Southbound				Illinois Avenue Westbound				Trumble Road Northbound				Illinois 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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

City of Menifee
N/S: Trumble Road
E/W: Illinois Avenue
Weather: Clear

File Name : 02_MEN_Tru_Ill PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

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

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

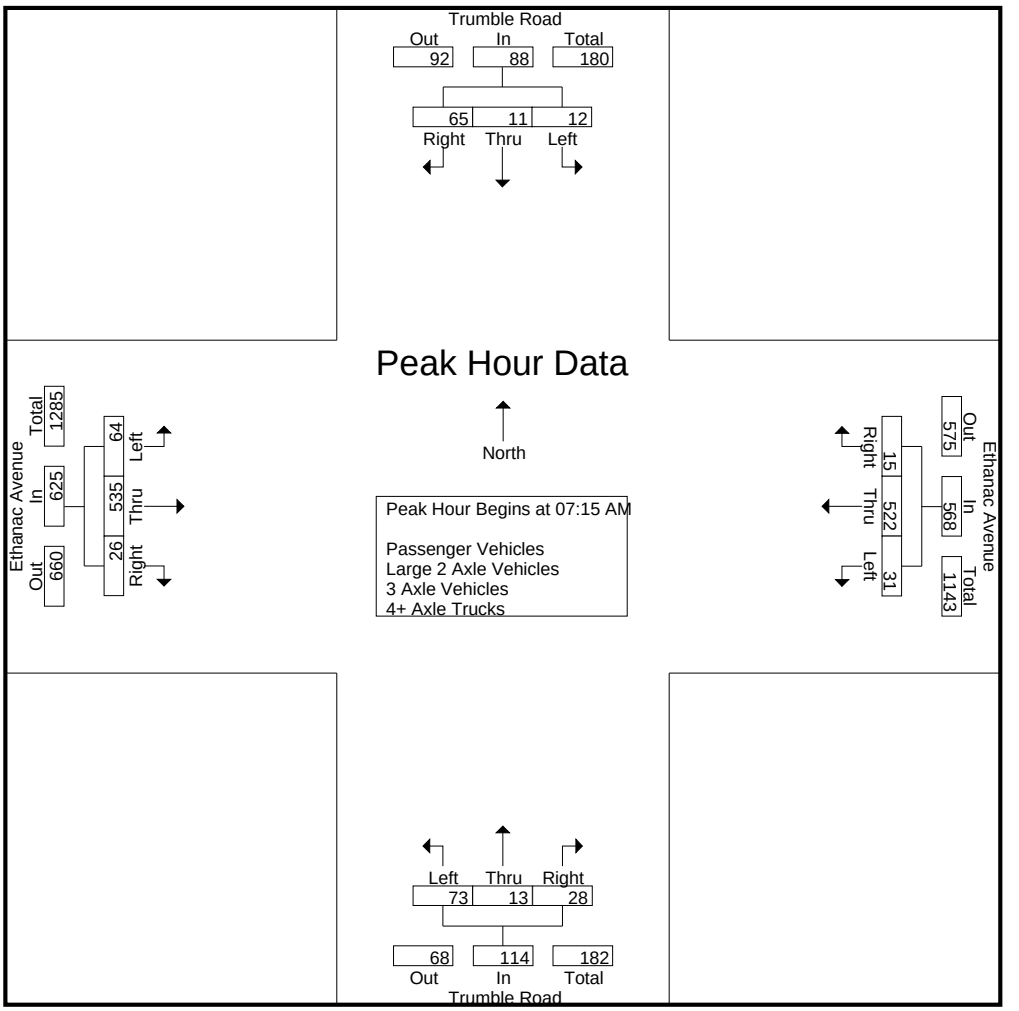
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	10	14	4	97	5	106	16	3	2	21	15	99	8	122	263
07:15 AM	4	3	12	19	9	105	1	115	21	1	6	28	17	132	10	159	321
07:30 AM	5	5	12	22	9	149	3	161	20	8	8	36	13	154	9	176	395
07:45 AM	2	2	17	21	10	137	6	153	16	4	5	25	16	135	3	154	353
Total	15	10	51	76	32	488	15	535	73	16	21	110	61	520	30	611	1332
08:00 AM	1	1	24	26	3	131	5	139	16	0	9	25	18	114	4	136	326
08:15 AM	3	4	17	24	4	110	5	119	8	2	4	14	12	76	1	89	246
08:30 AM	3	2	11	16	7	105	1	113	9	2	10	21	16	101	6	123	273
08:45 AM	2	1	15	18	5	71	8	84	10	5	1	16	21	115	6	142	260
Total	9	8	67	84	19	417	19	455	43	9	24	76	67	406	17	490	1105
Grand Total	24	18	118	160	51	905	34	990	116	25	45	186	128	926	47	1101	2437
Apprch %	15	11.2	73.8		5.2	91.4	3.4		62.4	13.4	24.2		11.6	84.1	4.3		
Total %	1	0.7	4.8	6.6	2.1	37.1	1.4	40.6	4.8	1	1.8	7.6	5.3	38	1.9	45.2	
Passenger Vehicles	14	13	90	117	45	878	25	948	106	22	41	169	101	889	43	1033	2267
% Passenger Vehicles	58.3	72.2	76.3	73.1	88.2	97	73.5	95.8	91.4	88	91.1	90.9	78.9	96	91.5	93.8	93
Large 2 Axle Vehicles	2	4	2	8	4	16	2	22	9	1	3	13	5	25	3	33	76
% Large 2 Axle Vehicles	8.3	22.2	1.7	5	7.8	1.8	5.9	2.2	7.8	4	6.7	7	3.9	2.7	6.4	3	3.1
3 Axle Vehicles	0	0	2	2	0	3	6	9	1	2	0	3	16	5	1	22	36
% 3 Axle Vehicles	0	0	1.7	1.2	0	0.3	17.6	0.9	0.9	8	0	1.6	12.5	0.5	2.1	2	1.5
4+ Axle Trucks	8	1	24	33	2	8	1	11	0	0	1	1	6	7	0	13	58
% 4+ Axle Trucks	33.3	5.6	20.3	20.6	3.9	0.9	2.9	1.1	0	0	2.2	0.5	4.7	0.8	0	1.2	2.4

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 07:15 AM																	
07:15 AM	4	3	12	19	9	105	1	115	**21**	1	6	28	17	132	**10**	159	321
07:30 AM	**5**	**5**	12	22	9	**149**	3	**161**	20	**8**	8	**36**	13	**154**	9	**176**	**395**
07:45 AM	2	2	17	21	**10**	137	**6**	153	16	4	5	25	16	135	3	154	353
08:00 AM	1	1	**24**	**26**	3	131	5	139	16	0	**9**	25	**18**	114	4	136	326
Total Volume	12	11	65	88	31	522	15	568	73	13	28	114	64	535	26	625	1395
% App. Total	13.6	12.5	73.9		5.5	91.9	2.6		64	11.4	24.6		10.2	85.6	4.2		
PHF	.600	.550	.677	.846	.775	.876	.625	.882	.869	.406	.778	.792	.889	.869	.650	.888	.883

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
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				07:15 AM			
+0 mins.	**5**	**5**	12	22	9	**149**	3	**161**	**21**	1	6	28	17	132	**10**	159
+15 mins.	2	2	17	21	**10**	137	**6**	153	20	**8**	8	**36**	13	**154**	9	**176**
+30 mins.	1	1	**24**	**26**	3	131	5	139	16	4	5	25	16	135	3	154
+45 mins.	3	4	17	24	4	110	5	119	16	0	**9**	25	**18**	114	4	136
Total Volume	11	12	70	93	26	527	19	572	73	13	28	114	64	535	26	625
% App. Total	11.8	12.9	75.3		4.5	92.1	3.3		64	11.4	24.6		10.2	85.6	4.2	
PHF	.550	.600	.729	.894	.650	.884	.792	.888	.869	.406	.778	.792	.889	.869	.650	.888

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

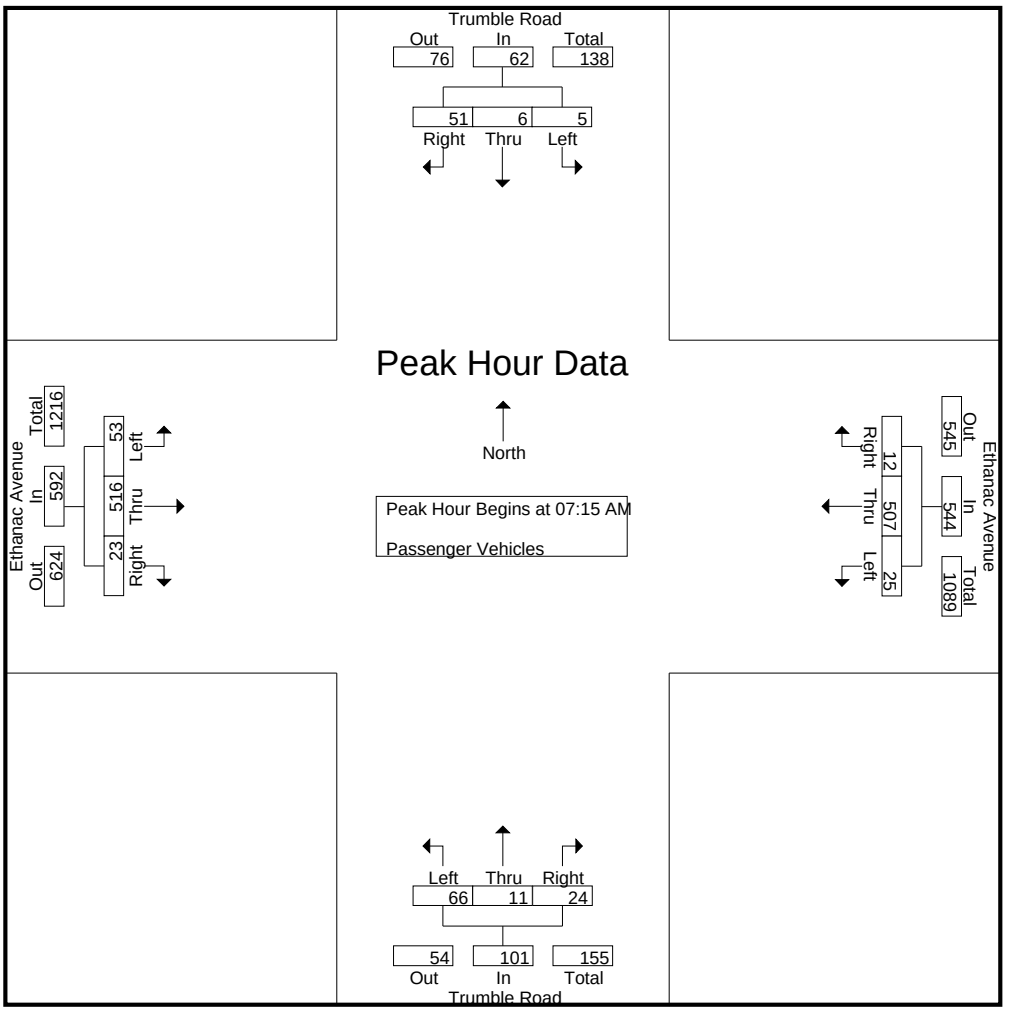
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	7	8	4	95	4	103	14	3	2	19	13	94	7	114	244
07:15 AM	2	3	10	15	6	102	1	109	20	1	6	27	14	127	8	149	300
07:30 AM	2	1	9	12	7	146	3	156	19	7	6	32	10	150	9	169	369
07:45 AM	1	1	12	14	9	134	4	147	15	3	5	23	14	132	2	148	332
Total	6	5	38	49	26	477	12	515	68	14	19	101	51	503	26	580	1245
08:00 AM	0	1	20	21	3	125	4	132	12	0	7	19	15	107	4	126	298
08:15 AM	3	4	15	22	4	107	2	113	8	2	4	14	8	72	1	81	230
08:30 AM	3	2	6	11	7	102	1	110	9	2	10	21	9	99	6	114	256
08:45 AM	2	1	11	14	5	67	6	78	9	4	1	14	18	108	6	132	238
Total	8	8	52	68	19	401	13	433	38	8	22	68	50	386	17	453	1022
Grand Total	14	13	90	117	45	878	25	948	106	22	41	169	101	889	43	1033	2267
Apprch %	12	11.1	76.9		4.7	92.6	2.6		62.7	13	24.3		9.8	86.1	4.2		
Total %	0.6	0.6	4	5.2	2	38.7	1.1	41.8	4.7	1	1.8	7.5	4.5	39.2	1.9	45.6	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	**3**	10	15	6	102	1	109	**20**	1	6	27	14	127	8	149	300
07:30 AM	2	1	9	12	7	**146**	3	**156**	19	**7**	6	**32**	10	**150**	**9**	**169**	**369**
07:45 AM	1	1	12	14	**9**	134	**4**	147	15	3	5	23	14	132	2	148	332
08:00 AM	0	1	**20**	**21**	3	125	4	132	12	0	**7**	19	**15**	107	4	126	298
Total Volume	5	6	51	62	25	507	12	544	66	11	24	101	53	516	23	592	1299
% App. Total	8.1	9.7	82.3		4.6	93.2	2.2		65.3	10.9	23.8		9	87.2	3.9		
PHF	.625	.500	.638	.738	.694	.868	.750	.872	.825	.393	.857	.789	.883	.860	.639	.876	.880

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**2**	**3**	10	15	6	102	1	109	**20**	1	6	27	14	127	8	149
+15 mins.	2	1	9	12	7	**146**	3	**156**	19	**7**	6	**32**	10	**150**	**9**	**169**
+30 mins.	1	1	12	14	**9**	134	**4**	147	15	3	5	23	14	132	2	148
+45 mins.	0	1	**20**	**21**	3	125	4	132	12	0	**7**	19	**15**	107	4	126
Total Volume	5	6	51	62	25	507	12	544	66	11	24	101	53	516	23	592
% App. Total	8.1	9.7	82.3		4.6	93.2	2.2		65.3	10.9	23.8		9	87.2	3.9	
PHF	.625	.500	.638	.738	.694	.868	.750	.872	.825	.393	.857	.789	.883	.860	.639	.876

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

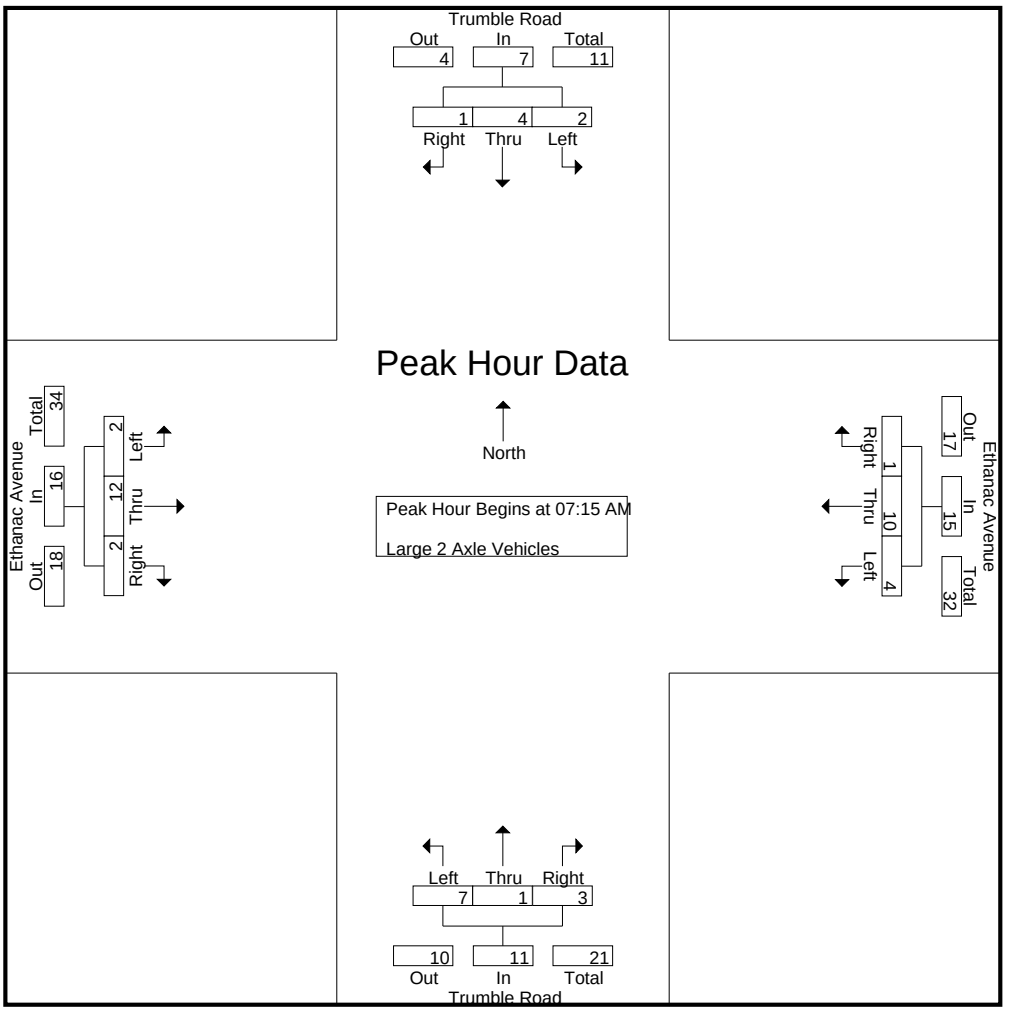
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	4	1	5	7
07:15 AM	1	0	0	1	3	3	0	6	1	0	0	1	0	4	1	5	13
07:30 AM	0	4	0	4	0	2	0	2	1	1	2	4	0	2	0	2	12
07:45 AM	0	0	0	0	1	0	1	2	1	0	0	1	1	3	1	5	8
Total	1	4	0	5	4	5	2	11	4	1	2	7	1	13	3	17	40
08:00 AM	1	0	1	2	0	5	0	5	4	0	1	5	1	3	0	4	16
08:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	2	2	0	4	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	3	0	3	1	0	0	1	1	5	0	6	10
Total	1	0	2	3	0	11	0	11	5	0	1	6	4	12	0	16	36
Grand Total	2	4	2	8	4	16	2	22	9	1	3	13	5	25	3	33	76
Apprch %	25	50	25		18.2	72.7	9.1		69.2	7.7	23.1		15.2	75.8	9.1		
Total %	2.6	5.3	2.6	10.5	5.3	21.1	2.6	28.9	11.8	1.3	3.9	17.1	6.6	32.9	3.9	43.4	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	1	**3**	3	0	**6**	1	0	0	1	0	**4**	**1**	**5**	13
07:30 AM	0	**4**	0	**4**	0	2	0	2	1	**1**	**2**	4	0	2	0	2	12
07:45 AM	0	0	0	0	1	0	**1**	2	1	0	0	1	**1**	3	1	5	8
08:00 AM	1	0	**1**	2	0	**5**	0	5	**4**	0	1	**5**	1	3	0	4	**16**
Total Volume	2	4	1	7	4	10	1	15	7	1	3	11	2	12	2	16	49
% App. Total	28.6	57.1	14.3		26.7	66.7	6.7		63.6	9.1	27.3		12.5	75	12.5		
PHF	.500	.250	.250	.438	.333	.500	.250	.625	.438	.250	.375	.550	.500	.750	.500	.800	.766

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	1	**3**	3	0	**6**	1	0	0	1	0	**4**	**1**	**5**
+15 mins.	0	**4**	0	**4**	0	2	0	2	1	**1**	**2**	4	0	2	0	2
+30 mins.	0	0	0	0	1	0	**1**	2	1	0	0	1	**1**	3	1	5
+45 mins.	1	0	**1**	2	0	**5**	0	5	**4**	0	1	**5**	1	3	0	4
Total Volume	2	4	1	7	4	10	1	15	7	1	3	11	2	12	2	16
% App. Total	28.6	57.1	14.3		26.7	66.7	6.7		63.6	9.1	27.3		12.5	75	12.5	
PHF	.500	.250	.250	.438	.333	.500	.250	.625	.438	.250	.375	.550	.500	.750	.500	.800

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

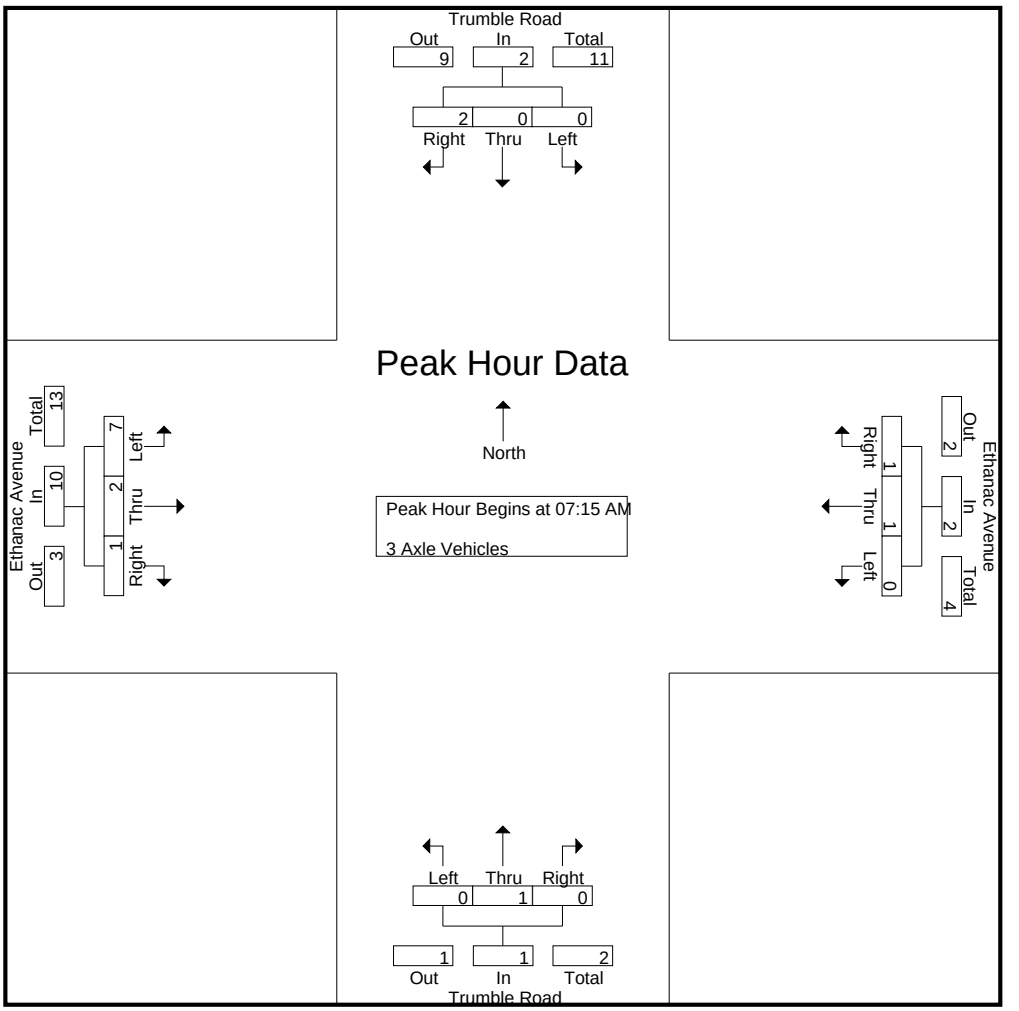
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	2	7	2	1	10	12
08:00 AM	0	0	2	2	0	1	1	2	0	0	0	0	1	1	0	2	6
08:15 AM	0	0	0	0	0	0	3	3	0	0	0	0	2	1	0	3	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	5	0	0	5	7
08:45 AM	0	0	0	0	0	0	2	2	0	1	0	1	1	1	0	2	5
Total	0	0	2	2	0	3	6	9	0	1	0	1	9	3	0	12	24
Grand Total	0	0	2	2	0	3	6	9	1	2	0	3	16	5	1	22	36
Apprch %	0	0	100		0	33.3	66.7		33.3	66.7	0		72.7	22.7	4.5		
Total %	0	0	5.6	5.6	0	8.3	16.7	25	2.8	5.6	0	8.3	44.4	13.9	2.8	61.1	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**1**	**4**	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	**1**	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
08:00 AM	0	0	**2**	**2**	0	**1**	**1**	**2**	0	0	0	0	1	1	0	2	**6**
Total Volume	0	0	2	2	0	1	1	2	0	1	0	1	7	2	1	10	15
% App. Total	0	0	100		0	50	50		0	100	0		70	20	10		
PHF	.000	.000	.250	.250	.000	.250	.250	.250	.000	.250	.000	.250	.583	.500	.250	.625	.625

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**1**	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	**1**	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	**2**	**2**	0	**1**	**1**	**2**	0	0	0	0	1	1	0	2
Total Volume	0	0	2	2	0	1	1	2	0	1	0	1	7	2	1	10
% App. Total	0	0	100		0	50	50		0	100	0		70	20	10	
PHF	.000	.000	.250	.250	.000	.250	.250	.250	.000	.250	.000	.250	.583	.500	.250	.625

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

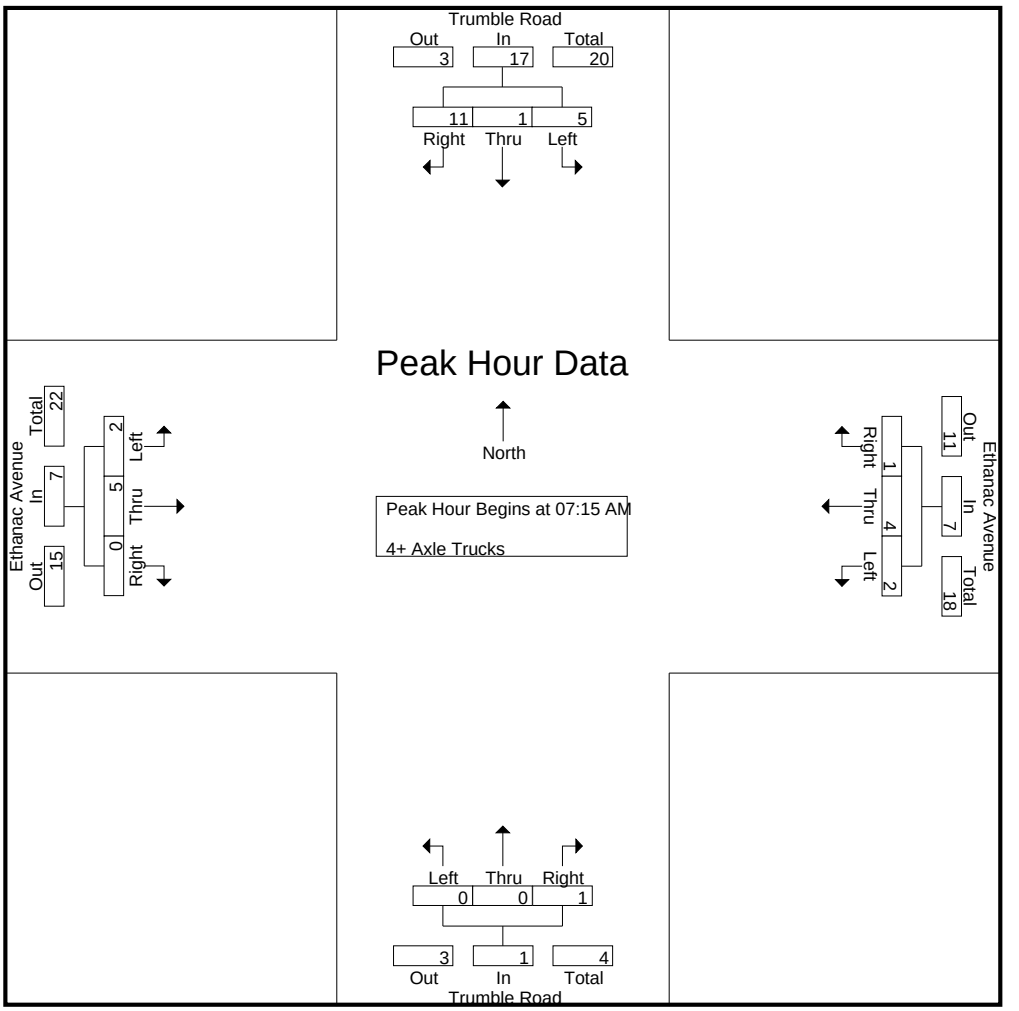
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	3	6	0	2	0	2	0	0	0	0	1	0	0	1	9
07:15 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
07:30 AM	3	0	3	6	2	1	0	3	0	0	0	0	0	1	0	1	10
07:45 AM	1	1	5	7	0	3	1	4	0	0	0	0	1	0	0	1	12
Total	8	1	13	22	2	6	1	9	0	0	0	0	2	2	0	4	35
08:00 AM	0	0	1	1	0	0	0	0	0	0	1	1	1	3	0	4	6
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	5	5	0	1	0	1	0	0	0	0	2	0	0	2	8
08:45 AM	0	0	4	4	0	1	0	1	0	0	0	0	1	1	0	2	7
Total	0	0	11	11	0	2	0	2	0	0	1	1	4	5	0	9	23
Grand Total	8	1	24	33	2	8	1	11	0	0	1	1	6	7	0	13	58
Apprch %	24.2	3	72.7		18.2	72.7	9.1		0	0	100		46.2	53.8	0		
Total %	13.8	1.7	41.4	56.9	3.4	13.8	1.7	19	0	0	1.7	1.7	10.3	12.1	0	22.4	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
07:30 AM	**3**	0	3	6	**2**	1	0	3	0	0	0	0	0	1	0	1	10
07:45 AM	1	**1**	**5**	**7**	0	**3**	**1**	**4**	0	0	0	0	**1**	0	0	1	**12**
08:00 AM	0	0	1	1	0	0	0	0	0	0	**1**	**1**	1	**3**	0	**4**	6
Total Volume	5	1	11	17	2	4	1	7	0	0	1	1	2	5	0	7	32
% App. Total	29.4	5.9	64.7		28.6	57.1	14.3		0	0	100		28.6	71.4	0		
PHF	.417	.250	.550	.607	.250	.333	.250	.438	.000	.000	.250	.250	.500	.417	.000	.438	.667

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	2	3	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	**3**	0	3	6	**2**	1	0	3	0	0	0	0	0	1	0	1
+30 mins.	1	**1**	**5**	**7**	0	**3**	**1**	**4**	0	0	0	0	**1**	0	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	0	**1**	**1**	1	**3**	0	**4**
Total Volume	5	1	11	17	2	4	1	7	0	0	1	1	2	5	0	7
% App. Total	29.4	5.9	64.7		28.6	57.1	14.3		0	0	100		28.6	71.4	0	
PHF	.417	.250	.550	.607	.250	.333	.250	.438	.000	.000	.250	.250	.500	.417	.000	.438

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

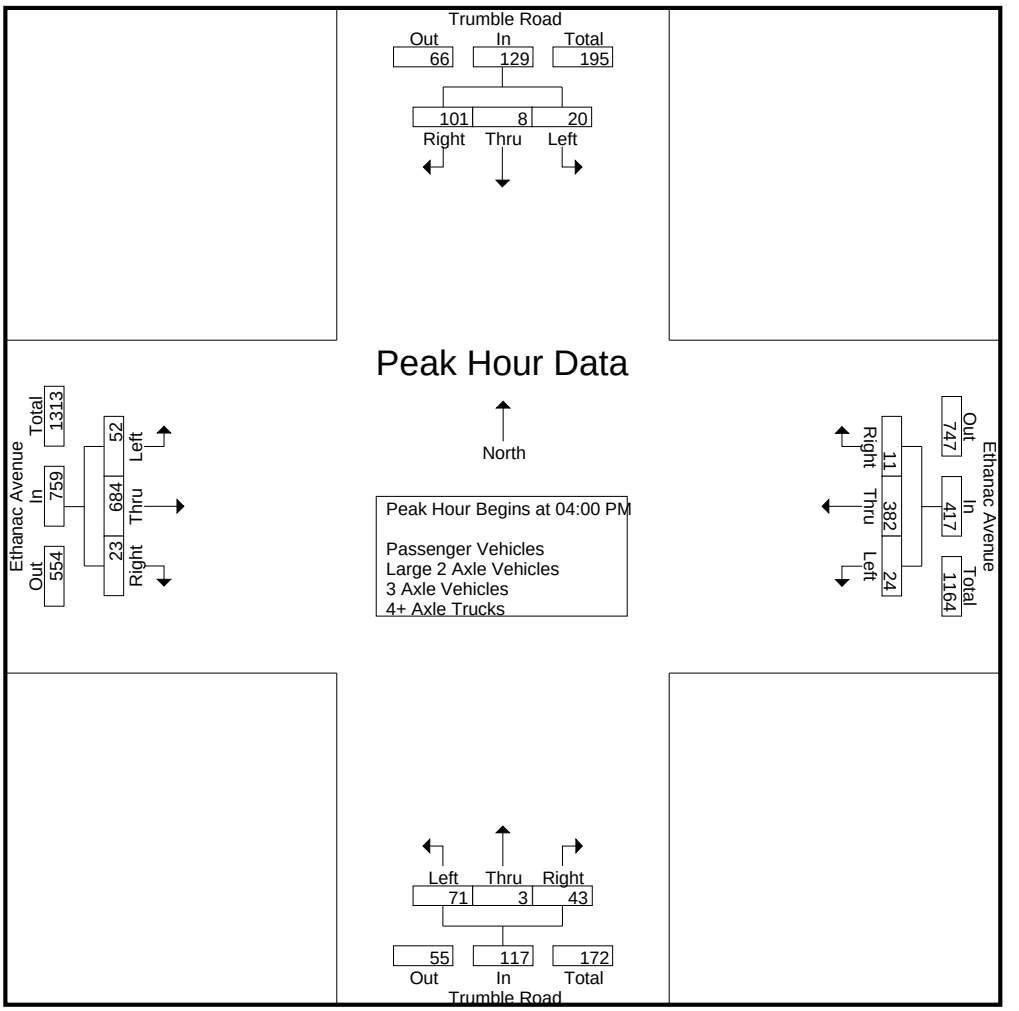
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	2	38	48	9	106	4	119	22	1	11	34	17	165	6	188	389
04:15 PM	3	3	20	26	4	80	3	87	18	0	9	27	16	190	10	216	356
04:30 PM	2	0	27	29	8	97	2	107	18	1	12	31	8	145	4	157	324
04:45 PM	7	3	16	26	3	99	2	104	13	1	11	25	11	184	3	198	353
Total	20	8	101	129	24	382	11	417	71	3	43	117	52	684	23	759	1422
05:00 PM	11	1	28	40	7	103	1	111	14	1	8	23	10	182	4	196	370
05:15 PM	9	0	18	27	6	91	4	101	25	1	10	36	13	191	5	209	373
05:30 PM	6	0	3	9	3	88	4	95	10	0	11	21	8	144	5	157	282
05:45 PM	2	0	17	19	6	90	3	99	11	0	12	23	9	180	8	197	338
Total	28	1	66	95	22	372	12	406	60	2	41	103	40	697	22	759	1363
Grand Total	48	9	167	224	46	754	23	823	131	5	84	220	92	1381	45	1518	2785
Apprch %	21.4	4	74.6		5.6	91.6	2.8		59.5	2.3	38.2		6.1	91	3		
Total %	1.7	0.3	6	8	1.7	27.1	0.8	29.6	4.7	0.2	3	7.9	3.3	49.6	1.6	54.5	
Passenger Vehicles	48	9	160	217	45	745	22	812	122	3	76	201	75	1347	40	1462	2692
% Passenger Vehicles	100	100	95.8	96.9	97.8	98.8	95.7	98.7	93.1	60	90.5	91.4	81.5	97.5	88.9	96.3	96.7
Large 2 Axle Vehicles	0	0	3	3	1	6	0	7	6	0	8	14	3	20	2	25	49
% Large 2 Axle Vehicles	0	0	1.8	1.3	2.2	0.8	0	0.9	4.6	0	9.5	6.4	3.3	1.4	4.4	1.6	1.8
3 Axle Vehicles	0	0	1	1	0	0	1	1	1	2	0	3	12	5	1	18	23
% 3 Axle Vehicles	0	0	0.6	0.4	0	0	4.3	0.1	0.8	40	0	1.4	13	0.4	2.2	1.2	0.8
4+ Axle Trucks	0	0	3	3	0	3	0	3	2	0	0	2	2	9	2	13	21
% 4+ Axle Trucks	0	0	1.8	1.3	0	0.4	0	0.4	1.5	0	0	0.9	2.2	0.7	4.4	0.9	0.8

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 04:00 PM																	
04:00 PM	**8**	2	**38**	**48**	**9**	**106**	**4**	**119**	**22**	**1**	11	**34**	**17**	165	6	188	**389**
04:15 PM	3	**3**	20	26	4	80	3	87	18	0	9	27	16	**190**	**10**	**216**	356
04:30 PM	2	0	27	29	8	97	2	107	18	1	**12**	31	8	145	4	157	324
04:45 PM	7	3	16	26	3	99	2	104	13	1	11	25	11	184	3	198	353
Total Volume	20	8	101	129	24	382	11	417	71	3	43	117	52	684	23	759	1422
% App. Total	15.5	6.2	78.3		5.8	91.6	2.6		60.7	2.6	36.8		6.9	90.1	3		
PHF	.625	.667	.664	.672	.667	.901	.688	.876	.807	.750	.896	.860	.765	.900	.575	.878	.914

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
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				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	**8**	2	**38**	**48**	**8**	97	2	107	**22**	**1**	11	**34**	**16**	**190**	**10**	**216**
+15 mins.	3	**3**	20	26	3	99	2	104	18	0	9	27	8	145	4	157
+30 mins.	2	0	27	29	7	**103**	1	**111**	18	1	**12**	31	11	184	3	198
+45 mins.	7	3	16	26	6	91	**4**	101	13	1	11	25	10	182	4	196
Total Volume	20	8	101	129	24	390	9	423	71	3	43	117	45	701	21	767
% App. Total	15.5	6.2	78.3		5.7	92.2	2.1		60.7	2.6	36.8		5.9	91.4	2.7	
PHF	.625	.667	.664	.672	.750	.947	.563	.953	.807	.750	.896	.860	.703	.922	.525	.888

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

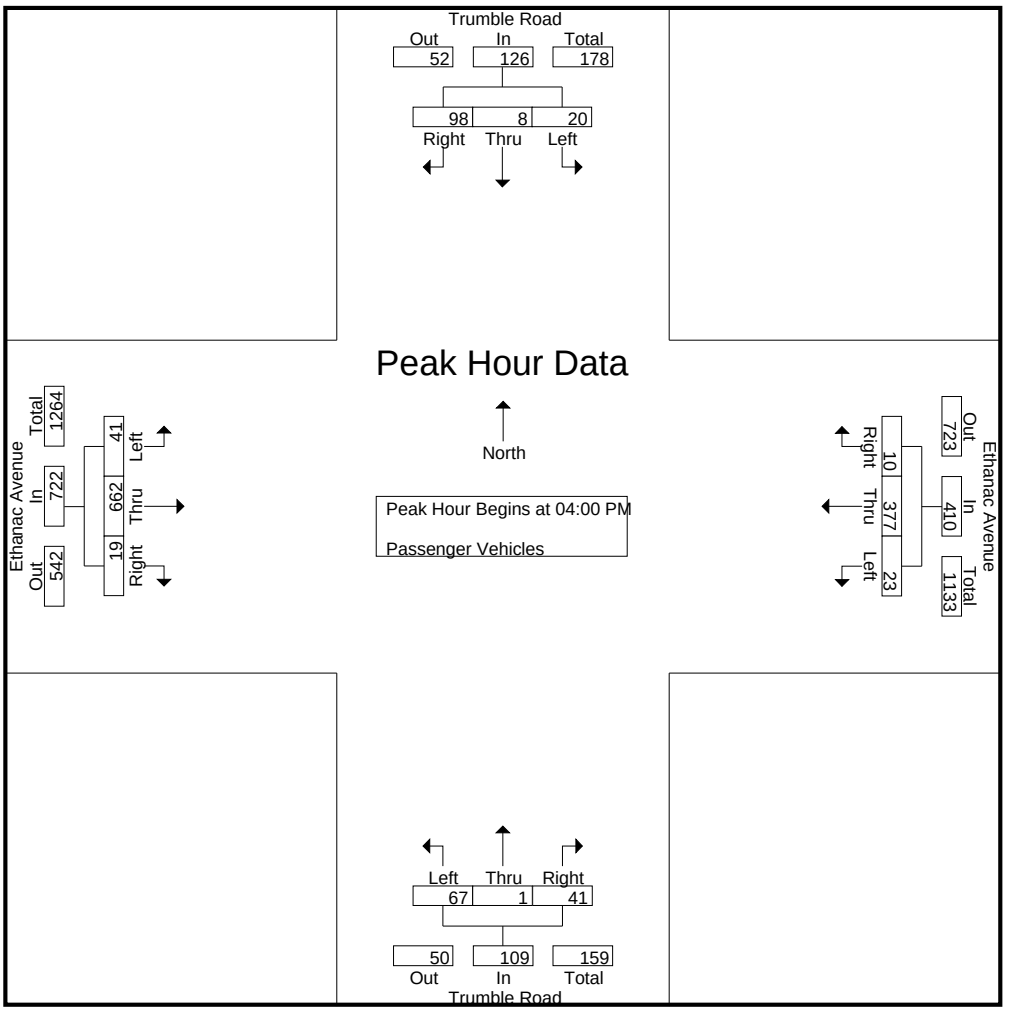
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	2	38	48	8	104	4	116	21	1	11	33	15	158	5	178	375
04:15 PM	3	3	18	24	4	80	2	86	17	0	8	25	12	185	8	205	340
04:30 PM	2	0	26	28	8	97	2	107	17	0	11	28	8	139	4	151	314
04:45 PM	7	3	16	26	3	96	2	101	12	0	11	23	6	180	2	188	338
Total	20	8	98	126	23	377	10	410	67	1	41	109	41	662	19	722	1367
05:00 PM	11	1	26	38	7	102	1	110	12	1	7	20	8	176	4	188	356
05:15 PM	9	0	17	26	6	90	4	100	23	1	8	32	10	187	4	201	359
05:30 PM	6	0	3	9	3	86	4	93	9	0	9	18	7	144	5	156	276
05:45 PM	2	0	16	18	6	90	3	99	11	0	11	22	9	178	8	195	334
Total	28	1	62	91	22	368	12	402	55	2	35	92	34	685	21	740	1325
Grand Total	48	9	160	217	45	745	22	812	122	3	76	201	75	1347	40	1462	2692
Apprch %	22.1	4.1	73.7		5.5	91.7	2.7		60.7	1.5	37.8		5.1	92.1	2.7		
Total %	1.8	0.3	5.9	8.1	1.7	27.7	0.8	30.2	4.5	0.1	2.8	7.5	2.8	50	1.5	54.3	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**8**	2	**38**	**48**	**8**	**104**	**4**	**116**	**21**	**1**	**11**	**33**	**15**	158	5	178	**375**
04:15 PM	3	**3**	18	24	4	80	2	86	17	0	8	25	12	**185**	**8**	**205**	340
04:30 PM	2	0	26	28	8	97	2	107	17	0	11	28	8	139	4	151	314
04:45 PM	7	3	16	26	3	96	2	101	12	0	11	23	6	180	2	188	338
Total Volume	20	8	98	126	23	377	10	410	67	1	41	109	41	662	19	722	1367
% App. Total	15.9	6.3	77.8		5.6	92	2.4		61.5	0.9	37.6		5.7	91.7	2.6		
PHF	.625	.667	.645	.656	.719	.906	.625	.884	.798	.250	.932	.826	.683	.895	.594	.880	.911

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**8**	2	**38**	**48**	**8**	**104**	**4**	**116**	**21**	**1**	**11**	**33**	**15**	158	5	178
+15 mins.	3	**3**	18	24	4	80	2	86	17	0	8	25	12	**185**	**8**	**205**
+30 mins.	2	0	26	28	8	97	2	107	17	0	11	28	8	139	4	151
+45 mins.	7	3	16	26	3	96	2	101	12	0	11	23	6	180	2	188
Total Volume	20	8	98	126	23	377	10	410	67	1	41	109	41	662	19	722
% App. Total	15.9	6.3	77.8		5.6	92	2.4		61.5	0.9	37.6		5.7	91.7	2.6	
PHF	.625	.667	.645	.656	.719	.906	.625	.884	.798	.250	.932	.826	.683	.895	.594	.880

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

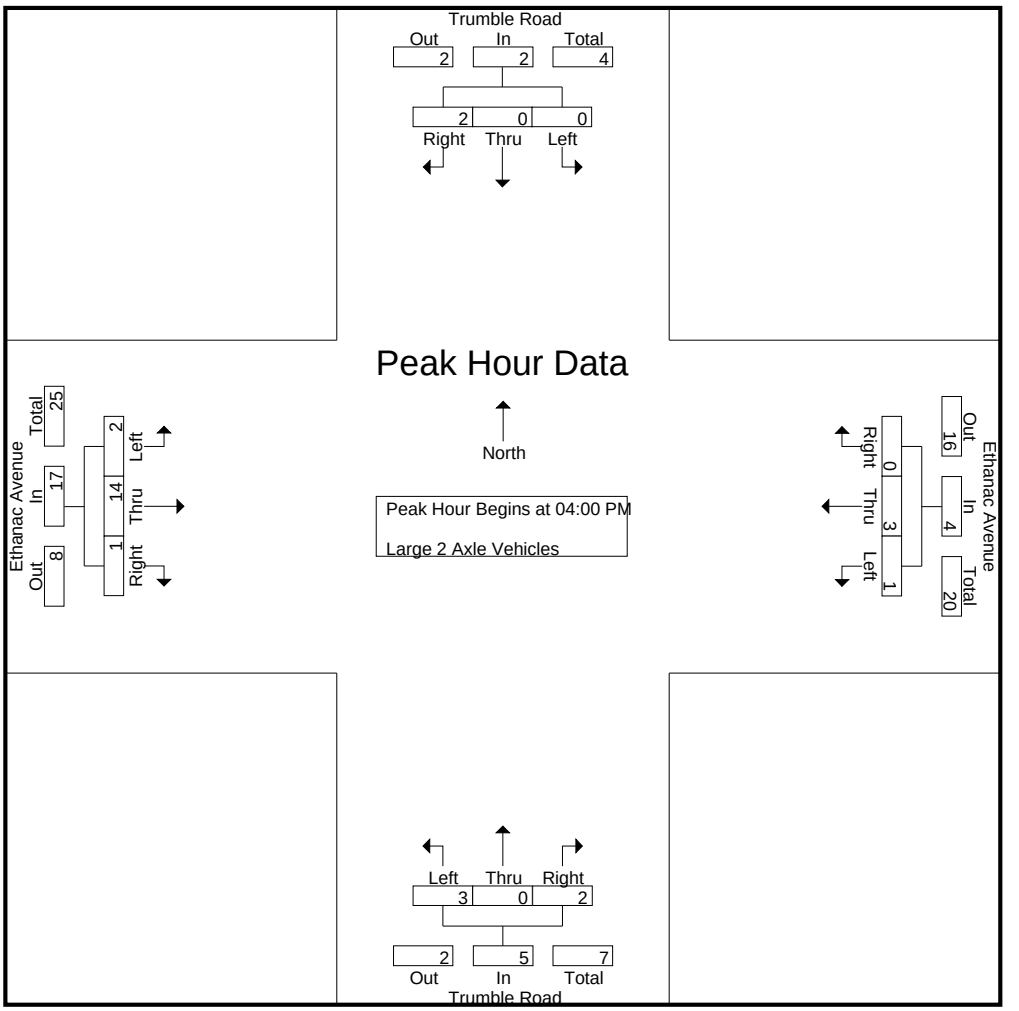
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	2	0	3	1	0	0	1	1	4	0	5	9
04:15 PM	0	0	2	2	0	0	0	0	0	0	1	1	0	3	1	4	7
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	5	0	5	7
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	2	0	3	5
Total	0	0	2	2	1	3	0	4	3	0	2	5	2	14	1	17	28
05:00 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	3	0	3	6
05:15 PM	0	0	0	0	0	0	0	0	2	0	2	4	1	2	1	4	8
05:30 PM	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0	4
05:45 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	1	0	1	3
Total	0	0	1	1	0	3	0	3	3	0	6	9	1	6	1	8	21
Grand Total	0	0	3	3	1	6	0	7	6	0	8	14	3	20	2	25	49
Apprch %	0	0	100		14.3	85.7	0		42.9	0	57.1		12	80	8		
Total %	0	0	6.1	6.1	2	12.2	0	14.3	12.2	0	16.3	28.6	6.1	40.8	4.1	51	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	**2**	0	**3**	**1**	0	0	1	**1**	4	0	**5**	**9**
04:15 PM	0	0	**2**	**2**	0	0	0	0	0	0	**1**	1	0	3	**1**	4	7
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	**2**	0	**5**	0	5	7
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	2	0	3	5
Total Volume	0	0	2	2	1	3	0	4	3	0	2	5	2	14	1	17	28
% App. Total	0	0	100		25	75	0		60	0	40		11.8	82.4	5.9		
PHF	.000	.000	.250	.250	.250	.375	.000	.333	.750	.000	.500	.625	.500	.700	.250	.850	.778

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	**2**	0	**3**	**1**	0	0	1	**1**	4	0	**5**
+15 mins.	0	0	**2**	**2**	0	0	0	0	0	0	**1**	1	0	3	**1**	4
+30 mins.	0	0	0	0	0	0	0	0	1	0	1	**2**	0	**5**	0	5
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	1	2	0	3
Total Volume	0	0	2	2	1	3	0	4	3	0	2	5	2	14	1	17
% App. Total	0	0	100		25	75	0		60	0	40		11.8	82.4	5.9	
PHF	.000	.000	.250	.250	.250	.375	.000	.333	.750	.000	.500	.625	.500	.700	.250	.850

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

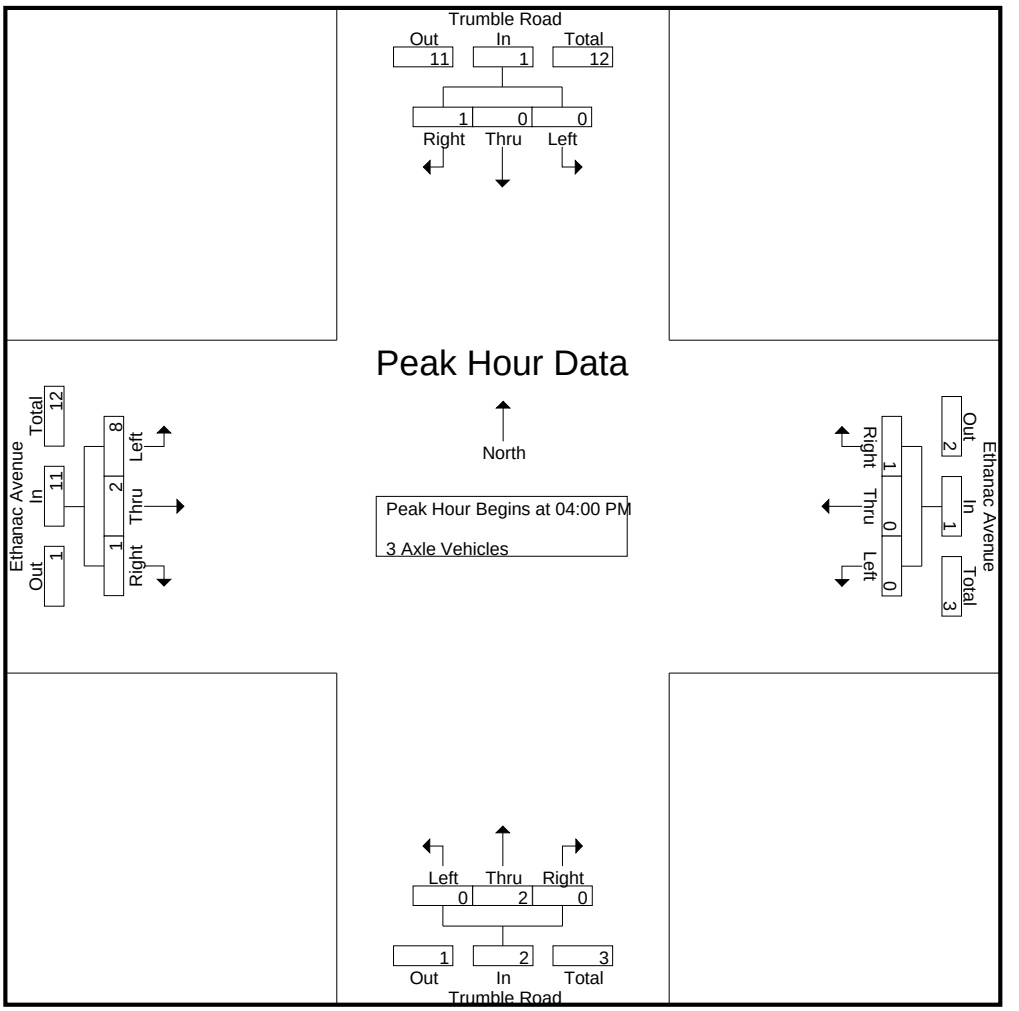
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	4	0	1	5	6
04:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	4
Total	0	0	1	1	0	0	1	1	0	2	0	2	8	2	1	11	15
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	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	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	4	3	0	7	8
Grand Total	0	0	1	1	0	0	1	1	1	2	0	3	12	5	1	18	23
Apprch %	0	0	100		0	0	100		33.3	66.7	0		66.7	27.8	5.6		
Total %	0	0	4.3	4.3	0	0	4.3	4.3	4.3	8.7	0	13	52.2	21.7	4.3	78.3	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	**2**	0	3	3
04:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**4**	0	**1**	**5**	**6**
04:30 PM	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	4
Total Volume	0	0	1	1	0	0	1	1	0	2	0	2	8	2	1	11	15
% App. Total	0	0	100		0	0	100		0	100	0		72.7	18.2	9.1		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.500	.000	.500	.500	.250	.250	.550	.625

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	**2**	0	3
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**4**	0	**1**	**5**
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3
Total Volume	0	0	1	1	0	0	1	1	0	2	0	2	8	2	1	11
% App. Total	0	0	100		0	0	100		0	100	0		72.7	18.2	9.1	
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.500	.000	.500	.500	.250	.250	.550

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

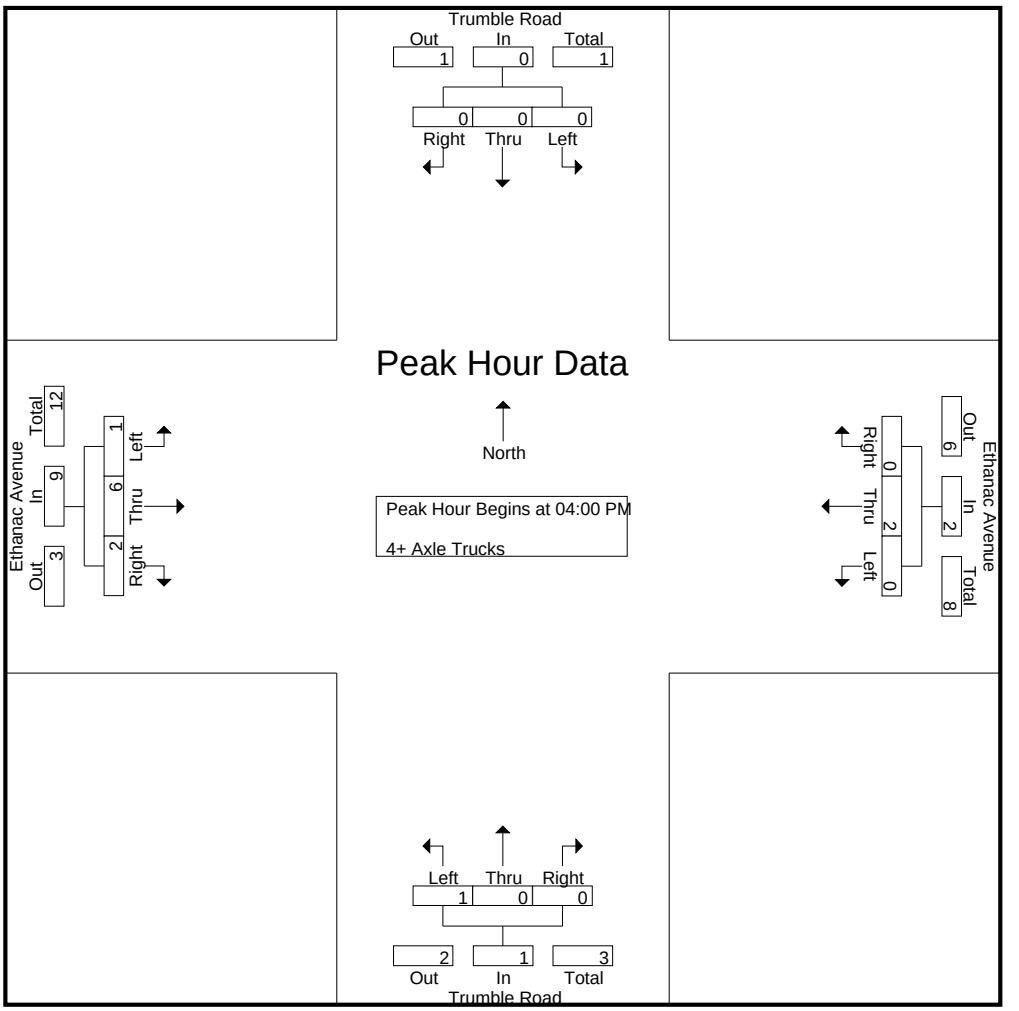
	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
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	2	0	2	0	0	0	0	1	2	1	4	6
Total	0	0	0	0	0	2	0	2	1	0	0	1	1	6	2	9	12
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	2	4
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	3	3	0	1	0	1	1	0	0	1	1	3	0	4	9
Grand Total	0	0	3	3	0	3	0	3	2	0	0	2	2	9	2	13	21
Apprch %	0	0	100		0	100	0		100	0	0		15.4	69.2	15.4		
Total %	0	0	14.3	14.3	0	14.3	0	14.3	9.5	0	0	9.5	9.5	42.9	9.5	61.9	

	Trumble Road Southbound				Ethanac Avenue Westbound				Trumble Road Northbound				Ethanac 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2	2
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	2	3
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	**2**	0	**2**	0	0	0	0	**1**	2	1	**4**	**6**
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	1	6	2	9	12
% App. Total	0	0	0		0	100	0		100	0	0		11.1	66.7	22.2		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.250	.750	.500	.563	.500

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

City of Menifee
N/S: Trumble Road
E/W: Ethanac Avenue
Weather: Clear

File Name : 03_MEN_Tru_Eth PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	2	1	**4**
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	1	6	2	9
% App. Total	0	0	0		0	100	0		100	0	0		11.1	66.7	22.2	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.250	.750	.500	.563

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

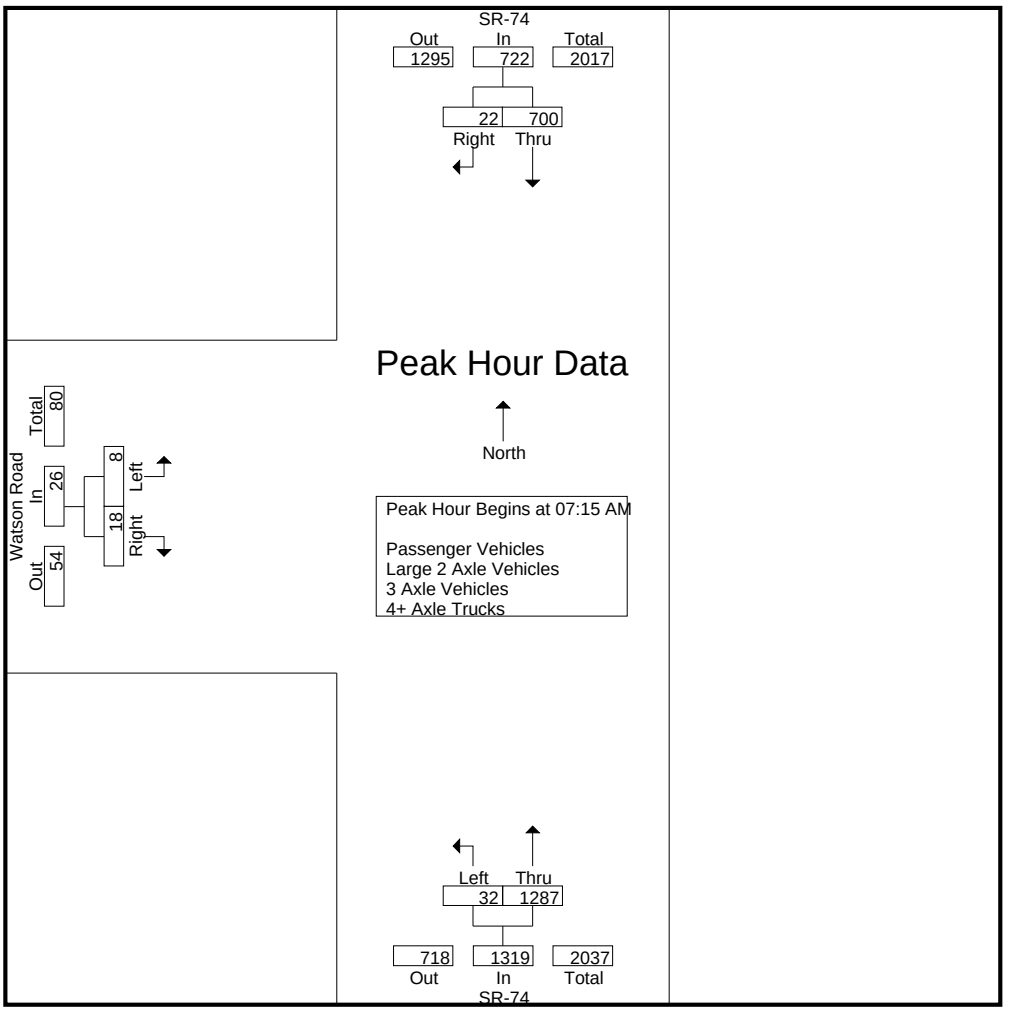
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	133	8	141	8	314	322	4	2	6	469
07:15 AM	162	5	167	6	313	319	2	5	7	493
07:30 AM	174	5	179	6	313	319	4	3	7	505
07:45 AM	203	8	211	9	357	366	2	4	6	583
Total	672	26	698	29	1297	1326	12	14	26	2050
08:00 AM	161	4	165	11	304	315	0	6	6	486
08:15 AM	147	7	154	6	245	251	2	6	8	413
08:30 AM	168	6	174	6	255	261	1	4	5	440
08:45 AM	127	4	131	1	222	223	6	3	9	363
Total	603	21	624	24	1026	1050	9	19	28	1702
Grand Total	1275	47	1322	53	2323	2376	21	33	54	3752
Apprch %	96.4	3.6		2.2	97.8		38.9	61.1		
Total %	34	1.3	35.2	1.4	61.9	63.3	0.6	0.9	1.4	
Passenger Vehicles	1157	38	1195	41	2221	2262	14	23	37	3494
% Passenger Vehicles	90.7	80.9	90.4	77.4	95.6	95.2	66.7	69.7	68.5	93.1
Large 2 Axle Vehicles	60	2	62	3	43	46	3	3	6	114
% Large 2 Axle Vehicles	4.7	4.3	4.7	5.7	1.9	1.9	14.3	9.1	11.1	3
3 Axle Vehicles	18	2	20	1	19	20	0	0	0	40
% 3 Axle Vehicles	1.4	4.3	1.5	1.9	0.8	0.8	0	0	0	1.1
4+ Axle Trucks	40	5	45	8	40	48	4	7	11	104
% 4+ Axle Trucks	3.1	10.6	3.4	15.1	1.7	2	19	21.2	20.4	2.8

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	162	5	167	6	313	319	2	5	**7**	493
07:30 AM	174	5	179	6	313	319	**4**	3	7	505
07:45 AM	**203**	**8**	**211**	9	**357**	**366**	2	4	6	**583**
08:00 AM	161	4	165	**11**	304	315	0	**6**	6	486
Total Volume	700	22	722	32	1287	1319	8	18	26	2067
% App. Total	97	3		2.4	97.6		30.8	69.2		
PHF	.862	.688	.855	.727	.901	.901	.500	.750	.929	.886

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM			07:00 AM			08:00 AM		
+0 mins.	162	5	167	8	314	322	0	**6**	6
+15 mins.	174	5	179	6	313	319	2	6	8
+30 mins.	**203**	**8**	**211**	6	313	319	1	4	5
+45 mins.	161	4	165	**9**	**357**	**366**	**6**	3	**9**
Total Volume	700	22	722	29	1297	1326	9	19	28
% App. Total	97	3		2.2	97.8		32.1	67.9	
PHF	.862	.688	.855	.806	.908	.906	.375	.792	.778

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

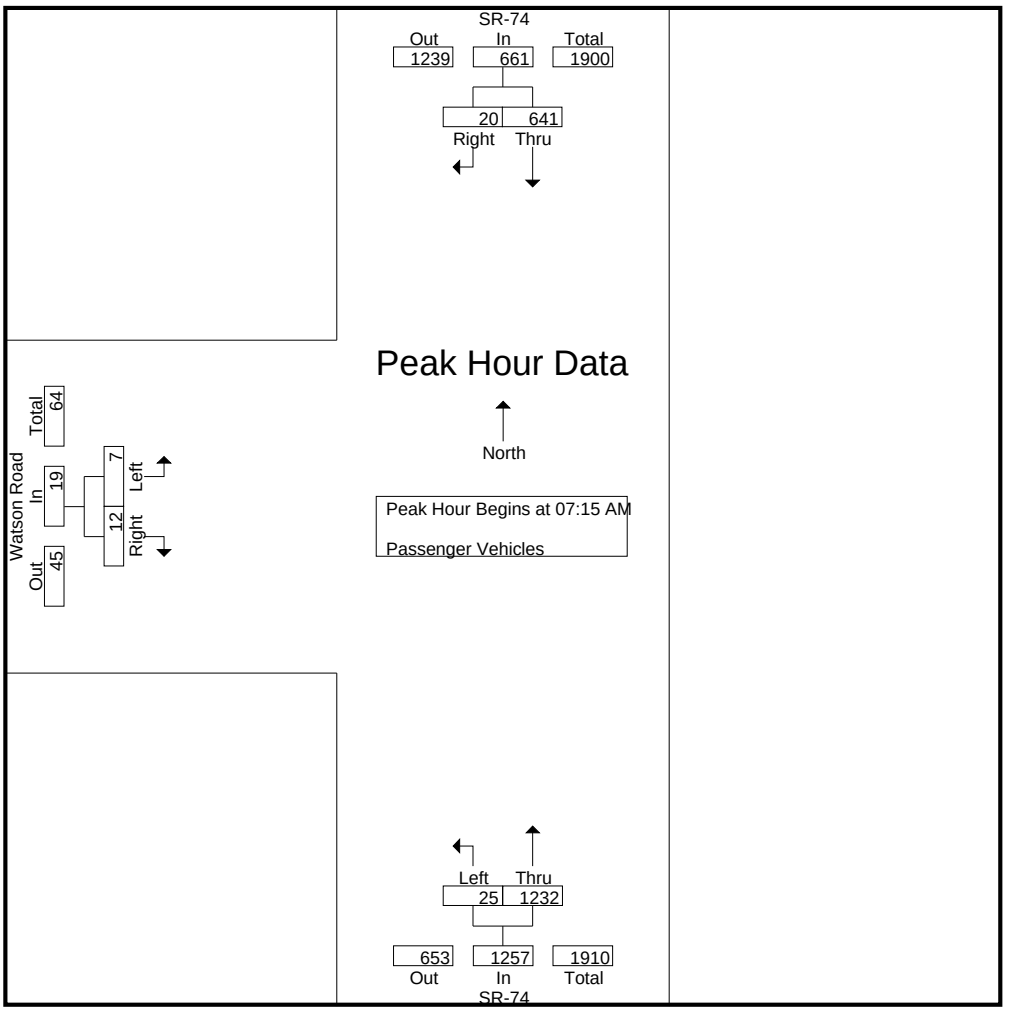
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	117	8	125	7	308	315	2	2	4	444
07:15 AM	147	5	152	4	306	310	2	3	5	467
07:30 AM	158	5	163	5	295	300	4	2	6	469
07:45 AM	186	6	192	8	345	353	1	3	4	549
Total	608	24	632	24	1254	1278	9	10	19	1929
08:00 AM	150	4	154	8	286	294	0	4	4	452
08:15 AM	136	5	141	5	230	235	0	3	3	379
08:30 AM	151	1	152	3	243	246	1	4	5	403
08:45 AM	112	4	116	1	208	209	4	2	6	331
Total	549	14	563	17	967	984	5	13	18	1565
Grand Total	1157	38	1195	41	2221	2262	14	23	37	3494
Apprch %	96.8	3.2		1.8	98.2		37.8	62.2		
Total %	33.1	1.1	34.2	1.2	63.6	64.7	0.4	0.7	1.1	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	147	5	152	4	306	310	2	3	5	467
07:30 AM	158	5	163	5	295	300	**4**	2	**6**	469
07:45 AM	**186**	**6**	**192**	**8**	**345**	**353**	1	3	4	**549**
08:00 AM	150	4	154	8	286	294	0	**4**	4	452
Total Volume	641	20	661	25	1232	1257	7	12	19	1937
% App. Total	97	3		2	98		36.8	63.2		
PHF	.862	.833	.861	.781	.893	.890	.438	.750	.792	.882

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	147	5	152	4	306	310	2	3	5
+15 mins.	158	5	163	5	295	300	**4**	2	**6**
+30 mins.	**186**	**6**	**192**	**8**	**345**	**353**	1	3	4
+45 mins.	150	4	154	8	286	294	0	**4**	4
Total Volume	641	20	661	25	1232	1257	7	12	19
% App. Total	97	3		2	98		36.8	63.2	
PHF	.862	.833	.861	.781	.893	.890	.438	.750	.792

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

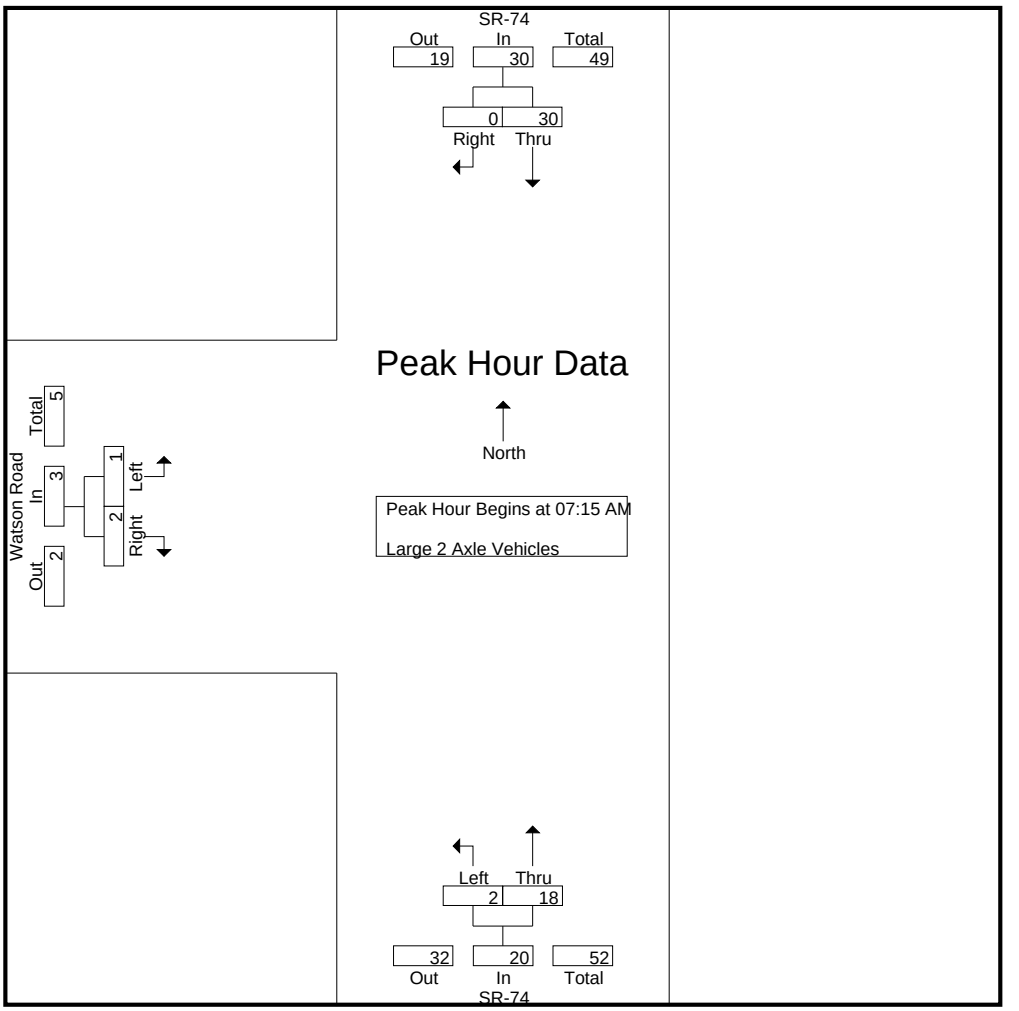
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	0	2	2	1	0	1	9
07:15 AM	9	0	9	0	4	4	0	0	0	13
07:30 AM	9	0	9	1	6	7	0	0	0	16
07:45 AM	8	0	8	0	4	4	1	1	2	14
Total	32	0	32	1	16	17	2	1	3	52
08:00 AM	4	0	4	1	4	5	0	1	1	10
08:15 AM	4	1	5	1	7	8	0	0	0	13
08:30 AM	12	1	13	0	6	6	0	0	0	19
08:45 AM	8	0	8	0	10	10	1	1	2	20
Total	28	2	30	2	27	29	1	2	3	62
Grand Total	60	2	62	3	43	46	3	3	6	114
Apprch %	96.8	3.2		6.5	93.5		50	50		
Total %	52.6	1.8	54.4	2.6	37.7	40.4	2.6	2.6	5.3	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**9**	0	**9**	0	4	4	0	0	0	13
07:30 AM	9	0	9	**1**	**6**	**7**	0	0	0	**16**
07:45 AM	8	0	8	0	4	4	**1**	**1**	**2**	14
08:00 AM	4	0	4	1	4	5	0	1	1	10
Total Volume	30	0	30	2	18	20	1	2	3	53
% App. Total	100	0		10	90		33.3	66.7		
PHF	.833	.000	.833	.500	.750	.714	.250	.500	.375	.828

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**9**	0	**9**	0	4	4	0	0	0
+15 mins.	9	0	9	**1**	**6**	**7**	0	0	0
+30 mins.	8	0	8	0	4	4	**1**	**1**	**2**
+45 mins.	4	0	4	1	4	5	0	1	1
Total Volume	30	0	30	2	18	20	1	2	3
% App. Total	100	0		10	90		33.3	66.7	
PHF	.833	.000	.833	.500	.750	.714	.250	.500	.375

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

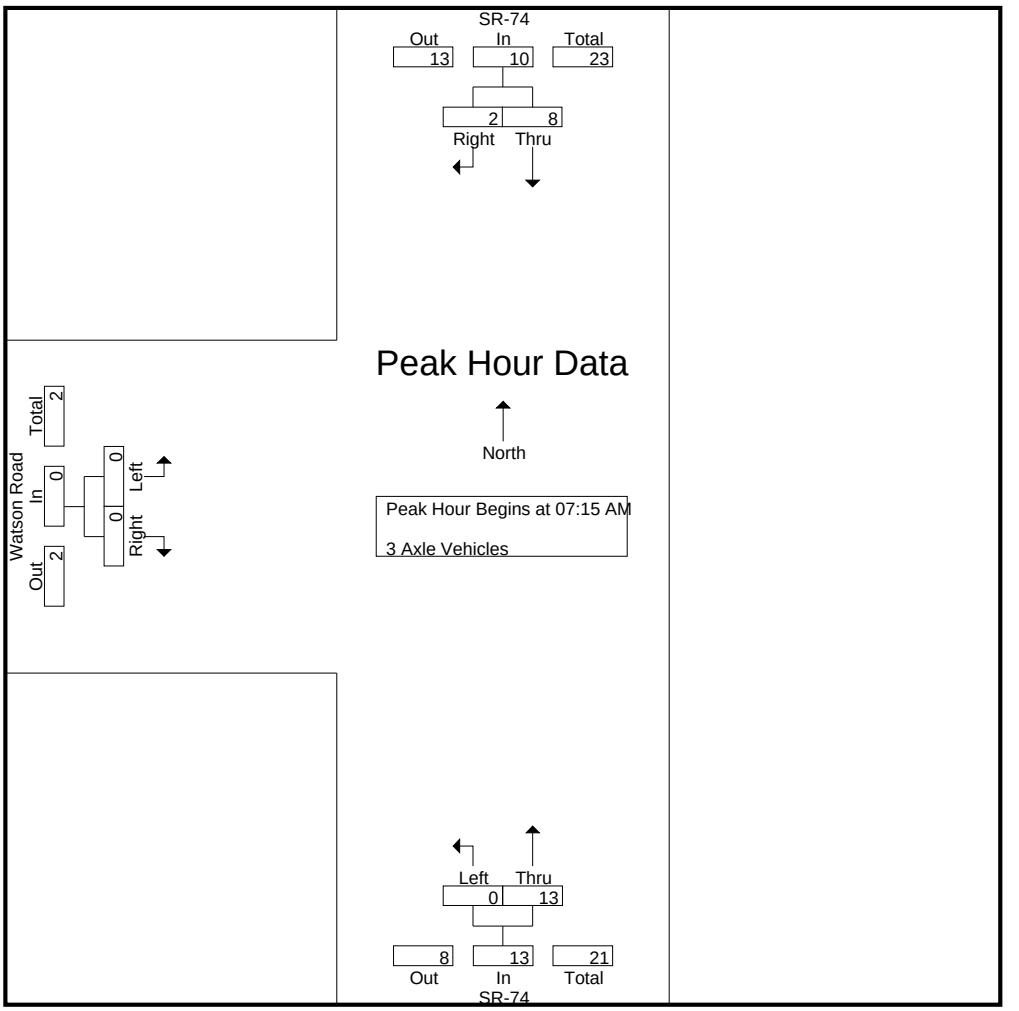
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	2	2	0	0	0	5
07:15 AM	2	0	2	0	0	0	0	0	0	2
07:30 AM	2	0	2	0	5	5	0	0	0	7
07:45 AM	2	2	4	0	4	4	0	0	0	8
Total	9	2	11	0	11	11	0	0	0	22
08:00 AM	2	0	2	0	4	4	0	0	0	6
08:15 AM	2	0	2	0	2	2	0	0	0	4
08:30 AM	3	0	3	1	1	2	0	0	0	5
08:45 AM	2	0	2	0	1	1	0	0	0	3
Total	9	0	9	1	8	9	0	0	0	18
Grand Total	18	2	20	1	19	20	0	0	0	40
Apprch %	90	10		5	95		0	0		
Total %	45	5	50	2.5	47.5	50	0	0	0	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**2**	0	2	0	0	0	0	0	0	2
07:30 AM	2	0	2	0	**5**	**5**	0	0	0	7
07:45 AM	2	**2**	**4**	0	4	4	0	0	0	**8**
08:00 AM	2	0	2	0	4	4	0	0	0	6
Total Volume	8	2	10	0	13	13	0	0	0	23
% App. Total	80	20		0	100		0	0		
PHF	1.00	.250	.625	.000	.650	.650	.000	.000	.000	.719

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**2**	0	2	0	0	0	0	0	0
+15 mins.	2	0	2	0	**5**	**5**	0	0	0
+30 mins.	2	**2**	**4**	0	4	4	0	0	0
+45 mins.	2	0	2	0	4	4	0	0	0
Total Volume	8	2	10	0	13	13	0	0	0
% App. Total	80	20		0	100		0	0	
PHF	1.000	.250	.625	.000	.650	.650	.000	.000	.000

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

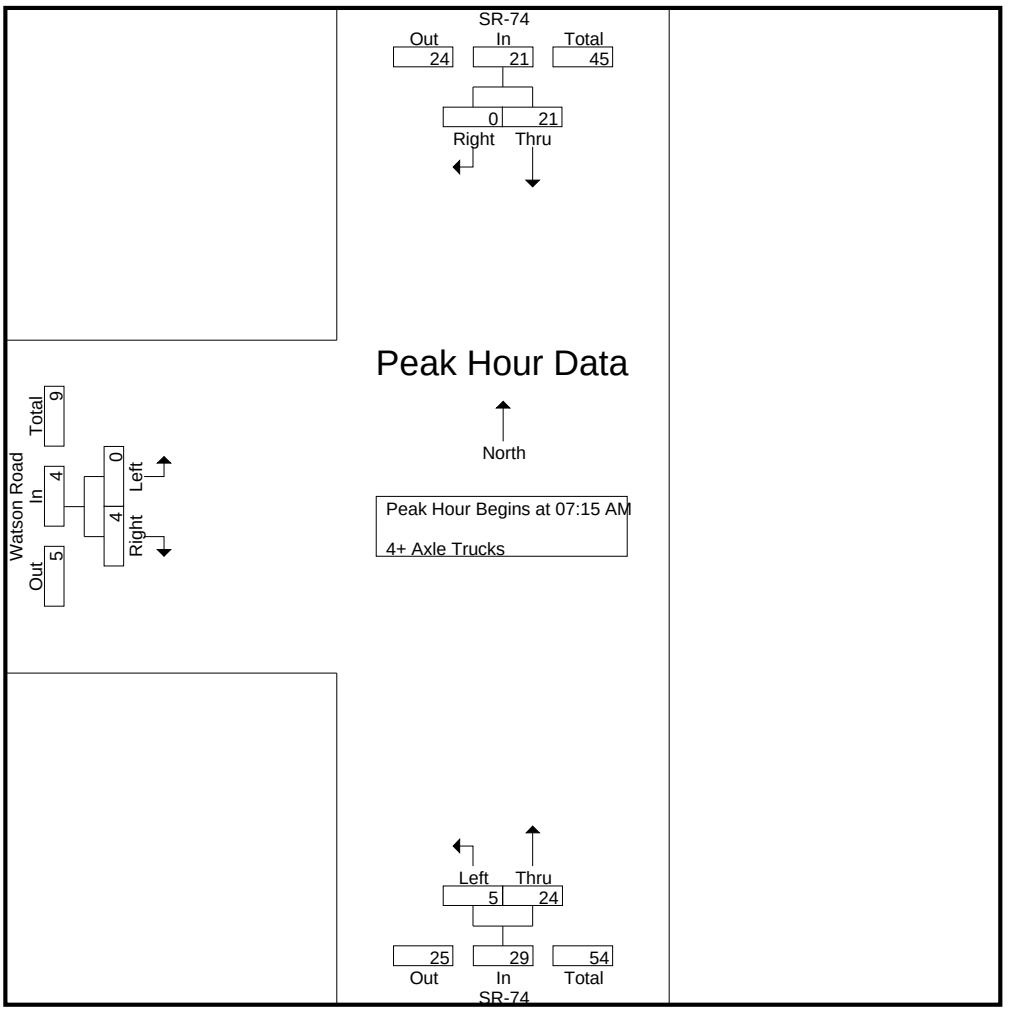
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	0	7	1	2	3	1	0	1	11
07:15 AM	4	0	4	2	3	5	0	2	2	11
07:30 AM	5	0	5	0	7	7	0	1	1	13
07:45 AM	7	0	7	1	4	5	0	0	0	12
Total	23	0	23	4	16	20	1	3	4	47
08:00 AM	5	0	5	2	10	12	0	1	1	18
08:15 AM	5	1	6	0	6	6	2	3	5	17
08:30 AM	2	4	6	2	5	7	0	0	0	13
08:45 AM	5	0	5	0	3	3	1	0	1	9
Total	17	5	22	4	24	28	3	4	7	57
Grand Total	40	5	45	8	40	48	4	7	11	104
Apprch %	88.9	11.1		16.7	83.3		36.4	63.6		
Total %	38.5	4.8	43.3	7.7	38.5	46.2	3.8	6.7	10.6	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	0	4	**2**	3	5	0	**2**	**2**	11
07:30 AM	5	0	5	0	7	7	0	1	1	13
07:45 AM	**7**	0	**7**	1	4	5	0	0	0	12
08:00 AM	5	0	5	2	**10**	**12**	0	1	1	**18**
Total Volume	21	0	21	5	24	29	0	4	4	54
% App. Total	100	0		17.2	82.8		0	100		
PHF	.750	.000	.750	.625	.600	.604	.000	.500	.500	.750

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat AM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	0	4	**2**	3	5	0	**2**	**2**
+15 mins.	5	0	5	0	7	7	0	1	1
+30 mins.	**7**	0	**7**	1	4	5	0	0	0
+45 mins.	5	0	5	2	**10**	**12**	0	1	1
Total Volume	21	0	21	5	24	29	0	4	4
% App. Total	100	0		17.2	82.8		0	100	
PHF	.750	.000	.750	.625	.600	.604	.000	.500	.500

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

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

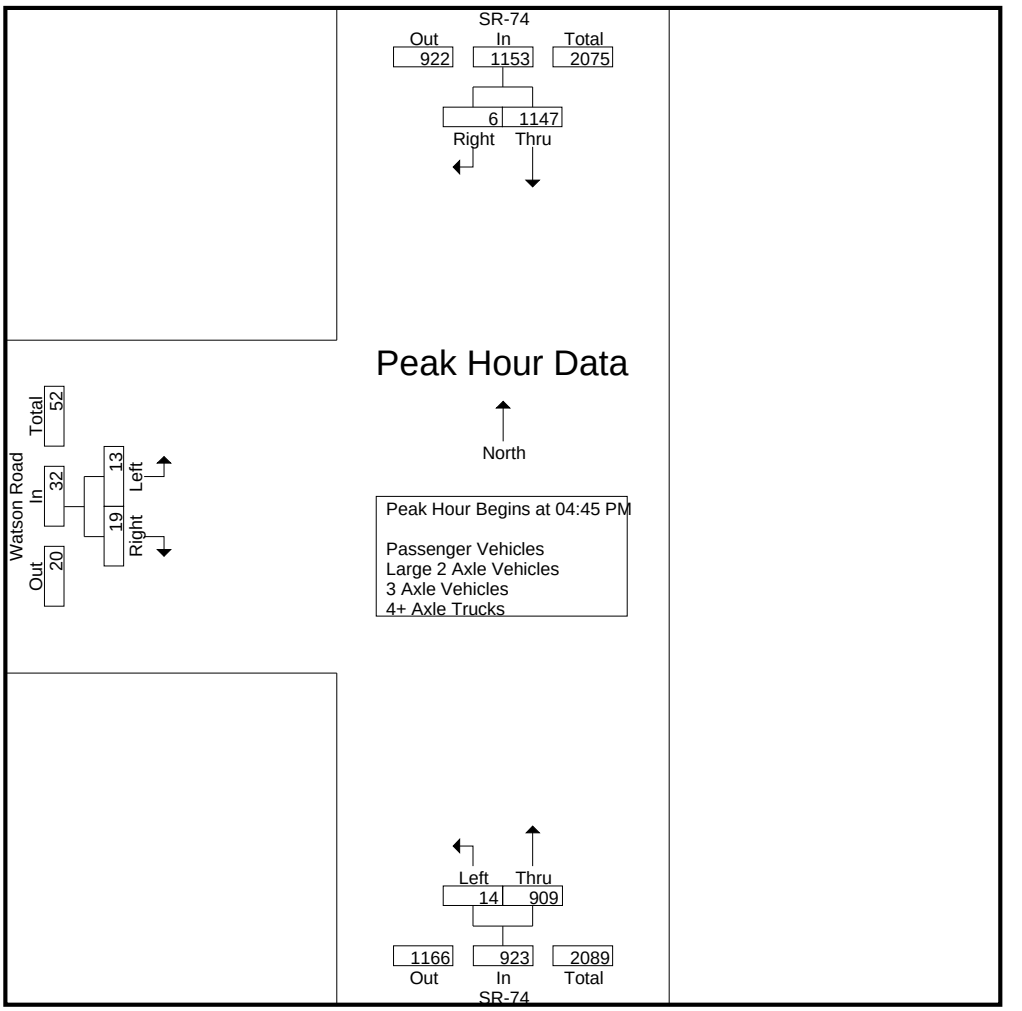
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	261	8	269	0	259	259	8	11	19	547
04:15 PM	285	3	288	4	198	202	1	2	3	493
04:30 PM	277	3	280	7	210	217	2	9	11	508
04:45 PM	296	2	298	3	220	223	4	3	7	528
Total	1119	16	1135	14	887	901	15	25	40	2076
05:00 PM	322	3	325	4	216	220	5	7	12	557
05:15 PM	269	0	269	5	229	234	3	4	7	510
05:30 PM	260	1	261	2	244	246	1	5	6	513
05:45 PM	262	1	263	0	246	246	0	4	4	513
Total	1113	5	1118	11	935	946	9	20	29	2093
Grand Total	2232	21	2253	25	1822	1847	24	45	69	4169
Apprch %	99.1	0.9		1.4	98.6		34.8	65.2		
Total %	53.5	0.5	54	0.6	43.7	44.3	0.6	1.1	1.7	
Passenger Vehicles	2185	19	2204	16	1755	1771	22	37	59	4034
% Passenger Vehicles	97.9	90.5	97.8	64	96.3	95.9	91.7	82.2	85.5	96.8
Large 2 Axle Vehicles	35	1	36	0	36	36	1	0	1	73
% Large 2 Axle Vehicles	1.6	4.8	1.6	0	2	1.9	4.2	0	1.4	1.8
3 Axle Vehicles	3	0	3	0	16	16	0	0	0	19
% 3 Axle Vehicles	0.1	0	0.1	0	0.9	0.9	0	0	0	0.5
4+ Axle Trucks	9	1	10	9	15	24	1	8	9	43
% 4+ Axle Trucks	0.4	4.8	0.4	36	0.8	1.3	4.2	17.8	13	1

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	296	2	298	3	220	223	4	3	7	528
05:00 PM	**322**	**3**	**325**	4	216	220	**5**	**7**	**12**	**557**
05:15 PM	269	0	269	**5**	229	234	3	4	7	510
05:30 PM	260	1	261	2	**244**	**246**	1	5	6	513
Total Volume	1147	6	1153	14	909	923	13	19	32	2108
% App. Total	99.5	0.5		1.5	98.5		40.6	59.4		
PHF	.891	.500	.887	.700	.931	.938	.650	.679	.667	.946

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 2



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

	04:15 PM			05:00 PM			04:00 PM		
+0 mins.	285	**3**	288	4	216	220	**8**	**11**	**19**
+15 mins.	277	3	280	**5**	229	234	1	2	3
+30 mins.	296	2	298	2	244	**246**	2	9	11
+45 mins.	**322**	3	**325**	0	**246**	246	4	3	7
Total Volume	1180	11	1191	11	935	946	15	25	40
% App. Total	99.1	0.9		1.2	98.8		37.5	62.5	
PHF	.916	.917	.916	.550	.950	.961	.469	.568	.526

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Passenger Vehicles

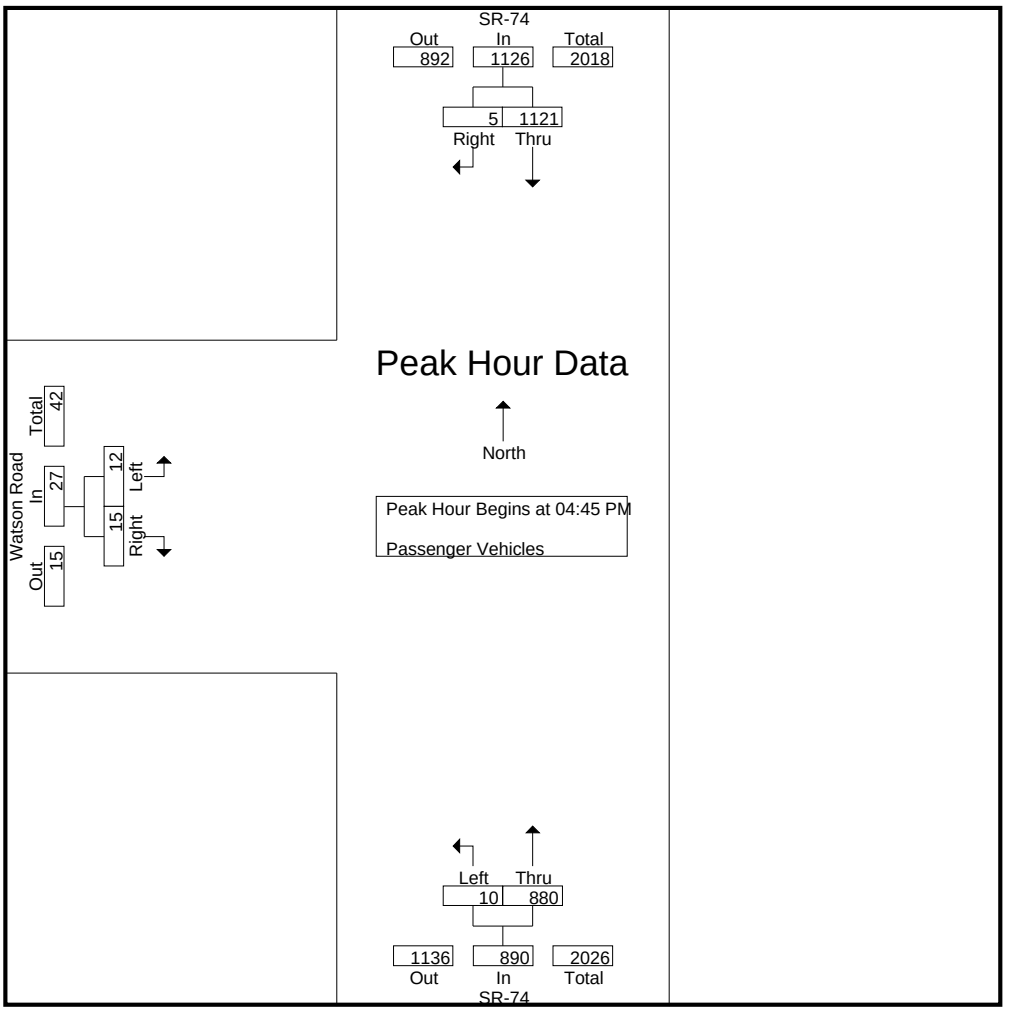
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	252	8	260	0	249	249	7	10	17	526
04:15 PM	281	3	284	3	186	189	1	2	3	476
04:30 PM	270	2	272	3	202	205	2	6	8	485
04:45 PM	289	2	291	2	210	212	3	1	4	507
Total	1092	15	1107	8	847	855	13	19	32	1994
05:00 PM	319	2	321	2	210	212	5	6	11	544
05:15 PM	262	0	262	4	221	225	3	4	7	494
05:30 PM	251	1	252	2	239	241	1	4	5	498
05:45 PM	261	1	262	0	238	238	0	4	4	504
Total	1093	4	1097	8	908	916	9	18	27	2040
Grand Total	2185	19	2204	16	1755	1771	22	37	59	4034
Apprch %	99.1	0.9		0.9	99.1		37.3	62.7		
Total %	54.2	0.5	54.6	0.4	43.5	43.9	0.5	0.9	1.5	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	289	**2**	291	2	210	212	3	1	4	507
05:00 PM	**319**	2	**321**	2	210	212	**5**	**6**	**11**	**544**
05:15 PM	262	0	262	**4**	221	225	3	4	7	494
05:30 PM	251	1	252	2	**239**	**241**	1	4	5	498
Total Volume	1121	5	1126	10	880	890	12	15	27	2043
% App. Total	99.6	0.4		1.1	98.9		44.4	55.6		
PHF	.879	.625	.877	.625	.921	.923	.600	.625	.614	.939

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
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		
+0 mins.	289	**2**	291	2	210	212	3	1	4
+15 mins.	**319**	2	**321**	2	210	212	**5**	**6**	**11**
+30 mins.	262	0	262	**4**	221	225	3	4	7
+45 mins.	251	1	252	2	**239**	**241**	1	4	5
Total Volume	1121	5	1126	10	880	890	12	15	27
% App. Total	99.6	0.4		1.1	98.9		44.4	55.6	
PHF	.879	.625	.877	.625	.921	.923	.600	.625	.614

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

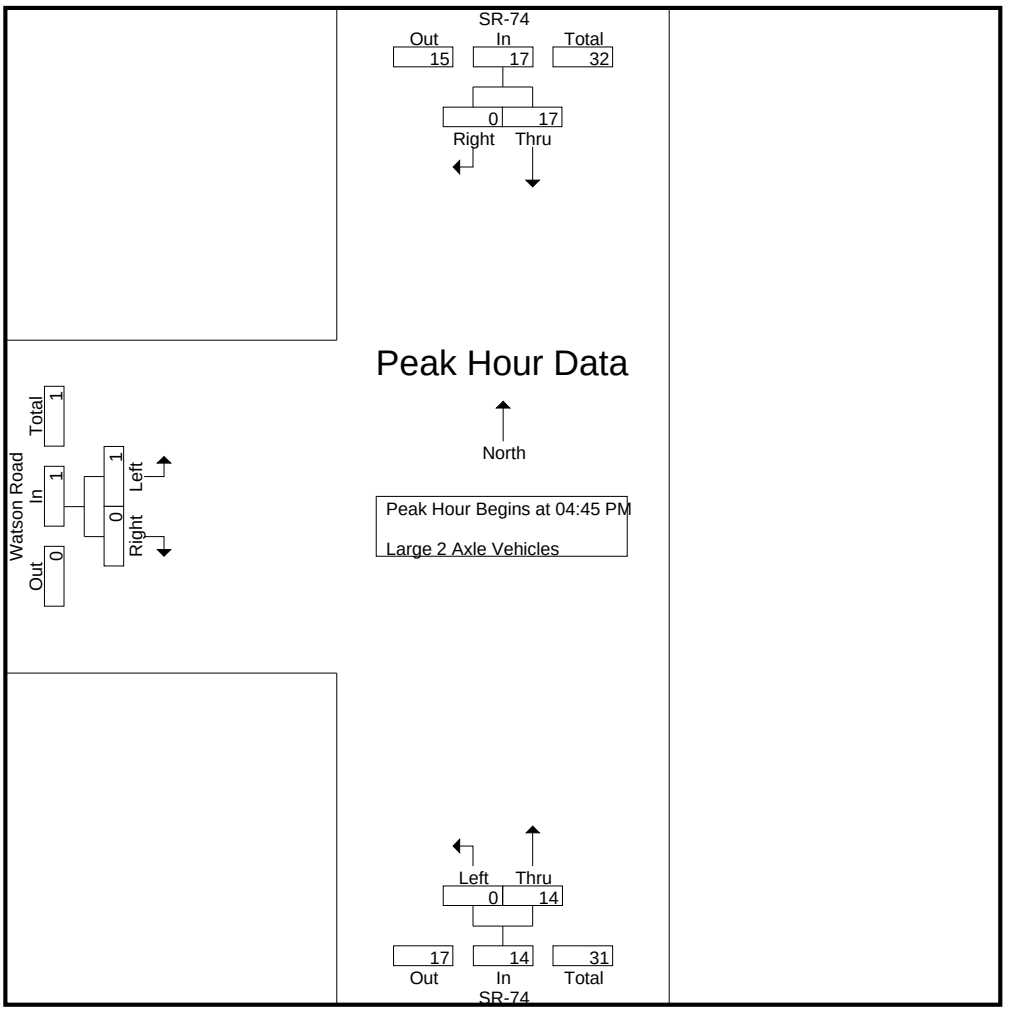
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	8	0	8	0	7	7	0	0	0	15
04:15 PM	4	0	4	0	6	6	0	0	0	10
04:30 PM	6	1	7	0	3	3	0	0	0	10
04:45 PM	5	0	5	0	5	5	1	0	1	11
Total	23	1	24	0	21	21	1	0	1	46
05:00 PM	2	0	2	0	2	2	0	0	0	4
05:15 PM	3	0	3	0	4	4	0	0	0	7
05:30 PM	7	0	7	0	3	3	0	0	0	10
05:45 PM	0	0	0	0	6	6	0	0	0	6
Total	12	0	12	0	15	15	0	0	0	27
Grand Total	35	1	36	0	36	36	1	0	1	73
Apprch %	97.2	2.8		0	100		100	0		
Total %	47.9	1.4	49.3	0	49.3	49.3	1.4	0	1.4	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	5	0	5	0	**5**	**5**	**1**	0	**1**	**11**
05:00 PM	2	0	2	0	2	2	0	0	0	4
05:15 PM	3	0	3	0	4	4	0	0	0	7
05:30 PM	**7**	0	**7**	0	3	3	0	0	0	10
Total Volume	17	0	17	0	14	14	1	0	1	32
% App. Total	100	0		0	100		100	0		
PHF	.607	.000	.607	.000	.700	.700	.250	.000	.250	.727

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
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		
+0 mins.	5	0	5	0	**5**	**5**	**1**	0	**1**
+15 mins.	2	0	2	0	2	2	0	0	0
+30 mins.	3	0	3	0	4	4	0	0	0
+45 mins.	**7**	0	**7**	0	3	3	0	0	0
Total Volume	17	0	17	0	14	14	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.607	.000	.607	.000	.700	.700	.250	.000	.250

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

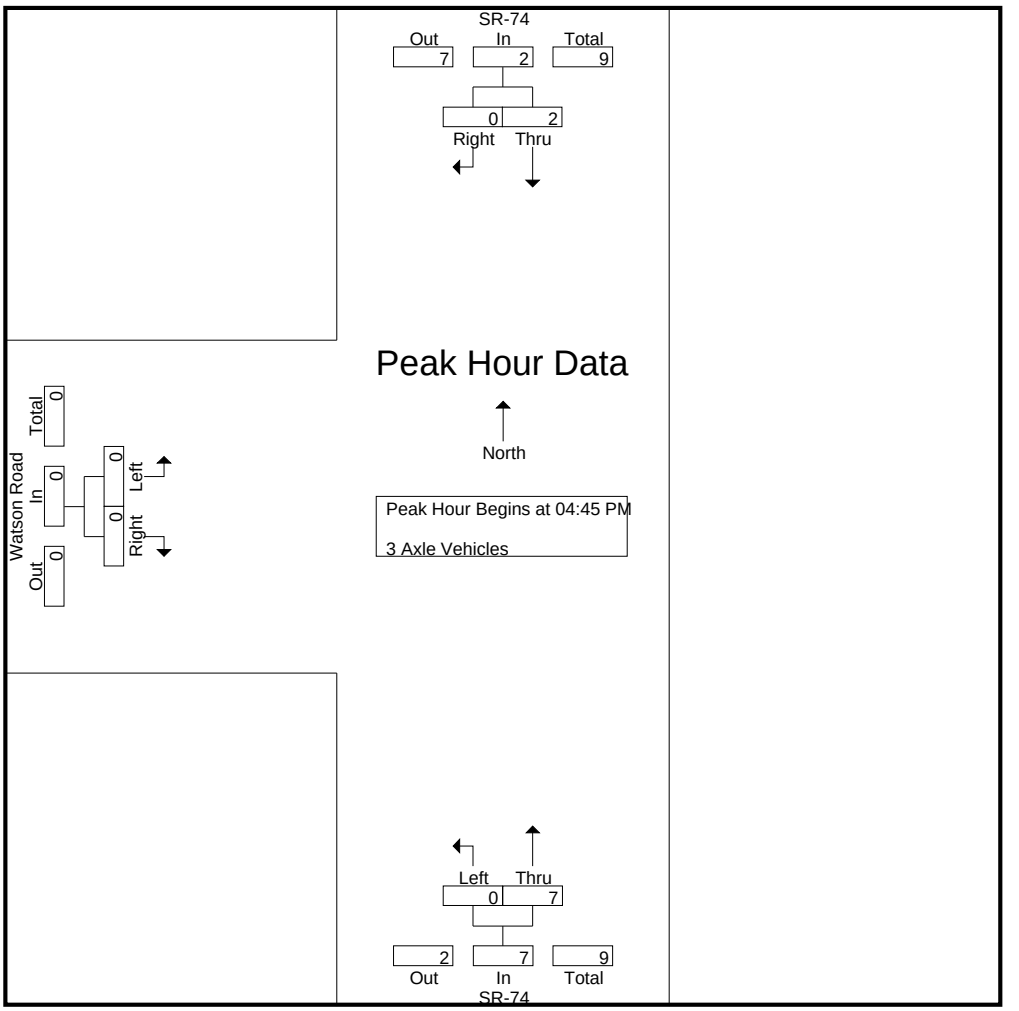
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	3	3	0	0	0	4
04:15 PM	0	0	0	0	2	2	0	0	0	2
04:30 PM	0	0	0	0	3	3	0	0	0	3
04:45 PM	0	0	0	0	2	2	0	0	0	2
Total	1	0	1	0	10	10	0	0	0	11
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	2	0	2	0	1	1	0	0	0	3
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	6	6	0	0	0	8
Grand Total	3	0	3	0	16	16	0	0	0	19
Apprch %	100	0		0	100		0	0		
Total %	15.8	0	15.8	0	84.2	84.2	0	0	0	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	2	2	0	0	0	2
05:00 PM	0	0	0	0	**3**	**3**	0	0	0	**3**
05:15 PM	**2**	0	**2**	0	1	1	0	0	0	3
05:30 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	2	0	2	0	7	7	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.583	.583	.000	.000	.000	.750

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
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		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	0	0	0	0	**3**	**3**	0	0	0
+30 mins.	**2**	0	**2**	0	1	1	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	2	0	2	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.583	.583	.000	.000	.000

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

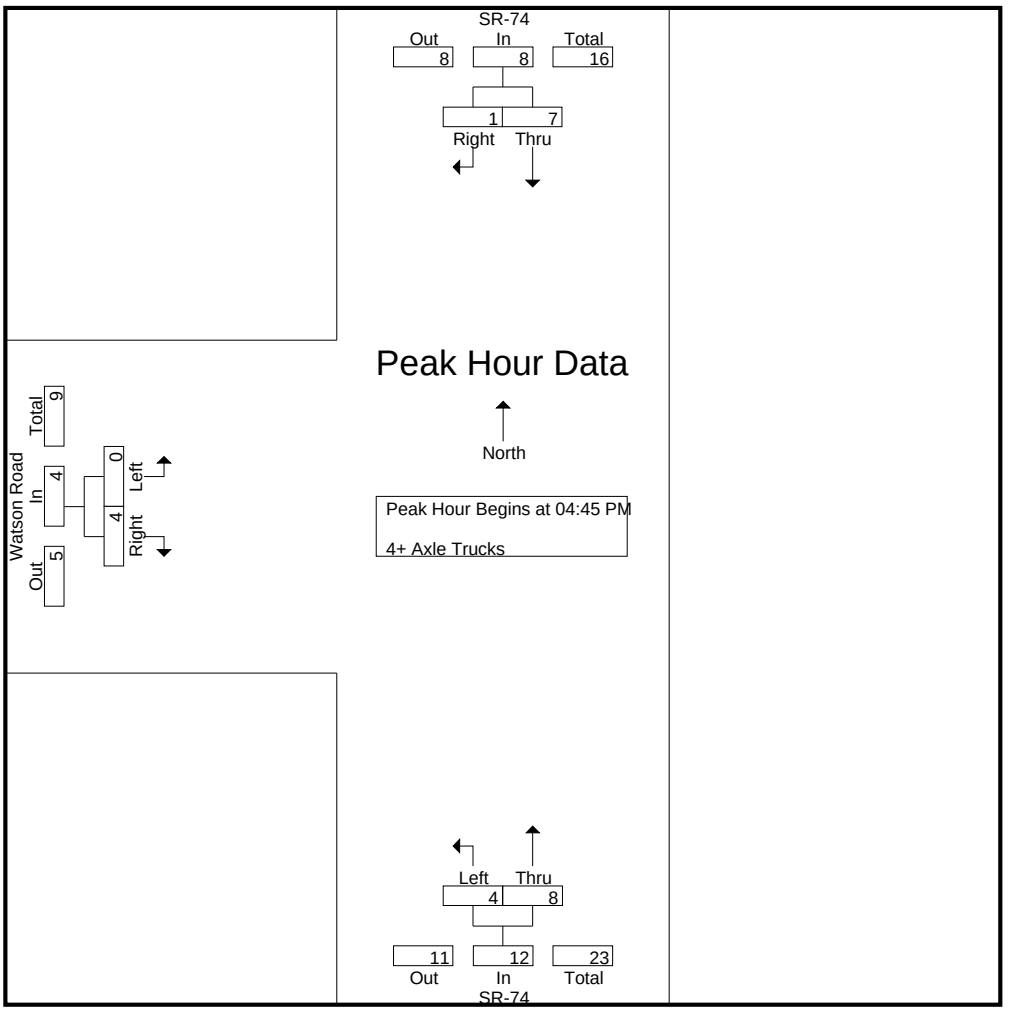
	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	2	2
04:15 PM	0	0	0	1	4	5	0	0	0	5
04:30 PM	1	0	1	4	2	6	0	3	3	10
04:45 PM	2	0	2	1	3	4	0	2	2	8
Total	3	0	3	6	9	15	1	6	7	25
05:00 PM	1	1	2	2	1	3	0	1	1	6
05:15 PM	2	0	2	1	3	4	0	0	0	6
05:30 PM	2	0	2	0	1	1	0	1	1	4
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	6	1	7	3	6	9	0	2	2	18
Grand Total	9	1	10	9	15	24	1	8	9	43
Apprch %	90	10		37.5	62.5		11.1	88.9		
Total %	20.9	2.3	23.3	20.9	34.9	55.8	2.3	18.6	20.9	

	SR-74 Southbound			SR-74 Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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	**2**	0	**2**	1	**3**	**4**	0	**2**	**2**	**8**
05:00 PM	1	**1**	2	**2**	1	3	0	1	1	6
05:15 PM	2	0	2	1	3	4	0	0	0	6
05:30 PM	2	0	2	0	1	1	0	1	1	4
Total Volume	7	1	8	4	8	12	0	4	4	24
% App. Total	87.5	12.5		33.3	66.7		0	100		
PHF	.875	.250	1.00	.500	.667	.750	.000	.500	.500	.750

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

City of Menifee
N/S: SR-74
E/W: Watson Road
Weather: Clear

File Name : 04_MEN_SR74_Wat PM
Site Code : 99925132
Start Date : 2/11/2025
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		
+0 mins.	**2**	0	**2**	1	**3**	**4**	0	**2**	**2**
+15 mins.	1	**1**	2	**2**	1	3	0	1	1
+30 mins.	2	0	2	1	3	4	0	0	0
+45 mins.	2	0	2	0	1	1	0	1	1
Total Volume	7	1	8	4	8	12	0	4	4
% App. Total	87.5	12.5		33.3	66.7		0	100	
PHF	.875	.250	1.000	.500	.667	.750	.000	.500	.500

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Trumble Road
B/ Watson Avenue - Driveway 1
24 Hour Directional Classification Count

MEN001
Site Code: 999-25132

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
04:00	0	12	8	0	0	0	0	0	0	0	0	0	0	20
05:00	0	14	9	0	0	2	0	0	0	0	0	0	0	25
06:00	0	**19**	11	0	1	4	0	0	1	0	0	0	0	36
07:00	0	17	7	0	2	8	0	0	1	0	0	0	0	35
08:00	0	8	**15**	0	**3**	16	0	0	3	0	2	0	0	47
09:00	0	7	7	0	3	**22**	0	**1**	1	0	0	0	0	41
10:00	0	16	14	0	2	13	0	0	**5**	0	**3**	0	0	**53**
11:00	0	10	9	0	2	12	0	0	0	0	2	0	0	35
12 PM	0	14	16	0	2	12	0	0	0	0	**2**	0	0	46
13:00	0	**33**	17	0	3	15	0	0	**3**	0	1	0	0	**72**
14:00	0	18	**19**	0	**5**	**16**	0	0	2	0	1	0	0	61
15:00	0	19	16	0	3	13	0	0	0	0	1	0	0	52
16:00	0	10	10	0	0	9	**1**	0	0	0	0	0	0	30
17:00	0	11	4	0	0	5	1	0	0	0	2	0	0	23
18:00	0	5	5	0	0	3	0	0	0	0	1	0	0	14
19:00	0	1	1	0	0	0	0	0	0	0	1	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	**1**	0	0	0	0	0	0	2	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	224	172	1	26	150	2	1	16	0	20	0	0	612
Percent	0.0%	36.6%	28.1%	0.2%	4.2%	24.5%	0.3%	0.2%	2.6%	0.0%	3.3%	0.0%	0.0%	
AM Peak		06:00	08:00		08:00	09:00		09:00	10:00		10:00			10:00
Vol.		19	15		3	22		1	5		3			53
PM Peak		13:00	14:00	22:00	14:00	14:00	16:00		13:00		12:00			13:00
Vol.		33	19	1	5	16	1		3		2			72
Grand Total	0	224	172	1	26	150	2	1	16	0	20	0	0	612
Percent	0.0%	36.6%	28.1%	0.2%	4.2%	24.5%	0.3%	0.2%	2.6%	0.0%	3.3%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Trumble Road
B/ Watson Avenue - Driveway 1
24 Hour Directional Classification Count

MEN001
Site Code: 999-25132

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	2	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	1	0	0	4
04:00	0	5	3	0	2	2	1	0	1	0	0	0	0	14
05:00	0	4	2	0	2	5	7	0	3	0	1	0	0	24
06:00	0	3	10	0	0	3	18	0	1	0	0	0	0	35
07:00	**1**	**12**	17	0	2	1	**20**	0	0	0	0	0	0	53
08:00	0	12	**19**	0	**6**	1	10	0	1	0	1	0	0	50
09:00	0	8	14	0	6	**6**	16	0	3	0	**4**	0	0	**57**
10:00	0	8	16	0	6	2	11	**1**	4	0	0	0	0	48
11:00	0	12	15	0	1	5	13	0	**5**	0	1	0	0	52
12 PM	0	22	11	0	3	**4**	9	**1**	1	0	0	0	0	51
13:00	0	18	25	0	2	1	**11**	0	**2**	0	0	0	0	59
14:00	0	17	**29**	0	**4**	2	6	1	0	**1**	0	0	0	60
15:00	0	**43**	26	0	1	2	7	0	0	0	1	0	0	**80**
16:00	0	26	23	0	0	0	0	0	0	0	0	0	0	49
17:00	0	21	12	0	0	0	0	0	0	0	**3**	0	0	36
18:00	0	8	1	0	0	0	0	0	0	0	2	0	0	11
19:00	0	7	2	0	0	0	0	0	0	0	1	0	0	10
20:00	0	1	3	0	1	0	0	0	0	0	1	0	0	6
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	0	0	0	0	2	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	1	233	231	0	36	34	129	3	21	1	22	0	0	711
Percent	0.1%	32.8%	32.5%	0.0%	5.1%	4.8%	18.1%	0.4%	3.0%	0.1%	3.1%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00		08:00	09:00	07:00	10:00	11:00		09:00			09:00
Vol.	1	12	19		6	6	20	1	5		4			57
PM Peak		15:00	14:00		14:00	12:00	13:00	12:00	13:00	14:00	17:00			15:00
Vol.		43	29		4	4	11	1	2	1	3			80
Grand Total	1	233	231	0	36	34	129	3	21	1	22	0	0	711
Percent	0.1%	32.8%	32.5%	0.0%	5.1%	4.8%	18.1%	0.4%	3.0%	0.1%	3.1%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Watson Avenue - Driveway 1
24 Hour Directional Classification Count

MEN001
Site Code: 999-25132

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	5	1	0	0	0	0	0	0	0	2	0	0	8
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	4	0	0	0	0	0	0	0	1	0	0	8
04:00	0	17	11	0	2	2	1	0	1	0	0	0	0	34
05:00	0	18	11	0	2	7	7	0	3	0	1	0	0	49
06:00	0	22	21	0	1	7	18	0	2	0	0	0	0	71
07:00	**1**	**29**	24	0	4	9	**20**	0	1	0	0	0	0	88
08:00	0	20	**34**	0	**9**	17	10	0	4	0	3	0	0	97
09:00	0	15	21	0	9	**28**	16	**1**	4	0	**4**	0	0	98
10:00	0	24	30	0	8	15	11	1	**9**	0	3	0	0	**101**
11:00	0	22	24	0	3	17	13	0	5	0	3	0	0	87
12 PM	0	36	27	0	5	16	9	**1**	1	0	2	0	0	97
13:00	0	51	42	0	5	16	**11**	0	**5**	0	1	0	0	131
14:00	0	35	**48**	0	**9**	**18**	6	1	2	**1**	1	0	0	121
15:00	0	**62**	42	0	4	15	7	0	0	0	2	0	0	**132**
16:00	0	36	33	0	0	9	1	0	0	0	0	0	0	79
17:00	0	32	16	0	0	5	1	0	0	0	**5**	0	0	59
18:00	0	13	6	0	0	3	0	0	0	0	3	0	0	25
19:00	0	8	3	0	0	0	0	0	0	0	2	0	0	13
20:00	0	1	3	0	1	0	0	0	0	0	2	0	0	7
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	1	**1**	0	0	0	0	0	0	4	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total	1	457	403	1	62	184	131	4	37	1	42	0	0	1323
Percent	0.1%	34.5%	30.5%	0.1%	4.7%	13.9%	9.9%	0.3%	2.8%	0.1%	3.2%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00		08:00	09:00	07:00	09:00	10:00		09:00			10:00
Vol.	1	29	34		9	28	20	1	9		4			101
PM Peak		15:00	14:00	22:00	14:00	14:00	13:00	12:00	13:00	14:00	17:00			15:00
Vol.		62	48	1	9	18	11	1	5	1	5			132
Grand Total	1	457	403	1	62	184	131	4	37	1	42	0	0	1323
Percent	0.1%	34.5%	30.5%	0.1%	4.7%	13.9%	9.9%	0.3%	2.8%	0.1%	3.2%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Trumble Road
B/ Driveway 1 - Driveway 2
24 Hour Directional Classification Count

MEN002
Site Code: 999-25132

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	5	2	0	0	0	0	0	0	0	**1**	0	0	8
01:00	0	0	0	0	0	5	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	6	0	0	0	0	0	0	0	9
03:00	0	1	1	0	0	13	0	0	0	0	0	0	0	15
04:00	0	6	5	0	1	**15**	0	0	0	0	0	0	0	27
05:00	**1**	15	5	0	1	9	0	0	**1**	0	0	0	0	32
06:00	0	**17**	7	0	1	15	0	0	0	0	0	0	0	**40**
07:00	0	9	10	0	1	8	0	0	1	0	1	0	0	30
08:00	0	10	7	0	2	12	0	0	0	**1**	0	0	0	32
09:00	0	10	**15**	0	0	11	0	0	1	1	1	0	0	39
10:00	0	14	9	0	**3**	11	0	0	1	0	0	0	0	38
11:00	0	17	4	0	1	10	0	0	1	0	1	0	0	34
12 PM	**1**	12	**17**	0	**3**	**11**	0	0	0	0	0	0	0	**44**
13:00	0	12	11	0	0	8	0	0	**2**	0	0	0	0	33
14:00	0	10	11	0	1	4	**1**	0	1	0	0	0	0	28
15:00	0	13	8	0	3	4	0	0	0	0	0	0	0	28
16:00	1	**14**	11	0	1	3	0	0	0	0	0	0	0	30
17:00	1	5	5	0	1	1	0	0	0	0	**1**	0	0	14
18:00	1	7	2	0	0	0	0	0	0	0	1	0	0	11
19:00	0	4	0	0	0	0	0	0	0	0	1	0	0	5
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	3	1	0	0	0	0	0	0	0	1	0	0	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Total	5	194	133	0	19	146	1	0	8	2	8	0	0	516
Percent	1.0%	37.6%	25.8%	0.0%	3.7%	28.3%	0.2%	0.0%	1.6%	0.4%	1.6%	0.0%	0.0%	
AM Peak	05:00	06:00	09:00		10:00	04:00			05:00	08:00	00:00			06:00
Vol.	1	17	15		3	15			1	1	1			40
PM Peak	12:00	16:00	12:00		12:00	12:00	14:00		13:00		17:00			12:00
Vol.	1	14	17		3	11	1		2		1			44
Grand Total	5	194	133	0	19	146	1	0	8	2	8	0	0	516
Percent	1.0%	37.6%	25.8%	0.0%	3.7%	28.3%	0.2%	0.0%	1.6%	0.4%	1.6%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Trumble Road
B/ Driveway 1 - Driveway 2
24 Hour Directional Classification Count

MEN002
Site Code: 999-25132

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	1	0	0	0	0	7	0	0	0	0	0	0	8
01:00	0	1	0	0	0	0	8	0	0	0	0	0	0	9
02:00	0	1	0	0	0	**6**	10	0	0	0	1	0	0	18
03:00	0	0	0	0	0	0	**17**	0	0	0	0	0	0	17
04:00	0	0	3	0	3	1	17	0	1	0	1	0	0	26
05:00	0	1	1	0	2	2	14	0	1	0	1	0	0	22
06:00	0	6	6	0	**4**	3	12	0	1	**1**	**3**	0	0	36
07:00	0	11	22	0	4	0	12	0	2	0	1	0	0	52
08:00	0	15	**24**	0	0	0	10	0	3	0	0	0	0	52
09:00	0	15	16	0	3	3	12	0	3	0	2	0	0	54
10:00	0	13	18	0	2	2	8	0	**4**	0	1	0	0	48
11:00	0	**31**	13	0	1	6	6	0	1	0	1	0	0	**59**
12 PM	1	21	18	0	**5**	0	**5**	0	0	0	0	0	0	50
13:00	1	12	15	0	2	1	0	0	0	0	0	0	0	31
14:00	0	11	16	0	2	**3**	3	0	**2**	0	**2**	0	0	39
15:00	0	**38**	18	0	3	1	0	0	0	0	0	0	0	**60**
16:00	0	24	**19**	0	1	0	0	0	0	0	0	0	0	44
17:00	**2**	27	10	0	0	0	0	**1**	0	0	0	0	0	40
18:00	0	5	0	0	1	0	0	0	0	0	1	0	0	7
19:00	0	6	2	0	0	0	0	0	0	0	1	0	0	9
20:00	0	1	2	0	0	0	0	0	0	0	1	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	2	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	242	204	0	33	28	141	1	18	1	19	0	0	691
Percent	0.6%	35.0%	29.5%	0.0%	4.8%	4.1%	20.4%	0.1%	2.6%	0.1%	2.7%	0.0%	0.0%	
AM Peak		11:00	08:00		06:00	02:00	03:00		10:00	06:00	06:00			11:00
Vol.		31	24		4	6	17		4	1	3			59
PM Peak	17:00	15:00	16:00		12:00	14:00	12:00	17:00	14:00		14:00			15:00
Vol.	2	38	19		5	3	5	1	2		2			60
Grand Total	4	242	204	0	33	28	141	1	18	1	19	0	0	691
Percent	0.6%	35.0%	29.5%	0.0%	4.8%	4.1%	20.4%	0.1%	2.6%	0.1%	2.7%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Driveway 1 - Driveway 2
24 Hour Directional Classification Count

MEN002
Site Code: 999-25132

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	6	2	0	0	0	7	0	0	0	1	0	0	16
01:00	0	1	0	0	0	5	8	0	0	0	0	0	0	14
02:00	0	4	0	0	0	12	10	0	0	0	1	0	0	27
03:00	0	1	1	0	0	13	**17**	0	0	0	0	0	0	32
04:00	0	6	8	0	4	16	17	0	1	0	1	0	0	53
05:00	**1**	16	6	0	3	11	14	0	2	0	1	0	0	54
06:00	0	23	13	0	**5**	**18**	12	0	1	**1**	**3**	0	0	76
07:00	0	20	**32**	0	5	8	12	0	3	0	2	0	0	82
08:00	0	25	31	0	2	12	10	0	3	1	0	0	0	84
09:00	0	25	31	0	3	14	12	0	4	1	3	0	0	**93**
10:00	0	27	27	0	5	13	8	0	**5**	0	1	0	0	86
11:00	0	**48**	17	0	2	16	6	0	2	0	2	0	0	93
12 PM	2	33	**35**	0	**8**	**11**	**5**	0	0	0	0	0	0	**94**
13:00	1	24	26	0	2	9	0	0	2	0	0	0	0	64
14:00	0	21	27	0	3	7	4	0	**3**	0	**2**	0	0	67
15:00	0	**51**	26	0	6	5	0	0	0	0	0	0	0	88
16:00	1	38	30	0	2	3	0	0	0	0	0	0	0	74
17:00	**3**	32	15	0	1	1	0	**1**	0	0	1	0	0	54
18:00	1	12	2	0	1	0	0	0	0	0	2	0	0	18
19:00	0	10	2	0	0	0	0	0	0	0	2	0	0	14
20:00	0	2	2	0	0	0	0	0	0	0	1	0	0	5
21:00	0	3	1	0	0	0	0	0	0	0	2	0	0	6
22:00	0	1	2	0	0	0	0	0	0	0	2	0	0	5
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Total	9	436	337	0	52	174	142	1	26	3	27	0	0	1207
Percent	0.7%	36.1%	27.9%	0.0%	4.3%	14.4%	11.8%	0.1%	2.2%	0.2%	2.2%	0.0%	0.0%	
AM Peak	05:00	11:00	07:00		06:00	06:00	03:00		10:00	06:00	06:00			09:00
Vol.	1	48	32		5	18	17		5	1	3			93
PM Peak	17:00	15:00	12:00		12:00	12:00	12:00	17:00	14:00		14:00			12:00
Vol.	3	51	35		8	11	5	1	3		2			94
Grand Total	9	436	337	0	52	174	142	1	26	3	27	0	0	1207
Percent	0.7%	36.1%	27.9%	0.0%	4.3%	14.4%	11.8%	0.1%	2.2%	0.2%	2.2%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Driveway 2 - Illinois Avenue
24 Hour Directional Classification Count

MEN003
Site Code: 999-25132

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	5	2	0	0	0	0	0	0	0	**1**	0	0	8
01:00	0	0	0	0	0	5	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	6	0	0	0	0	0	0	0	9
03:00	0	1	1	0	0	13	0	0	0	0	0	0	0	15
04:00	0	6	5	0	1	**15**	0	0	0	0	0	0	0	27
05:00	**1**	17	6	0	1	9	0	0	1	0	0	0	0	35
06:00	1	**26**	6	0	0	15	0	0	0	0	0	0	0	**48**
07:00	0	14	10	0	1	8	0	0	0	0	1	0	0	34
08:00	0	13	8	0	2	12	0	0	0	**1**	0	0	0	36
09:00	0	9	**15**	0	0	11	0	0	1	1	1	0	0	38
10:00	0	14	9	0	**5**	11	0	0	1	0	0	0	0	40
11:00	1	16	4	0	1	11	0	0	**2**	0	1	0	0	36
12 PM	**1**	**16**	**17**	0	**3**	**11**	0	0	0	0	0	0	0	**48**
13:00	0	15	11	0	0	8	0	0	**2**	0	0	0	0	36
14:00	0	11	12	0	2	5	**1**	0	1	0	0	0	0	32
15:00	0	9	8	0	3	4	0	0	0	0	0	0	0	24
16:00	1	14	10	0	1	3	0	0	0	0	0	0	0	29
17:00	1	6	5	0	1	1	0	0	0	0	**1**	0	0	15
18:00	1	7	2	0	0	0	0	0	0	0	1	0	0	11
19:00	0	4	0	0	0	0	0	0	0	0	1	0	0	5
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	3	1	0	0	0	0	0	0	0	1	0	0	5
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	7	214	134	0	21	148	1	0	8	2	8	0	0	543
Percent	1.3%	39.4%	24.7%	0.0%	3.9%	27.3%	0.2%	0.0%	1.5%	0.4%	1.5%	0.0%	0.0%	
AM Peak	05:00	06:00	09:00		10:00	04:00			11:00	08:00	00:00			06:00
Vol.	1	26	15		5	15			2	1	1			48
PM Peak	12:00	12:00	12:00		12:00	12:00	14:00		13:00		17:00			12:00
Vol.	1	16	17		3	11	1		2		1			48
Grand Total	7	214	134	0	21	148	1	0	8	2	8	0	0	543
Percent	1.3%	39.4%	24.7%	0.0%	3.9%	27.3%	0.2%	0.0%	1.5%	0.4%	1.5%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Driveway 2 - Illinois Avenue
24 Hour Directional Classification Count

MEN003
Site Code: 999-25132

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	2	0	0	0	0	7	0	0	0	0	0	0	9
01:00	0	1	0	0	0	0	8	0	0	0	0	0	0	9
02:00	0	3	0	0	0	**6**	10	0	0	0	1	0	0	20
03:00	0	1	0	0	0	0	**17**	0	0	0	0	0	0	18
04:00	0	0	3	0	3	1	17	0	1	0	1	0	0	26
05:00	0	1	0	0	2	2	14	0	1	0	1	0	0	21
06:00	0	2	5	0	**5**	5	12	0	0	**1**	**3**	0	0	33
07:00	0	10	21	0	4	0	12	0	2	0	1	0	0	50
08:00	0	14	**23**	0	0	0	10	0	2	0	0	0	0	49
09:00	0	13	17	0	2	3	12	0	**4**	0	2	0	0	53
10:00	0	13	18	0	2	2	8	0	4	0	1	0	0	48
11:00	0	**33**	12	0	1	6	6	0	1	1	1	0	0	**61**
12 PM	1	22	18	0	**5**	0	**5**	0	0	0	0	0	0	51
13:00	1	13	15	0	2	1	0	0	0	0	0	0	0	32
14:00	0	13	17	0	2	**3**	3	0	**2**	0	**2**	0	0	42
15:00	0	**45**	18	0	4	1	0	0	0	0	0	0	0	**68**
16:00	0	24	**20**	0	1	0	0	0	0	0	0	0	0	45
17:00	**2**	37	11	0	0	0	0	**1**	0	0	0	0	0	51
18:00	0	5	0	0	1	0	0	0	0	0	1	0	0	7
19:00	0	5	3	0	0	0	0	0	0	0	1	0	0	9
20:00	0	2	2	0	0	0	0	0	0	0	1	0	0	5
21:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1
22:00	0	1	1	0	0	0	0	0	0	0	2	0	0	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	262	204	0	34	30	141	1	17	2	19	0	0	714
Percent	0.6%	36.7%	28.6%	0.0%	4.8%	4.2%	19.7%	0.1%	2.4%	0.3%	2.7%	0.0%	0.0%	
AM Peak		11:00	08:00		06:00	02:00	03:00		09:00	06:00	06:00			11:00
Vol.		33	23		5	6	17		4	1	3			61
PM Peak	17:00	15:00	16:00		12:00	14:00	12:00	17:00	14:00		14:00			15:00
Vol.	2	45	20		5	3	5	1	2		2			68
Grand Total	4	262	204	0	34	30	141	1	17	2	19	0	0	714
Percent	0.6%	36.7%	28.6%	0.0%	4.8%	4.2%	19.7%	0.1%	2.4%	0.3%	2.7%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Driveway 2 - Illinois Avenue
24 Hour Directional Classification Count

MEN003
Site Code: 999-25132

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	7	2	0	0	0	7	0	0	0	1	0	0	17
01:00	0	1	0	0	0	5	8	0	0	0	0	0	0	14
02:00	0	6	0	0	0	12	10	0	0	0	1	0	0	29
03:00	0	2	1	0	0	13	**17**	0	0	0	0	0	0	33
04:00	0	6	8	0	4	16	17	0	1	0	1	0	0	53
05:00	**1**	18	6	0	3	11	14	0	2	0	1	0	0	56
06:00	1	28	11	0	5	**20**	12	0	0	**1**	**3**	0	0	81
07:00	0	24	31	0	5	8	12	0	2	0	2	0	0	84
08:00	0	27	31	0	2	12	10	0	2	1	0	0	0	85
09:00	0	22	**32**	0	2	14	12	0	**5**	1	3	0	0	91
10:00	0	27	27	0	**7**	13	8	0	5	0	1	0	0	88
11:00	1	**49**	16	0	2	17	6	0	3	1	2	0	0	**97**
12 PM	2	38	**35**	0	**8**	**11**	**5**	0	0	0	0	0	0	**99**
13:00	1	28	26	0	2	9	0	0	2	0	0	0	0	68
14:00	0	24	29	0	4	8	4	0	**3**	0	**2**	0	0	74
15:00	0	**54**	26	0	7	5	0	0	0	0	0	0	0	92
16:00	1	38	30	0	2	3	0	0	0	0	0	0	0	74
17:00	**3**	43	16	0	1	1	0	**1**	0	0	1	0	0	66
18:00	1	12	2	0	1	0	0	0	0	0	2	0	0	18
19:00	0	9	3	0	0	0	0	0	0	0	2	0	0	14
20:00	0	3	2	0	0	0	0	0	0	0	1	0	0	6
21:00	0	3	1	0	0	0	0	0	0	0	2	0	0	6
22:00	0	1	2	0	0	0	0	0	0	0	2	0	0	5
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	11	476	338	0	55	178	142	1	25	4	27	0	0	1257
Percent	0.9%	37.9%	26.9%	0.0%	4.4%	14.2%	11.3%	0.1%	2.0%	0.3%	2.1%	0.0%	0.0%	
AM Peak	05:00	11:00	09:00		10:00	06:00	03:00		09:00	06:00	06:00			11:00
Vol.	1	49	32		7	20	17		5	1	3			97
PM Peak	17:00	15:00	12:00		12:00	12:00	12:00	17:00	14:00		14:00			12:00
Vol.	3	54	35		8	11	5	1	3		2			99
Grand Total	11	476	338	0	55	178	142	1	25	4	27	0	0	1257
Percent	0.9%	37.9%	26.9%	0.0%	4.4%	14.2%	11.3%	0.1%	2.0%	0.3%	2.1%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Trumble Road
B/ Illinois Avenue - Ethanac Avenue
24 Hour Directional Classification Count

MEN004
Site Code: 999-25132

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	4	0	0	0	0	0	0	1	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
04:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
05:00	0	32	3	0	0	2	0	0	0	0	0	0	0	37
06:00	1	46	20	0	2	4	0	0	0	0	0	0	0	73
07:00	0	**50**	24	**1**	3	8	0	**1**	2	0	0	0	0	89
08:00	0	36	34	0	3	16	0	0	2	0	2	0	0	**93**
09:00	0	33	33	0	0	**23**	0	0	3	0	0	0	0	92
10:00	**2**	29	22	0	2	13	0	0	**4**	0	**3**	0	0	75
11:00	0	22	**39**	0	**5**	12	0	0	0	0	2	0	0	80
12 PM	1	45	26	**1**	3	12	0	0	1	0	**2**	0	0	91
13:00	1	**55**	39	0	1	15	0	0	**3**	0	1	0	0	**115**
14:00	0	37	**45**	1	1	**17**	0	0	1	0	1	0	0	103
15:00	0	34	23	0	**5**	13	0	0	0	0	1	0	0	76
16:00	1	21	22	1	1	9	**2**	0	0	0	0	0	0	57
17:00	0	33	15	0	1	5	1	0	0	0	2	0	0	57
18:00	0	10	1	0	1	3	0	0	1	0	0	0	0	16
19:00	**2**	9	2	0	0	0	0	0	0	0	1	0	0	14
20:00	0	12	1	0	0	0	0	0	0	0	1	0	0	14
21:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	3	0	0	1	0	0	0	0	0	2	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	1	0	0	2
Total	8	568	352	4	29	152	3	1	18	0	19	0	0	1154
Percent	0.7%	49.2%	30.5%	0.3%	2.5%	13.2%	0.3%	0.1%	1.6%	0.0%	1.6%	0.0%	0.0%	
AM Peak	10:00	07:00	11:00	07:00	11:00	09:00		07:00	10:00		10:00			08:00
Vol.	2	50	39	1	5	23		1	4		3			93
PM Peak	19:00	13:00	14:00	12:00	15:00	14:00	16:00		13:00		12:00			13:00
Vol.	2	55	45	1	5	17	2		3		2			115
Grand Total	8	568	352	4	29	152	3	1	18	0	19	0	0	1154
Percent	0.7%	49.2%	30.5%	0.3%	2.5%	13.2%	0.3%	0.1%	1.6%	0.0%	1.6%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Illinois Avenue - Ethanac Avenue
24 Hour Directional Classification Count

MEN004
Site Code: 999-25132

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	8	1	0	0	0	0	0	2	0	0	0	0	11
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	7	0	0	0	0	0	0	1	0	0	0	0	8
04:00	0	5	3	0	0	3	0	0	1	0	0	0	0	12
05:00	0	7	2	0	2	**11**	0	0	3	0	0	0	0	25
06:00	0	10	14	0	2	8	13	0	2	0	0	0	0	49
07:00	0	18	32	0	0	0	**20**	**2**	0	0	0	0	0	72
08:00	0	25	**38**	0	3	2	9	1	1	0	0	0	0	79
09:00	0	16	30	0	**5**	5	18	0	2	0	**4**	0	0	80
10:00	**1**	12	24	0	2	5	9	0	4	0	0	0	0	57
11:00	1	**26**	38	0	4	4	12	0	**8**	0	2	0	0	**95**
12 PM	1	54	30	**1**	**4**	**3**	10	**3**	1	0	1	0	0	108
13:00	0	39	40	0	2	1	**11**	0	**2**	0	0	0	0	95
14:00	1	38	**47**	1	1	2	6	1	1	0	0	0	0	98
15:00	2	68	43	0	1	1	7	0	0	0	2	0	0	**124**
16:00	**3**	62	47	1	1	1	0	0	0	0	0	0	0	115
17:00	0	**69**	29	0	1	0	0	0	0	0	**3**	0	0	102
18:00	0	49	7	0	1	1	0	0	1	0	0	0	0	59
19:00	0	16	1	0	0	0	0	0	1	0	0	0	0	18
20:00	2	12	1	0	1	0	0	0	1	0	0	0	0	17
21:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	5	2	0	0	2	0	0	0	0	0	0	0	9
23:00	0	3	0	0	0	0	0	0	0	0	2	0	0	5
Total	11	575	430	3	30	49	115	7	31	0	14	0	0	1265
Percent	0.9%	45.5%	34.0%	0.2%	2.4%	3.9%	9.1%	0.6%	2.5%	0.0%	1.1%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00		09:00	05:00	07:00	07:00	11:00		09:00			11:00
Vol.	1	26	38		5	11	20	2	8		4			95
PM Peak	16:00	17:00	14:00	12:00	12:00	12:00	13:00	12:00	13:00		17:00			15:00
Vol.	3	69	47	1	4	3	11	3	2		3			124
Grand Total	11	575	430	3	30	49	115	7	31	0	14	0	0	1265
Percent	0.9%	45.5%	34.0%	0.2%	2.4%	3.9%	9.1%	0.6%	2.5%	0.0%	1.1%	0.0%	0.0%	

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

City of Menifee
Trumble Road
B/ Illinois Avenue - Ethanac Avenue
24 Hour Directional Classification Count

MEN004
Site Code: 999-25132

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/11/25	0	10	1	0	0	0	0	0	1	0	0	0	0	12
01:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	21	1	0	0	0	0	0	1	0	0	0	0	23
04:00	0	29	5	0	0	3	0	0	1	0	0	0	0	38
05:00	0	39	5	0	2	13	0	0	3	0	0	0	0	62
06:00	1	56	34	0	4	12	13	0	2	0	0	0	0	122
07:00	0	**68**	56	**1**	3	8	**20**	**3**	2	0	0	0	0	161
08:00	0	61	72	0	6	18	9	1	3	0	2	0	0	172
09:00	0	49	63	0	5	**28**	18	0	5	0	**4**	0	0	172
10:00	**3**	41	46	0	4	18	9	0	**8**	0	3	0	0	132
11:00	1	48	**77**	0	**9**	16	12	0	8	0	4	0	0	**175**
12 PM	2	99	56	**2**	**7**	15	10	**3**	2	0	3	0	0	199
13:00	1	94	79	0	3	16	**11**	0	**5**	0	1	0	0	**210**
14:00	1	75	**92**	2	2	**19**	6	1	2	0	1	0	0	201
15:00	2	**102**	66	0	6	14	7	0	0	0	3	0	0	200
16:00	**4**	83	69	2	2	10	2	0	0	0	0	0	0	172
17:00	0	102	44	0	2	5	1	0	0	0	**5**	0	0	159
18:00	0	59	8	0	2	4	0	0	2	0	0	0	0	75
19:00	2	25	3	0	0	0	0	0	1	0	1	0	0	32
20:00	2	24	2	0	1	0	0	0	1	0	1	0	0	31
21:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27
22:00	0	8	2	0	1	2	0	0	0	0	2	0	0	15
23:00	0	4	0	0	0	0	0	0	0	0	3	0	0	7
Total	19	1143	782	7	59	201	118	8	49	0	33	0	0	2419
Percent	0.8%	47.3%	32.3%	0.3%	2.4%	8.3%	4.9%	0.3%	2.0%	0.0%	1.4%	0.0%	0.0%	
AM Peak	10:00	07:00	11:00	07:00	11:00	09:00	07:00	07:00	10:00		09:00			11:00
Vol.	3	68	77	1	9	28	20	3	8		4			175
PM Peak	16:00	15:00	14:00	12:00	12:00	14:00	13:00	12:00	13:00		17:00			13:00
Vol.	4	102	92	2	7	19	11	3	5		5			210
Grand Total	19	1143	782	7	59	201	118	8	49	0	33	0	0	2419
Percent	0.8%	47.3%	32.3%	0.3%	2.4%	8.3%	4.9%	0.3%	2.0%	0.0%	1.4%	0.0%	0.0%	

APPENDIX E:
Volume Development Worksheets

translutions
the transportation solutions company...

Table E-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 . Trumble Road & Watson Road												
NBL	8	1	16	4	46	54	3	0	9	1	21	24
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	15	2	0	1	6	21	16	0	0	0	0	16
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	1	0	0	0	0	1
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	4	1	0	6	20	24	14	1	0	7	23	37
EBR	12	3	1	10	37	49	23	0	0	1	3	26
WBL	19	1	1	1	7	26	24	1	0	0	2	26
WBT	7	4	1	10	38	45	2	0	0	6	18	20
WBR	1	0	0	0	0	1	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	1	0	0	0	0	1
Departure	1	0	0	0	0	1	0	0	0	0	0	0
Total	1	0	0	0	0	1	1	0	0	0	0	1
South Leg												
Approach	23	3	16	5	52	75	19	0	9	1	21	40
Departure	31	4	2	11	44	75	48	1	0	1	5	53
Total	54	7	18	16	96	150	67	1	9	2	26	93
East Leg												
Approach	27	5	2	11	45	72	26	1	0	6	20	46
Departure	19	3	0	7	26	45	30	1	0	7	23	53
Total	46	8	2	18	71	117	56	2	0	13	43	99
West Leg												
Approach	16	4	1	16	57	73	37	1	0	8	26	63
Departure	15	5	17	14	84	99	5	0	9	7	39	44
Total	31	9	18	30	141	172	42	1	9	15	65	107
Total Approaches												
Approach	66	12	19	32	154	220	83	2	9	15	67	150
Departure	66	12	19	32	154	220	83	2	9	15	67	150
Total	132	24	38	64	308	440	166	4	18	30	134	300

translutions
the transportation solutions company...

Table E-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 . Trumble Road & Driveway 1												
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	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	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	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	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
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	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

translutions
the transportation solutions company...

Table E-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 . Trumble Road & Driveway 2												
NBL	0	0	0	0	0	0	4	0	0	0	0	4
NBT	64	0	0	0	0	64	44	0	0	0	0	44
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	75	0	0	0	0	75	53	0	0	0	0	53
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	11	0	0	0	0	11	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	9	0	0	0	0	9	5	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	75	0	0	0	0	75	53	0	0	0	0	53
Departure	75	0	0	0	0	75	44	0	0	0	0	44
Total	150	0	0	0	0	150	97	0	0	0	0	97
South Leg												
Approach	64	0	0	0	0	64	48	0	0	0	0	48
Departure	84	0	0	0	0	84	58	0	0	0	0	58
Total	148	0	0	0	0	148	106	0	0	0	0	106
East 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
West Leg												
Approach	20	0	0	0	0	20	5	0	0	0	0	5
Departure	0	0	0	0	0	0	4	0	0	0	0	4
Total	20	0	0	0	0	20	9	0	0	0	0	9
Total Approaches												
Approach	159	0	0	0	0	159	106	0	0	0	0	106
Departure	159	0	0	0	0	159	106	0	0	0	0	106
Total	318	0	0	0	0	318	212	0	0	0	0	212

translutions
the transportation solutions company...

Table E-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 . Trumble Road & Illinois Avenue												
NBL	54	2	0	0	3	57	35	2	0	0	3	38
NBT	17	3	12	3	38	55	9	0	9	2	24	33
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	25	2	2	13	46	71	41	1	1	0	4	45
SBR	11	1	0	0	2	13	11	1	0	0	2	13
EBL	7	1	0	0	2	9	11	0	0	0	0	11
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	44	1	0	1	5	49	70	1	0	0	2	72
WBL	0	0	0	0	0	0	1	0	0	0	0	1
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	36	3	2	13	48	84	52	2	1	0	6	58
Departure	24	4	12	3	40	64	20	0	9	2	24	44
Total	60	7	14	16	88	148	72	2	10	2	30	102
South Leg												
Approach	71	5	12	3	41	112	44	2	9	2	27	71
Departure	69	3	2	14	51	120	112	2	1	0	6	118
Total	140	8	14	17	92	232	156	4	10	2	33	189
East Leg												
Approach	0	0	0	0	0	0	1	0	0	0	0	1
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1
West Leg												
Approach	51	2	0	1	7	58	81	1	0	0	2	83
Departure	65	3	0	0	5	70	46	3	0	0	5	51
Total	116	5	0	1	12	128	127	4	0	0	7	134
Total Approaches												
Approach	158	10	14	17	96	254	178	5	10	2	35	213
Departure	158	10	14	17	96	254	178	5	10	2	35	213
Total	316	20	28	34	192	508	356	10	20	4	70	426

translutions
the transportation solutions company...

Table E-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 . Trumble Road & Ethanac Road												
NBL	66	7	0	0	11	77	67	3	0	1	8	75
NBT	11	1	1	0	4	15	1	0	2	0	4	5
NBR	24	3	0	1	8	32	41	2	0	0	3	44
SBL	5	2	0	5	18	23	20	0	0	0	0	20
SBT	6	4	0	1	9	15	8	0	0	0	0	8
SBR	51	1	2	11	39	90	98	2	1	0	5	103
EBL	53	2	7	2	23	76	41	2	8	1	22	63
EBT	516	12	2	5	37	553	662	14	2	6	43	705
EBR	23	2	1	0	5	28	19	1	1	2	10	29
WBL	25	4	0	2	12	37	23	1	0	0	2	25
WBT	507	10	1	4	29	536	377	3	0	2	11	388
WBR	12	1	1	1	7	19	10	0	1	0	2	12
North Leg												
Approach	62	7	2	17	66	128	126	2	1	0	5	131
Departure	76	4	9	3	34	110	52	2	11	1	28	80
Total	138	11	11	20	100	238	178	4	12	1	33	211
South Leg												
Approach	101	11	1	1	23	124	109	5	2	1	15	124
Departure	54	10	1	3	26	80	50	2	1	2	12	62
Total	155	21	2	4	49	204	159	7	3	3	27	186
East Leg												
Approach	544	15	2	7	48	592	410	4	1	2	15	425
Departure	545	17	2	11	63	608	723	16	2	6	46	769
Total	####	32	4	18	111	1,200	####	20	3	8	61	1,194
West Leg												
Approach	592	16	10	7	65	657	722	17	11	9	75	797
Departure	624	18	3	15	79	703	542	8	1	3	24	566
Total	####	34	13	22	144	1,360	####	25	12	12	99	1,363
Total Approaches												
Approach	####	49	15	32	202	1,501	####	28	15	12	110	1,477
Departure	####	49	15	32	202	1,501	####	28	15	12	110	1,477
Total	####	98	30	64	404	3,002	####	56	30	24	220	2,954

translutions
the transportation solutions company...

Table E-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
6 . Watson Road and SR-74												
NBL	7	1	0	0	2	9	12	1	0	0	2	14
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	12	2	0	4	15	27	15	0	0	4	12	27
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	641	30	8	21	124	765	####	17	2	7	51	1,172
EBR	20	0	2	0	4	24	5	0	0	1	3	8
WBL	25	2	0	5	18	43	10	0	0	4	12	22
WBT	####	18	13	24	125	1,357	880	14	7	8	59	939
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	19	3	0	4	17	36	27	1	0	4	14	41
Departure	45	2	2	5	22	67	15	0	0	5	15	30
Total	64	5	2	9	39	103	42	1	0	9	29	71
East Leg												
Approach	####	20	13	29	143	1,400	890	14	7	12	71	961
Departure	653	32	8	25	139	792	####	17	2	11	63	1,199
Total	####	52	21	54	282	2,192	####	31	9	23	134	2,160
West Leg												
Approach	661	30	10	21	128	789	####	17	2	8	54	1,180
Departure	####	19	13	24	127	1,366	892	15	7	8	61	953
Total	####	49	23	45	255	2,155	####	32	9	16	115	2,133
Total Approaches												
Approach	####	53	23	54	288	2,225	####	32	9	24	139	2,182
Departure	####	53	23	54	288	2,225	####	32	9	24	139	2,182
Total	####	106	46	108	576	4,450	####	64	18	48	278	4,364

translutions
the transportation solutions company...

Table E-2: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing NP Volumes	Project Trips	Existing WP Volumes	Existing NP Volumes	Project Trips	Existing WP Volumes
1 . Trumble Road & Watson Road						
NBL	54	0	54	24	0	24
NBT	0	0	0	0	0	0
NBR	21	3	24	16	10	26
SBL	0	0	0	0	0	0
SBT	0	0	0	1	0	1
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	24	0	24	37	0	37
EBR	49	0	49	26	0	26
WBL	26	10	36	26	3	29
WBT	45	0	45	20	0	20
WBR	1	0	1	0	0	0
North Leg						
Approach	0	0	0	1	0	1
Departure	1	0	1	0	0	0
Total	1	0	1	1	0	1
South Leg						
Approach	75	3	78	40	10	50
Departure	75	10	85	53	3	56
Total	150	13	163	93	13	106
East Leg						
Approach	72	10	82	46	3	49
Departure	45	3	48	53	10	63
Total	117	13	130	99	13	112
West Leg						
Approach	73	0	73	63	0	63
Departure	99	0	99	44	0	44
Total	172	0	172	107	0	107
Total Approaches						
Approach	220	13	233	150	13	163
Departure	220	13	233	150	13	163
Total	440	26	466	300	26	326

translutions
the transportation solutions company...

Table E-2: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing NP Volumes	Project Trips	Existing WP Volumes	Existing NP Volumes	Project Trips	Existing WP Volumes
2 . Trumble Road & Driveway 1						
NBL	0	0	0	0	0	0
NBT	75	1	76	40	4	44
NBR	0	9	9	0	8	8
SBL	0	6	6	0	2	2
SBT	75	4	79	53	1	54
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	7	7	0	13	13
WBT	0	0	0	0	0	0
WBR	0	2	2	0	6	6
North Leg						
Approach	75	10	85	53	3	56
Departure	75	3	78	40	10	50
Total	150	13	163	93	13	106
South Leg						
Approach	75	10	85	40	12	52
Departure	75	11	86	53	14	67
Total	150	21	171	93	26	119
East Leg						
Approach	0	9	9	0	19	19
Departure	0	15	15	0	10	10
Total	0	24	24	0	29	29
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	150	29	179	93	34	127
Departure	150	29	179	93	34	127
Total	300	58	358	186	68	254

translutions
the transportation solutions company...

Table E-2: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing NP Volumes	Project Trips	Existing WP Volumes	Existing NP Volumes	Project Trips	Existing WP Volumes
3 . Trumble Road & Driveway 2						
NBL	0	0	0	4	0	4
NBT	64	9	73	44	8	52
NBR	0	26	26	0	13	13
SBL	0	4	4	0	1	1
SBT	75	7	82	53	13	66
SBR	0	0	0	0	0	0
EBL	11	0	11	0	0	0
EBT	0	0	0	0	0	0
EBR	9	0	9	5	0	5
WBL	0	11	11	0	30	30
WBT	0	0	0	0	0	0
WBR	0	1	1	0	4	4
North Leg						
Approach	75	11	86	53	14	67
Departure	75	10	85	44	12	56
Total	150	21	171	97	26	123
South Leg						
Approach	64	35	99	48	21	69
Departure	84	18	102	58	43	101
Total	148	53	201	106	64	170
East Leg						
Approach	0	12	12	0	34	34
Departure	0	30	30	0	14	14
Total	0	42	42	0	48	48
West Leg						
Approach	20	0	20	5	0	5
Departure	0	0	0	4	0	4
Total	20	0	20	9	0	9
Total Approaches						
Approach	159	58	217	106	69	175
Departure	159	58	217	106	69	175
Total	318	116	434	212	138	350

translutions
the transportation solutions company...

Table E-2: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing NP Volumes	Project Trips	Existing WP Volumes	Existing NP Volumes	Project Trips	Existing WP Volumes
4 . Trumble Road & Illinois Avenue						
NBL	57	0	57	38	0	38
NBT	55	35	90	33	20	53
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	71	18	89	45	42	87
SBR	13	0	13	13	0	13
EBL	9	0	9	11	0	11
EBT	0	0	0	0	0	0
EBR	49	0	49	72	0	72
WBL	0	0	0	1	0	1
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	84	18	102	58	42	100
Departure	64	35	99	44	20	64
Total	148	53	201	102	62	164
South Leg						
Approach	112	35	147	71	20	91
Departure	120	18	138	118	42	160
Total	232	53	285	189	62	251
East Leg						
Approach	0	0	0	1	0	1
Departure	0	0	0	0	0	0
Total	0	0	0	1	0	1
West Leg						
Approach	58	0	58	83	0	83
Departure	70	0	70	51	0	51
Total	128	0	128	134	0	134
Total Approaches						
Approach	254	53	307	213	62	275
Departure	254	53	307	213	62	275
Total	508	106	614	426	124	550

translutions
the transportation solutions company...

Table E-2: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing NP Volumes	Project Trips	Existing WP Volumes	Existing NP Volumes	Project Trips	Existing WP Volumes
5 . Trumble Road & Ethanac Road						
NBL	77	0	77	75	0	75
NBT	15	6	21	5	2	7
NBR	32	0	32	44	0	44
SBL	23	1	24	20	4	24
SBT	15	2	17	8	6	14
SBR	90	15	105	103	32	135
EBL	76	26	102	63	18	81
EBT	553	0	553	705	0	705
EBR	28	0	28	29	0	29
WBL	37	0	37	25	0	25
WBT	536	0	536	388	0	388
WBR	19	4	23	12	1	13
North Leg						
Approach	128	18	146	131	42	173
Departure	110	36	146	80	21	101
Total	238	54	292	211	63	274
South Leg						
Approach	124	6	130	124	2	126
Departure	80	2	82	62	6	68
Total	204	8	212	186	8	194
East Leg						
Approach	592	4	596	425	1	426
Departure	608	1	609	769	4	773
Total	1,200	5	1,205	1,194	5	1,199
West Leg						
Approach	657	26	683	797	18	815
Departure	703	15	718	566	32	598
Total	1,360	41	1,401	1,363	50	1,413
Total Approaches						
Approach	1,501	54	1,555	1,477	63	1,540
Departure	1,501	54	1,555	1,477	63	1,540
Total	3,002	108	3,110	2,954	126	3,080

translutions
the transportation solutions company...

Table E-2: Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing NP Volumes	Project Trips	Existing WP Volumes	Existing NP Volumes	Project Trips	Existing WP Volumes
6 . Watson Road and SR-74						
NBL	9	3	12	14	10	24
NBT	0	0	0	0	0	0
NBR	27	0	27	27	0	27
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	765	0	765	1,172	0	1,172
EBR	24	10	34	8	3	11
WBL	43	0	43	22	0	22
WBT	1,357	0	1,357	939	0	939
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	36	3	39	41	10	51
Departure	67	10	77	30	3	33
Total	103	13	116	71	13	84
East Leg						
Approach	1,400	0	1,400	961	0	961
Departure	792	0	792	1,199	0	1,199
Total	2,192	0	2,192	2,160	0	2,160
West Leg						
Approach	789	10	799	1,180	3	1,183
Departure	1,366	3	1,369	953	10	963
Total	2,155	13	2,168	2,133	13	2,146
Total Approaches						
Approach	2,225	13	2,238	2,182	13	2,195
Departure	2,225	13	2,238	2,182	13	2,195
Total	4,450	26	4,476	4,364	26	4,390

translutions
the transportation solutions company...

Table E-3 - Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips
1 . Trumble Road & Watson Road										
NBL	54	2	56	0	56	24	1	25	0	25
NBT	0	0	0	0	0	0	0	0	0	0
NBR	21	1	22	3	25	16	0	16	10	26
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	1	0	1	0	1
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	24	1	25	0	25	37	1	38	0	38
EBR	49	1	50	0	50	26	1	27	0	27
WBL	26	1	27	10	37	26	1	27	3	30
WBT	45	1	46	0	46	20	1	21	0	21
WBR	1	0	1	0	1	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	1	0	1	0	1
Departure	1	0	1	0	1	0	0	0	0	0
Total	1	0	1	0	1	1	0	1	0	1
South Leg										
Approach	75	3	78	3	81	40	1	41	10	51
Departure	75	2	77	10	87	53	2	55	3	58
Total	150	5	155	13	168	93	3	96	13	109
East Leg										
Approach	72	2	74	10	84	46	2	48	3	51
Departure	45	2	47	3	50	53	1	54	10	64
Total	117	4	121	13	134	99	3	102	13	115
West Leg										
Approach	73	2	75	0	75	63	2	65	0	65
Departure	99	3	102	0	102	44	2	46	0	46
Total	172	5	177	0	177	107	4	111	0	111
Total Approaches										
Approach	220	7	227	13	240	150	5	155	13	168
Departure	220	7	227	13	240	150	5	155	13	168
Total	440	14	454	26	480	300	10	310	26	336

translutions
the transportation solutions company...

Table E-3 - Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips
2 Trumble Road & Driveway 1										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	75	2	77	1	78	40	1	41	4	45
NBR	0	0	0	9	9	0	0	0	8	8
SBL	0	0	0	6	6	0	0	0	2	2
SBT	75	2	77	4	81	53	2	55	1	56
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	7	7	0	0	0	13	13
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	2	2	0	0	0	6	6
North Leg										
Approach	75	2	77	10	87	53	2	55	3	58
Departure	75	2	77	3	80	40	1	41	10	51
Total	150	4	154	13	167	93	3	96	13	109
South Leg										
Approach	75	2	77	10	87	40	1	41	12	53
Departure	75	2	77	11	88	53	2	55	14	69
Total	150	4	154	21	175	93	3	96	26	122
East Leg										
Approach	0	0	0	9	9	0	0	0	19	19
Departure	0	0	0	15	15	0	0	0	10	10
Total	0	0	0	24	24	0	0	0	29	29
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	150	4	154	29	183	93	3	96	34	130
Departure	150	4	154	29	183	93	3	96	34	130
Total	300	8	308	58	366	186	6	192	68	260

translutions
the transportation solutions company...

Table E-3 - Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips
3 Trumble Road & Driveway 2										
NBL	0	0	0	0	0	4	0	4	0	4
NBT	64	2	66	9	75	44	1	45	8	53
NBR	0	0	0	26	26	0	0	0	13	13
SBL	0	0	0	4	4	0	0	0	1	1
SBT	75	2	77	7	84	53	2	55	13	68
SBR	0	0	0	0	0	0	0	0	0	0
EBL	11	0	11	0	11	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	9	0	9	0	9	5	0	5	0	5
WBL	0	0	0	11	11	0	0	0	30	30
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	1	1	0	0	0	4	4
North Leg										
Approach	75	2	77	11	88	53	2	55	14	69
Departure	75	2	77	10	87	44	1	45	12	57
Total	150	4	154	21	175	97	3	100	26	126
South Leg										
Approach	64	2	66	35	101	48	1	49	21	70
Departure	84	2	86	18	104	58	2	60	43	103
Total	148	4	152	53	205	106	3	109	64	173
East Leg										
Approach	0	0	0	12	12	0	0	0	34	34
Departure	0	0	0	30	30	0	0	0	14	14
Total	0	0	0	42	42	0	0	0	48	48
West Leg										
Approach	20	0	20	0	20	5	0	5	0	5
Departure	0	0	0	0	0	4	0	4	0	4
Total	20	0	20	0	20	9	0	9	0	9
Total Approaches										
Approach	159	4	163	58	221	106	3	109	69	178
Departure	159	4	163	58	221	106	3	109	69	178
Total	318	8	326	116	442	212	6	218	138	356

translutions
the transportation solutions company...

Table E-3 - Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips
4 Trumble Road & Illinois Avenue										
NBL	57	2	59	0	59	38	1	39	0	39
NBT	55	2	57	35	92	33	1	34	20	54
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	71	2	73	18	91	45	1	46	42	88
SBR	13	0	13	0	13	13	0	13	0	13
EBL	9	0	9	0	9	11	0	11	0	11
EBT	0	0	0	0	0	0	0	0	0	0
EBR	49	1	50	0	50	72	2	74	0	74
WBL	0	0	0	0	0	1	0	1	0	1
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	84	2	86	18	104	58	1	59	42	101
Departure	64	2	66	35	101	44	1	45	20	65
Total	148	4	152	53	205	102	2	104	62	166
South Leg										
Approach	112	4	116	35	151	71	2	73	20	93
Departure	120	3	123	18	141	118	3	121	42	163
Total	232	7	239	53	292	189	5	194	62	256
East Leg										
Approach	0	0	0	0	0	1	0	1	0	1
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1
West Leg										
Approach	58	1	59	0	59	83	2	85	0	85
Departure	70	2	72	0	72	51	1	52	0	52
Total	128	3	131	0	131	134	3	137	0	137
Total Approaches										
Approach	254	7	261	53	314	213	5	218	62	280
Departure	254	7	261	53	314	213	5	218	62	280
Total	508	14	522	106	628	426	10	436	124	560

translutions
the transportation solutions company...

Table E-3 - Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips
5 Trumble Road & Ethanac Road										
NBL	77	2	79	0	79	75	2	77	0	77
NBT	15	0	15	6	21	5	0	5	2	7
NBR	32	1	33	0	33	44	1	45	0	45
SBL	23	1	24	1	25	20	1	21	4	25
SBT	15	0	15	2	17	8	0	8	6	14
SBR	90	3	93	15	108	103	3	106	32	138
EBL	76	2	78	26	104	63	2	65	18	83
EBT	553	17	570	0	570	705	21	726	0	726
EBR	28	1	29	0	29	29	1	30	0	30
WBL	37	1	38	0	38	25	1	26	0	26
WBT	536	16	552	0	552	388	12	400	0	400
WBR	19	1	20	4	24	12	0	12	1	13
North Leg										
Approach	128	4	132	18	150	131	4	135	42	177
Departure	110	3	113	36	149	80	2	82	21	103
Total	238	7	245	54	299	211	6	217	63	280
South Leg										
Approach	124	3	127	6	133	124	3	127	2	129
Departure	80	2	82	2	84	62	2	64	6	70
Total	204	5	209	8	217	186	5	191	8	199
East Leg										
Approach	592	18	610	4	614	425	13	438	1	439
Departure	608	19	627	1	628	769	23	792	4	796
Total	1,200	37	1,237	5	1,242	1,194	36	1,230	5	1,235
West Leg										
Approach	657	20	677	26	703	797	24	821	18	839
Departure	703	21	724	15	739	566	17	583	32	615
Total	1,360	41	1,401	41	1,442	1,363	41	1,404	50	1,454
Total Approaches										
Approach	1,501	45	1,546	54	1,600	1,477	44	1,521	63	1,584
Departure	1,501	45	1,546	54	1,600	1,477	44	1,521	63	1,584
Total	3,002	90	3,092	108	3,200	2,954	88	3,042	126	3,168

translutions
the transportation solutions company...

Table E-3 - Opening Year (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips	Exist Volumes	Growth	OY Without Project Trips	Project Trips	OY With Project Trips
6 Watson Road and SR-74										
NBL	9	0	9	3	12	14	0	14	10	24
NBT	0	0	0	0	0	0	0	0	0	0
NBR	27	1	28	0	28	27	1	28	0	28
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	765	23	788	0	788	1,172	35	1207	0	1,207
EBR	24	1	25	10	35	8	0	8	3	11
WBL	43	1	44	0	44	22	1	23	0	23
WBT	1,357	41	1398	0	1,398	939	28	967	0	967
WBR	0	0	0	0	0	0	0	0	0	0
North 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
South Leg										
Approach	36	1	37	3	40	41	1	42	10	52
Departure	67	2	69	10	79	30	1	31	3	34
Total	103	3	106	13	119	71	2	73	13	86
East Leg										
Approach	1,400	42	1,442	0	1,442	961	29	990	0	990
Departure	792	24	816	0	816	1,199	36	1,235	0	1,235
Total	2,192	66	2,258	0	2,258	2,160	65	2,225	0	2,225
West Leg										
Approach	789	24	813	10	823	1,180	35	1,215	3	1,218
Departure	1,366	41	1,407	3	1,410	953	28	981	10	991
Total	2,155	65	2,220	13	2,233	2,133	63	2,196	13	2,209
Total Approaches										
Approach	2,225	67	2,292	13	2,305	2,182	65	2,247	13	2,260
Departure	2,225	67	2,292	13	2,305	2,182	65	2,247	13	2,260
Total	4,450	134	4,584	26	4,610	4,364	130	4,494	26	4,520

Table E-4 - Opening Year (2026) Cumulative Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips
1 . Trumble Road & Watson Road												
NBL	54	2	10	66	0	66	24	1	14	39	0	39
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	21	1	41	63	3	66	16	0	46	62	10	72
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	1	0	0	1	0	1
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	24	1	0	25	0	25	37	1	0	38	0	38
EBR	49	1	12	62	0	62	26	1	14	41	0	41
WBL	26	1	43	70	10	80	26	1	46	73	3	76
WBT	45	1	0	46	0	46	20	1	0	21	0	21
WBR	1	0	0	1	0	1	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	1	0	0	1	0	1
Departure	1	0	0	1	0	1	0	0	0	0	0	0
Total	1	0	0	1	0	1	1	0	0	1	0	1
South Leg												
Approach	75	3	51	129	3	132	40	1	60	101	10	111
Departure	75	2	55	132	10	142	53	2	60	115	3	118
Total	150	5	106	261	13	274	93	3	120	216	13	229
East Leg												
Approach	72	2	43	117	10	127	46	2	46	94	3	97
Departure	45	2	41	88	3	91	53	1	46	100	10	110
Total	117	4	84	205	13	218	99	3	92	194	13	207
West Leg												
Approach	73	2	12	87	0	87	63	2	14	79	0	79
Departure	99	3	10	112	0	112	44	2	14	60	0	60
Total	172	5	22	199	0	199	107	4	28	139	0	139
Total Approaches												
Approach	220	7	106	333	13	346	150	5	120	275	13	288
Departure	220	7	106	333	13	346	150	5	120	275	13	288
Total	440	14	212	666	26	692	300	10	240	550	26	576

Table E-4 - Opening Year (2026) Cumulative Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips
2 Trumble Road & Driveway 1												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	75	2	51	128	1	129	40	1	60	101	4	105
NBR	0	0	0	0	9	9	0	0	0	0	8	8
SBL	0	0	0	0	6	6	0	0	0	0	2	2
SBT	75	2	54	131	4	135	53	2	60	115	1	116
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	7	7	0	0	0	0	13	13
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	2	2	0	0	0	0	6	6
North Leg												
Approach	75	2	54	131	10	141	53	2	60	115	3	118
Departure	75	2	51	128	3	131	40	1	60	101	10	111
Total	150	4	105	259	13	272	93	3	120	216	13	229
South Leg												
Approach	75	2	51	128	10	138	40	1	60	101	12	113
Departure	75	2	54	131	11	142	53	2	60	115	14	129
Total	150	4	105	259	21	280	93	3	120	216	26	242
East Leg												
Approach	0	0	0	0	9	9	0	0	0	0	19	19
Departure	0	0	0	0	15	15	0	0	0	0	10	10
Total	0	0	0	0	24	24	0	0	0	0	29	29
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	150	4	105	259	29	288	93	3	120	216	34	250
Departure	150	4	105	259	29	288	93	3	120	216	34	250
Total	300	8	210	518	58	576	186	6	240	432	68	500

Table E-4 - Opening Year (2026) Cumulative Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips
3 Trumble Road & Driveway 2												
NBL	0	0	0	0	0	0	4	0	0	4	0	4
NBT	64	2	51	117	9	126	44	1	60	105	8	113
NBR	0	0	0	0	26	26	0	0	0	0	13	13
SBL	0	0	0	0	4	4	0	0	0	0	1	1
SBT	75	2	54	131	7	138	53	2	60	115	13	128
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	11	0	0	11	0	11	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	9	0	0	9	0	9	5	0	0	5	0	5
WBL	0	0	0	0	11	11	0	0	0	0	30	30
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	1	1	0	0	0	0	4	4
North Leg												
Approach	75	2	54	131	11	142	53	2	60	115	14	129
Departure	75	2	51	128	10	138	44	1	60	105	12	117
Total	150	4	105	259	21	280	97	3	120	220	26	246
South Leg												
Approach	64	2	51	117	35	152	48	1	60	109	21	130
Departure	84	2	54	140	18	158	58	2	60	120	43	163
Total	148	4	105	257	53	310	106	3	120	229	64	293
East Leg												
Approach	0	0	0	0	12	12	0	0	0	0	34	34
Departure	0	0	0	0	30	30	0	0	0	0	14	14
Total	0	0	0	0	42	42	0	0	0	0	48	48
West Leg												
Approach	20	0	0	20	0	20	5	0	0	5	0	5
Departure	0	0	0	0	0	0	4	0	0	4	0	4
Total	20	0	0	20	0	20	9	0	0	9	0	9
Total Approaches												
Approach	159	4	105	268	58	326	106	3	120	229	69	298
Departure	159	4	105	268	58	326	106	3	120	229	69	298
Total	318	8	210	536	116	652	212	6	240	458	138	596

Table E-4 - Opening Year (2026) Cumulative Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips
4 Trumble Road & Illinois Avenue												
NBL	57	2	12	71	0	71	38	1	21	60	0	60
NBT	55	2	51	108	35	143	33	1	60	94	20	114
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	71	2	54	127	18	145	45	1	60	106	42	148
SBR	13	0	0	13	0	13	13	0	0	13	0	13
EBL	9	0	0	9	0	9	11	0	0	11	0	11
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	49	1	14	64	0	64	72	2	21	95	0	95
WBL	0	0	0	0	0	0	1	0	0	1	0	1
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	84	2	54	140	18	158	58	1	60	119	42	161
Departure	64	2	51	117	35	152	44	1	60	105	20	125
Total	148	4	105	257	53	310	102	2	120	224	62	286
South Leg												
Approach	112	4	63	179	35	214	71	2	81	154	20	174
Departure	120	3	68	191	18	209	118	3	81	202	42	244
Total	232	7	131	370	53	423	189	5	162	356	62	418
East Leg												
Approach	0	0	0	0	0	0	1	0	0	1	0	1
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1
West Leg												
Approach	58	1	14	73	0	73	83	2	21	106	0	106
Departure	70	2	12	84	0	84	51	1	21	73	0	73
Total	128	3	26	157	0	157	134	3	42	179	0	179
Total Approaches												
Approach	254	7	131	392	53	445	213	5	162	380	62	442
Departure	254	7	131	392	53	445	213	5	162	380	62	442
Total	508	14	262	784	106	890	426	10	324	760	124	884

Table E-4 - Opening Year (2026) Cumulative Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips
5 Trumble Road & Ethanac Road												
NBL	77	2	113	192	0	192	75	2	265	342	0	342
NBT	15	0	52	67	6	73	5	0	81	86	2	88
NBR	32	1	39	72	0	72	44	1	209	254	0	254
SBL	23	1	54	78	1	79	20	1	63	84	4	88
SBT	15	0	68	83	2	85	8	0	90	98	6	104
SBR	90	3	91	184	15	199	103	3	81	187	32	219
EBL	76	2	89	167	26	193	63	2	79	144	18	162
EBT	553	17	555	1125	0	1,125	705	21	392	1118	0	1,118
EBR	28	1	133	162	0	162	29	1	244	274	0	274
WBL	37	1	63	101	0	101	25	1	196	222	0	222
WBT	536	16	416	968	0	968	388	12	558	958	0	958
WBR	19	1	60	80	4	84	12	0	59	71	1	72
North Leg												
Approach	128	4	213	345	18	363	131	4	234	369	42	411
Departure	110	3	201	314	36	350	80	2	219	301	21	322
Total	238	7	414	659	54	713	211	6	453	670	63	733
South Leg												
Approach	124	3	204	331	6	337	124	3	555	682	2	684
Departure	80	2	264	346	2	348	62	2	530	594	6	600
Total	204	5	468	677	8	685	186	5	1,085	1,276	8	1,284
East Leg												
Approach	592	18	539	1,149	4	1,153	425	13	813	1,251	1	1,252
Departure	608	19	648	1,275	1	1,276	769	23	664	1,456	4	1,460
Total	1,200	37	1,187	2,424	5	2,429	1,194	36	1,477	2,707	5	2,712
West Leg												
Approach	657	20	777	1,454	26	1,480	797	24	715	1,536	18	1,554
Departure	703	21	620	1,344	15	1,359	566	17	904	1,487	32	1,519
Total	1,360	41	1,397	2,798	41	2,839	1,363	41	1,619	3,023	50	3,073
Total Approaches												
Approach	1,501	45	1,733	3,279	54	3,333	1,477	44	2,317	3,838	63	3,901
Departure	1,501	45	1,733	3,279	54	3,333	1,477	44	2,317	3,838	63	3,901
Total	3,002	90	3,466	6,558	108	6,666	2,954	88	4,634	7,676	126	7,802

Table E-4 - Opening Year (2026) Cumulative Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips	Exist Volumes	Growth	Cumulative Project Trips	OY Cumul Without Project Trips	Project Trips	OY Cumul With Project Trips
6 Watson Road and SR-74												
NBL	9	0	20	29	3	32	14	0	23	37	10	47
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	27	1	20	48	0	48	27	1	23	51	0	51
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	765	23	120	908	0	908	1,172	35	130	1337	0	1,337
EBR	24	1	21	46	10	56	8	0	22	30	3	33
WBL	43	1	21	65	0	65	22	1	22	45	0	45
WBT	1,357	41	126	1524	0	1,524	939	28	138	1105	0	1,105
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	36	1	40	77	3	80	41	1	46	88	10	98
Departure	67	2	42	111	10	121	30	1	44	75	3	78
Total	103	3	82	188	13	201	71	2	90	163	13	176
East Leg												
Approach	1,400	42	147	1,589	0	1,589	961	29	160	1,150	0	1,150
Departure	792	24	140	956	0	956	1,199	36	153	1,388	0	1,388
Total	2,192	66	287	2,545	0	2,545	2,160	65	313	2,538	0	2,538
West Leg												
Approach	789	24	141	954	10	964	1,180	35	152	1,367	3	1,370
Departure	1,366	41	146	1,553	3	1,556	953	28	161	1,142	10	1,152
Total	2,155	65	287	2,507	13	2,520	2,133	63	313	2,509	13	2,522
Total Approaches												
Approach	2,225	67	328	2,620	13	2,633	2,182	65	358	2,605	13	2,618
Departure	2,225	67	328	2,620	13	2,633	2,182	65	358	2,605	13	2,618
Total	4,450	134	656	5,240	26	5,266	4,364	130	716	5,210	26	5,236

translutions
the transportation solutions company...

Table E-5: Horizon Year (2050) With Project Peak Hour Volume Summary

	2050 NP	Project Trips	2050 With Project	2050 NP	Project Trips	2050 With Project
1 . Trumble Road & Watson Road						
NBL	69	0	69	41	0	41
NBT	0	0	0	0	0	0
NBR	266	3	269	182	10	192
SBL	0	0	0	0	0	0
SBT	0	0	0	1	0	1
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	26	0	26	40	0	40
EBR	65	0	65	43	0	43
WBL	254	10	264	237	3	240
WBT	48	0	48	22	0	22
WBR	1	0	1	0	0	0
North Leg						
Approach	0	0	0	1	0	1
Departure	1	0	1	0	0	0
Total	1	0	1	1	0	1
South Leg						
Approach	335	3	338	223	10	233
Departure	319	10	329	281	3	284
Total	654	13	667	504	13	517
East Leg						
Approach	303	10	313	259	3	262
Departure	292	3	295	222	10	232
Total	596	13	609	481	13	494
West Leg						
Approach	91	0	91	83	0	83
Departure	118	0	118	63	0	63
Total	209	0	209	146	0	146
Total Approaches						
Approach	730	13	743	566	13	579
Departure	730	13	743	566	13	579
Total	1,460	26	1,486	1,132	26	1,158

translutions
the transportation solutions company...

Table E-5: Horizon Year (2050) With Project Peak Hour Volume Summary

	2050 NP	Project Trips	2050 With Project	2050 NP	Project Trips	2050 With Project
2 . Trumble Road & Driveway 1						
NBL	0	0	0	0	0	0
NBT	335	1	336	223	4	227
NBR	0	9	9	0	8	8
SBL	0	6	6	0	2	2
SBT	319	4	323	281	1	282
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	7	7	0	13	13
WBT	0	0	0	0	0	0
WBR	0	2	2	0	6	6
North Leg						
Approach	319	10	329	281	3	284
Departure	335	3	338	223	10	233
Total	654	13	667	504	13	517
South Leg						
Approach	335	10	345	223	12	235
Departure	319	11	330	281	14	295
Total	654	21	675	504	26	530
East Leg						
Approach	0	9	9	0	19	19
Departure	0	15	15	0	10	10
Total	0	24	24	0	29	29
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	654	29	683	504	34	538
Departure	654	29	683	504	34	538
Total	1,309	58	1,367	1,008	68	1,076

translutions
the transportation solutions company...

Table E-5: Horizon Year (2050) With Project Peak Hour Volume Summary

	2050 NP	Project Trips	2050 With Project	2050 NP	Project Trips	2050 With Project
3 . Trumble Road & Driveway 2						
NBL	0	0	0	4	0	4
NBT	292	9	301	198	8	206
NBR	0	26	26	0	13	13
SBL	0	4	4	0	1	1
SBT	288	7	295	268	13	281
SBR	0	0	0	0	0	0
EBL	12	0	12	0	0	0
EBT	0	0	0	0	0	0
EBR	9	0	9	5	0	5
WBL	0	11	11	0	30	30
WBT	0	0	0	0	0	0
WBR	0	1	1	0	4	4
North Leg						
Approach	288	11	299	268	14	282
Departure	304	10	314	198	12	210
Total	592	21	613	466	26	492
South Leg						
Approach	292	35	327	202	21	223
Departure	297	18	315	273	43	316
Total	589	53	642	475	64	539
East Leg						
Approach	0	12	12	0	34	34
Departure	0	30	30	0	14	14
Total	0	42	42	0	48	48
West Leg						
Approach	21	0	21	5	0	5
Departure	0	0	0	4	0	4
Total	21	0	21	9	0	9
Total Approaches						
Approach	601	58	659	475	69	544
Departure	601	58	659	475	69	544
Total	1,202	116	1,318	951	138	1,089

translutions
the transportation solutions company...

Table E-5: Horizon Year (2050) With Project Peak Hour Volume Summary

	2050 NP	Project Trips	2050 With Project	2050 NP	Project Trips	2050 With Project
4 . Trumble Road & Illinois Avenue						
NBL	75	0	75	63	0	63
NBT	281	35	316	183	20	203
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	275	18	293	257	42	299
SBR	14	0	14	14	0	14
EBL	11	0	11	15	0	15
EBT	0	0	0	0	0	0
EBR	67	0	67	100	0	100
WBL	0	0	0	1	0	1
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	289	18	307	271	42	313
Departure	292	35	327	198	20	218
Total	581	53	634	469	62	531
South Leg						
Approach	356	35	391	246	20	266
Departure	342	18	360	358	42	400
Total	698	53	751	604	62	666
East Leg						
Approach	0	0	0	1	0	1
Departure	0	0	0	0	0	0
Total	0	0	0	1	0	1
West Leg						
Approach	78	0	78	115	0	115
Departure	88	0	88	77	0	77
Total	166	0	166	191	0	191
Total Approaches						
Approach	722	53	775	632	62	694
Departure	722	53	775	632	62	694
Total	1,445	106	1,551	1,265	124	1,389

translutions
the transportation solutions company...

Table E-5: Horizon Year (2050) With Project Peak Hour Volume Summary

	2050 NP	Project Trips	2050 With Project	2050 NP	Project Trips	2050 With Project
5 . Trumble Road & Ethanac Road						
NBL	202	0	202	359	0	359
NBT	70	6	76	90	2	92
NBR	76	0	76	267	0	267
SBL	82	1	83	88	4	92
SBT	87	2	89	103	6	109
SBR	193	15	208	196	32	228
EBL	175	26	201	151	18	169
EBT	1,181	0	1,181	1,174	0	1,174
EBR	170	0	170	288	0	288
WBL	106	0	106	233	0	233
WBT	1,016	0	1,016	1,006	0	1,006
WBR	84	4	88	75	1	76
North Leg						
Approach	362	18	380	387	42	429
Departure	330	36	366	316	21	337
Total	692	54	746	704	63	767
South Leg						
Approach	348	6	354	716	2	718
Departure	363	2	365	624	6	630
Total	711	8	719	1,340	8	1,348
East Leg						
Approach	1,206	4	1,210	1,314	1	1,315
Departure	1,339	1	1,340	1,529	4	1,533
Total	2,545	5	2,550	2,842	5	2,847
West Leg						
Approach	1,527	26	1,553	1,613	18	1,631
Departure	1,411	15	1,426	1,561	32	1,593
Total	2,938	41	2,979	3,174	50	3,224
Total Approaches						
Approach	3,443	54	3,497	4,030	63	4,093
Departure	3,443	54	3,497	4,030	63	4,093
Total	6,886	108	6,994	8,060	126	8,186

translutions
the transportation solutions company...

Table E-5: Horizon Year (2050) With Project Peak Hour Volume Summary

	2050 NP	Project Trips	2050 With Project	2050 NP	Project Trips	2050 With Project
6 . Watson Road and SR-74						
NBL	56	3	59	65	10	75
NBT	0	0	0	0	0	0
NBR	233	0	233	161	0	161
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	1,317	0	1,317	1,679	0	1,679
EBR	108	10	118	45	3	48
WBL	209	0	209	192	0	192
WBT	1,734	0	1,734	1,419	0	1,419
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	289	3	292	226	10	236
Departure	317	10	327	237	3	240
Total	606	13	619	463	13	476
East Leg						
Approach	1,943	0	1,943	1,611	0	1,611
Departure	1,550	0	1,550	1,840	0	1,840
Total	3,493	0	3,493	3,451	0	3,451
West Leg						
Approach	1,425	10	1,435	1,724	3	1,727
Departure	1,790	3	1,793	1,484	10	1,494
Total	3,215	13	3,228	3,208	13	3,221
Total Approaches						
Approach	3,657	13	3,670	3,561	13	3,574
Departure	3,657	13	3,670	3,561	13	3,574
Total	7,314	26	7,340	7,122	26	7,148

APPENDIX F:
Level of Service Worksheets

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	24	49	26	45	1	54	0	21	0	0	0
Future Vol, veh/h	0	24	49	26	45	1	54	0	21	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	50	27	46	1	55	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	74	0	0	148	149	49	124	174	46
Stage 1	-	-	-	-	-	-	49	49	-	99	99	-
Stage 2	-	-	-	-	-	-	99	100	-	24	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1561	-	-	1525	-	-	820	742	1019	850	719	1023
Stage 1	-	-	-	-	-	-	964	854	-	907	813	-
Stage 2	-	-	-	-	-	-	907	812	-	993	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1525	-	-	805	729	1019	818	706	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	805	729	-	818	706	-
Stage 1	-	-	-	-	-	-	964	854	-	891	798	-
Stage 2	-	-	-	-	-	-	891	798	-	972	833	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.67	9.62	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	855	1561	-	-	647	-	-	-
HCM Lane V/C Ratio	0.089	-	-	-	0.017	-	-	-
HCM Ctrl Dly (s/v)	9.6	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	0	0	0	0	64	0	0	75	0
Future Vol, veh/h	11	0	9	0	0	0	0	64	0	0	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	10	0	0	0	0	70	0	0	82	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	151	151	82	151	151	70	82	0	0	70	0	0
Stage 1	82	82	-	70	70	-	-	-	-	-	-	-
Stage 2	70	70	-	82	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	741	978	816	741	993	1516	-	-	1531	-	-
Stage 1	927	827	-	940	837	-	-	-	-	-	-	-
Stage 2	940	837	-	927	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	816	741	978	808	741	993	1516	-	-	1531	-	-
Mov Cap-2 Maneuver	849	761	-	843	761	-	-	-	-	-	-	-
Stage 1	927	827	-	940	837	-	-	-	-	-	-	-
Stage 2	940	837	-	918	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.09	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1516	-	-	902	-	1531	-	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	49	0	0	0	57	55	0	0	71	13
Future Vol, veh/h	9	0	49	0	0	0	57	55	0	0	71	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	52	0	0	0	61	59	0	0	76	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	262	262	82	255	269	59	89	0	0	59	0	0
Stage 1	82	82	-	180	180	-	-	-	-	-	-	-
Stage 2	180	180	-	76	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	691	643	977	698	637	1007	1506	-	-	1545	-	-
Stage 1	926	826	-	822	751	-	-	-	-	-	-	-
Stage 2	822	751	-	934	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	663	617	977	634	611	1007	1506	-	-	1545	-	-
Mov Cap-2 Maneuver	733	670	-	709	659	-	-	-	-	-	-	-
Stage 1	926	826	-	789	720	-	-	-	-	-	-	-
Stage 2	789	720	-	884	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0	3.81	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	733	977	-	1545	-	-
HCM Lane V/C Ratio	0.04	-	-	0.013	0.053	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10	8.9	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 01 Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	553	28	37	536	19	77	15	32	23	15	90
Future Volume (veh/h)	76	553	28	37	536	19	77	15	32	23	15	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	628	32	42	609	22	88	17	36	26	17	102
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	798	676	108	721	26	154	185	391	90	72	430
Arrive On Green	0.09	0.43	0.43	0.06	0.40	0.40	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1794	65	1781	535	1132	1781	231	1389
Grp Volume(v), veh/h	86	628	32	42	0	631	88	0	53	26	0	119
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1859	1781	0	1667	1781	0	1620
Q Serve(g_s), s	4.0	24.7	1.0	1.9	0.0	26.2	4.1	0.0	1.8	1.2	0.0	4.7
Cycle Q Clear(g_c), s	4.0	24.7	1.0	1.9	0.0	26.2	4.1	0.0	1.8	1.2	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.68	1.00		0.86
Lane Grp Cap(c), veh/h	152	798	676	108	0	747	154	0	576	90	0	502
V/C Ratio(X)	0.57	0.79	0.05	0.39	0.00	0.84	0.57	0.00	0.09	0.29	0.00	0.24
Avail Cap(c_a), veh/h	344	1435	1216	156	0	1230	282	0	576	156	0	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	21.1	14.3	38.6	0.0	23.1	37.5	0.0	18.9	39.1	0.0	22.0
Incr Delay (d2), s/veh	3.3	1.8	0.0	2.3	0.0	3.0	3.3	0.0	0.3	1.8	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.9	0.3	0.9	0.0	10.8	1.9	0.0	0.7	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	22.9	14.4	40.9	0.0	26.1	40.8	0.0	19.2	40.8	0.0	23.1
LnGrp LOS	D	C	B	D		C	D		B	D		C
Approach Vol, veh/h		746			673			141			145	
Approach Delay, s/veh		24.6			27.0			32.7			26.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	32.0	7.7	38.9	9.9	28.9	9.8	36.8
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	3.2	3.8	3.9	26.7	6.1	6.7	6.0	28.2
Green Ext Time (p_c), s	0.0	0.2	0.0	4.3	0.1	0.4	0.1	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	24	43	1357	9	27
Future Vol, veh/h	765	24	43	1357	9	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	860	27	48	1525	10	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	887	0	1732	443
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	859	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	759	-	79	562
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	375	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	759	-	74	562
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	14.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	759	-
HCM Lane V/C Ratio	0.094	-	-	0.064	-
HCM Ctrl Dly (s/v)	14.3	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	37	26	26	20	0	24	0	16	0	1	0
Future Vol, veh/h	0	37	26	26	20	0	24	0	16	0	1	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	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	56	39	39	30	0	36	0	24	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	95	0	0	186	185	76	165	205	30
Stage 1	-	-	-	-	-	-	76	76	-	109	109	-
Stage 2	-	-	-	-	-	-	110	109	-	56	95	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1498	-	-	775	709	985	799	692	1044
Stage 1	-	-	-	-	-	-	933	832	-	896	805	-
Stage 2	-	-	-	-	-	-	895	805	-	956	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1498	-	-	753	690	985	759	673	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	753	690	-	759	673	-
Stage 1	-	-	-	-	-	-	933	832	-	872	784	-
Stage 2	-	-	-	-	-	-	870	784	-	932	816	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.22	9.67	10.36
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	831	1582	-	-	1017	-	-	673
HCM Lane V/C Ratio	0.073	-	-	-	0.026	-	-	0.002
HCM Ctrl Dly (s/v)	9.7	0	-	-	7.5	0	-	10.4
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	0	0	5	0	0	0	4	44	0	0	53	0
Future Vol, veh/h	0	0	5	0	0	0	4	44	0	0	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	0	4	48	0	0	58	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	114	114	58	114	114	48	58	0	0	48	0	0
Stage 1	58	58	-	57	57	-	-	-	-	-	-	-
Stage 2	57	57	-	58	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	863	776	1009	863	776	1021	1547	-	-	1559	-	-
Stage 1	954	847	-	955	848	-	-	-	-	-	-	-
Stage 2	955	848	-	954	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	774	1009	856	774	1021	1547	-	-	1559	-	-
Mov Cap-2 Maneuver	876	780	-	871	779	-	-	-	-	-	-	-
Stage 1	954	847	-	953	845	-	-	-	-	-	-	-
Stage 2	953	845	-	949	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.59	0	0.61	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	1009	-	1559	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	-	-	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	8.6	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	72	1	0	0	38	33	0	0	45	13
Future Vol, veh/h	11	0	72	1	0	0	38	33	0	0	45	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	101	1	0	0	54	46	0	0	63	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	226	226	73	217	235	46	82	0	0	46	0	0
Stage 1	73	73	-	154	154	-	-	-	-	-	-	-
Stage 2	154	154	-	63	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	729	673	990	739	665	1023	1516	-	-	1561	-	-
Stage 1	937	835	-	849	770	-	-	-	-	-	-	-
Stage 2	849	770	-	948	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	704	649	990	640	642	1023	1516	-	-	1561	-	-
Mov Cap-2 Maneuver	762	692	-	713	681	-	-	-	-	-	-	-
Stage 1	937	835	-	819	743	-	-	-	-	-	-	-
Stage 2	819	743	-	850	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.16	10.06	3.99	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1516	-	-	762	990	713	1561	-	-
HCM Lane V/C Ratio	0.035	-	-	0.02	0.102	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	9.8	9.1	10.1	0	-	-
HCM Lane LOS	A	-	-	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 02 Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	705	29	25	388	12	75	5	44	20	8	103
Future Volume (veh/h)	63	705	29	25	388	12	75	5	44	20	8	103
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	775	32	27	426	13	82	5	48	22	9	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	899	762	90	829	25	146	46	446	83	32	403
Arrive On Green	0.07	0.48	0.48	0.05	0.46	0.46	0.08	0.31	0.31	0.05	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1805	55	1781	152	1456	1781	118	1485
Grp Volume(v), veh/h	69	775	32	27	0	439	82	0	53	22	0	122
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1860	1781	0	1608	1781	0	1603
Q Serve(g_s), s	3.2	31.8	0.9	1.3	0.0	14.5	3.8	0.0	2.0	1.0	0.0	5.2
Cycle Q Clear(g_c), s	3.2	31.8	0.9	1.3	0.0	14.5	3.8	0.0	2.0	1.0	0.0	5.2
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.91	1.00		0.93
Lane Grp Cap(c), veh/h	129	899	762	90	0	854	146	0	492	83	0	435
V/C Ratio(X)	0.53	0.86	0.04	0.30	0.00	0.51	0.56	0.00	0.11	0.26	0.00	0.28
Avail Cap(c_a), veh/h	257	1480	1255	154	0	1365	257	0	492	154	0	435
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	19.9	11.9	39.6	0.0	16.6	38.3	0.0	21.5	39.8	0.0	24.9
Incr Delay (d2), s/veh	3.4	3.0	0.0	1.8	0.0	0.5	3.4	0.0	0.4	1.7	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	12.6	0.3	0.6	0.0	5.5	1.8	0.0	0.8	0.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	22.9	11.9	41.4	0.0	17.1	41.6	0.0	22.0	41.5	0.0	26.5
LnGrp LOS	D	C	B	D		B	D		C	D		C
Approach Vol, veh/h		876			466			135			144	
Approach Delay, s/veh		24.0			18.5			33.9			28.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	29.0	6.9	44.1	9.6	26.0	8.8	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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	3.0	4.0	3.3	33.8	5.8	7.2	5.2	16.5
Green Ext Time (p_c), s	0.0	0.2	0.0	5.8	0.1	0.4	0.0	2.7

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1172	8	22	939	14	27
Future Vol, veh/h	1172	8	22	939	14	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1234	8	23	988	15	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1242	0	1778	621
Stage 1	-	-	-	-	1238	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	556	-	74	430
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	556	-	70	430
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	18.13
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	-	-	556	-
HCM Lane V/C Ratio	0.136	-	-	0.042	-
HCM Ctrl Dly (s/v)	18.1	-	-	11.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	24	49	36	45	1	54	0	24	0	0	0
Future Vol, veh/h	0	24	49	36	45	1	54	0	24	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	50	37	46	1	55	0	24	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	74	0	0	169	170	49	144	194	46
Stage 1	-	-	-	-	-	-	49	49	-	120	120	-
Stage 2	-	-	-	-	-	-	119	120	-	24	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1561	-	-	1525	-	-	795	723	1019	825	701	1023
Stage 1	-	-	-	-	-	-	964	854	-	884	796	-
Stage 2	-	-	-	-	-	-	885	796	-	993	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1525	-	-	775	705	1019	785	684	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	775	705	-	785	684	-
Stage 1	-	-	-	-	-	-	964	854	-	863	777	-
Stage 2	-	-	-	-	-	-	863	776	-	969	833	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.26	9.75	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	837	1561	-	-	787	-	-	-
HCM Lane V/C Ratio	0.095	-	-	-	0.024	-	-	-
HCM Ctrl Dly (s/v)	9.8	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	76	9	6	79
Future Vol, veh/h	7	2	76	9	6	79
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	80	9	6	83

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	181	85	0	0	89	0
Stage 1	85	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	809	974	-	-	1506	-
Stage 1	939	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	806	974	-	-	1506	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0.52
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	827	1506	-
HCM Lane V/C Ratio	-	-	0.011	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	11	0	9	11	0	1	0	73	26	4	82	0
Future Vol, veh/h	11	0	9	11	0	1	0	73	26	4	82	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	12	0	1	0	77	27	4	86	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	172	199	86	185	185	91	86	0	0	104	0	0
Stage 1	95	95	-	91	91	-	-	-	-	-	-	-
Stage 2	77	104	-	95	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	792	697	972	776	709	967	1510	-	-	1487	-	-
Stage 1	912	817	-	917	820	-	-	-	-	-	-	-
Stage 2	932	809	-	912	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	789	695	972	766	707	967	1510	-	-	1487	-	-
Mov Cap-2 Maneuver	830	732	-	817	741	-	-	-	-	-	-	-
Stage 1	909	814	-	917	820	-	-	-	-	-	-	-
Stage 2	931	809	-	901	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.15	9.42	0	0.35
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	888	828	1487	-	-
HCM Lane V/C Ratio	-	-	-	0.024	0.015	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.4	7.4	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	49	0	0	0	57	90	0	0	89	13
Future Vol, veh/h	9	0	49	0	0	0	57	90	0	0	89	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	52	0	0	0	61	96	0	0	95	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	319	319	102	312	326	96	109	0	0	96	0	0
Stage 1	102	102	-	217	217	-	-	-	-	-	-	-
Stage 2	217	217	-	95	109	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	634	598	954	641	593	961	1482	-	-	1498	-	-
Stage 1	904	811	-	785	723	-	-	-	-	-	-	-
Stage 2	785	723	-	912	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	608	573	954	581	568	961	1482	-	-	1498	-	-
Mov Cap-2 Maneuver	696	642	-	673	631	-	-	-	-	-	-	-
Stage 1	904	811	-	753	694	-	-	-	-	-	-	-
Stage 2	753	694	-	862	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.19	0	2.92	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	696	954	-	1498	-	-
HCM Lane V/C Ratio	0.041	-	-	0.014	0.055	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.2	9	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 03 Existing Plus Prj AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	553	28	37	536	23	77	21	32	24	17	105
Future Volume (veh/h)	102	553	28	37	536	23	77	21	32	24	17	105
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	628	32	42	609	26	88	24	36	27	19	119
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	835	708	105	715	31	152	224	336	89	66	414
Arrive On Green	0.10	0.45	0.45	0.06	0.40	0.40	0.09	0.33	0.33	0.05	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1781	76	1781	675	1013	1781	223	1396
Grp Volume(v), veh/h	116	628	32	42	0	635	88	0	60	27	0	138
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1857	1781	0	1688	1781	0	1619
Q Serve(g_s), s	5.5	24.8	1.0	2.0	0.0	27.6	4.2	0.0	2.2	1.3	0.0	5.8
Cycle Q Clear(g_c), s	5.5	24.8	1.0	2.0	0.0	27.6	4.2	0.0	2.2	1.3	0.0	5.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.60	1.00		0.86
Lane Grp Cap(c), veh/h	185	835	708	105	0	746	152	0	560	89	0	480
V/C Ratio(X)	0.63	0.75	0.05	0.40	0.00	0.85	0.58	0.00	0.11	0.30	0.00	0.29
Avail Cap(c_a), veh/h	331	1379	1169	150	0	1181	271	0	560	150	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	20.5	13.9	40.3	0.0	24.2	39.1	0.0	20.6	40.7	0.0	24.0
Incr Delay (d2), s/veh	3.4	1.4	0.0	2.5	0.0	3.6	3.5	0.0	0.4	1.9	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.9	0.3	0.9	0.0	11.5	2.0	0.0	0.9	0.6	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	21.9	13.9	42.8	0.0	27.8	42.6	0.0	20.9	42.6	0.0	25.5
LnGrp LOS	D	C	B	D		C	D		C	D		C
Approach Vol, veh/h		776			677			148			165	
Approach Delay, s/veh		24.5			28.7			33.8			28.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	32.0	7.7	42.2	10.1	28.9	11.7	38.2
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	3.3	4.2	4.0	26.8	6.2	7.8	7.5	29.6
Green Ext Time (p_c), s	0.0	0.3	0.0	4.3	0.1	0.5	0.1	4.0

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	34	43	1357	12	27
Future Vol, veh/h	765	34	43	1357	12	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	860	38	48	1525	13	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	898	0	1738	449
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	859	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	752	-	78	557
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	375	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	752	-	73	557
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	14.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	752	-
HCM Lane V/C Ratio	0.108	-	-	0.064	-
HCM Ctrl Dly (s/v)	15	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	37	26	29	20	0	24	0	26	0	1	0
Future Vol, veh/h	0	37	26	29	20	0	24	0	26	0	1	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	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	56	39	44	30	0	36	0	39	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	95	0	0	195	194	76	174	214	30
Stage 1	-	-	-	-	-	-	76	76	-	118	118	-
Stage 2	-	-	-	-	-	-	119	118	-	56	95	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1498	-	-	765	701	985	788	684	1044
Stage 1	-	-	-	-	-	-	933	832	-	886	798	-
Stage 2	-	-	-	-	-	-	885	798	-	956	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1498	-	-	740	680	985	734	664	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	680	-	734	664	-
Stage 1	-	-	-	-	-	-	933	832	-	860	774	-
Stage 2	-	-	-	-	-	-	857	774	-	918	816	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.42	9.65	10.44
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	850	1582	-	-	1065	-	-	664
HCM Lane V/C Ratio	0.089	-	-	-	0.029	-	-	0.002
HCM Ctrl Dly (s/v)	9.6	0	-	-	7.5	0	-	10.4
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	6	44	8	2	54
Future Vol, veh/h	13	6	44	8	2	54
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	6	46	8	2	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	112	51	0	0	55	0
Stage 1	51	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	885	1018	-	-	1550	-
Stage 1	972	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	884	1018	-	-	1550	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.13	0	0.26
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	892	1550	-
HCM Lane V/C Ratio	-	-	0.022	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	30	0	4	4	52	13	1	66	0
Future Vol, veh/h	0	0	5	30	0	4	4	52	13	1	66	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	32	0	4	4	55	14	1	69	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	135	148	69	142	142	62	69	0	0	68	0	0
Stage 1	72	72	-	70	70	-	-	-	-	-	-	-
Stage 2	63	77	-	72	72	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	837	743	993	828	750	1003	1531	-	-	1533	-	-
Stage 1	938	835	-	940	837	-	-	-	-	-	-	-
Stage 2	948	831	-	938	835	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	830	741	993	821	747	1003	1531	-	-	1533	-	-
Mov Cap-2 Maneuver	857	760	-	850	763	-	-	-	-	-	-	-
Stage 1	937	835	-	937	834	-	-	-	-	-	-	-
Stage 2	941	829	-	933	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	9.34	0.43	0.11
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	993	865	1533	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	0.041	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	8.6	9.3	7.4	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	72	1	0	0	38	53	0	0	87	13
Future Vol, veh/h	11	0	72	1	0	0	38	53	0	0	87	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	101	1	0	0	54	75	0	0	123	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	313	313	132	304	323	75	141	0	0	75	0	0
Stage 1	132	132	-	182	182	-	-	-	-	-	-	-
Stage 2	182	182	-	123	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	639	602	918	648	595	987	1442	-	-	1525	-	-
Stage 1	872	787	-	820	749	-	-	-	-	-	-	-
Stage 2	820	749	-	882	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	615	580	918	555	573	987	1442	-	-	1525	-	-
Mov Cap-2 Maneuver	714	655	-	653	639	-	-	-	-	-	-	-
Stage 1	872	787	-	790	721	-	-	-	-	-	-	-
Stage 2	790	721	-	784	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.51	10.52	3.17	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	714	918	653	1525	-	-
HCM Lane V/C Ratio	0.037	-	-	0.022	0.111	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.2	9.4	10.5	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 04 Existing Plus Prj PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	705	29	25	388	13	75	7	44	24	14	135
Future Volume (veh/h)	81	705	29	25	388	13	75	7	44	24	14	135
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	775	32	27	426	14	82	8	48	26	15	148
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	898	761	90	800	26	145	70	423	89	40	398
Arrive On Green	0.09	0.48	0.48	0.05	0.44	0.44	0.08	0.30	0.30	0.05	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1801	59	1781	231	1389	1781	148	1460
Grp Volume(v), veh/h	89	775	32	27	0	440	82	0	56	26	0	163
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1860	1781	0	1620	1781	0	1608
Q Serve(g_s), s	4.2	32.0	0.9	1.3	0.0	15.0	3.9	0.0	2.2	1.2	0.0	7.1
Cycle Q Clear(g_c), s	4.2	32.0	0.9	1.3	0.0	15.0	3.9	0.0	2.2	1.2	0.0	7.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.86	1.00		0.91
Lane Grp Cap(c), veh/h	154	898	761	90	0	827	145	0	493	89	0	438
V/C Ratio(X)	0.58	0.86	0.04	0.30	0.00	0.53	0.56	0.00	0.11	0.29	0.00	0.37
Avail Cap(c_a), veh/h	256	1472	1247	153	0	1357	256	0	493	153	0	438
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	20.1	12.0	39.8	0.0	17.6	38.5	0.0	21.8	39.9	0.0	25.6
Incr Delay (d2), s/veh	3.4	3.1	0.0	1.8	0.0	0.5	3.4	0.0	0.5	1.8	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.7	0.3	0.6	0.0	5.8	1.8	0.0	0.9	0.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	23.2	12.0	41.7	0.0	18.1	41.9	0.0	22.3	41.7	0.0	28.0
LnGrp LOS	D	C	B	D		B	D		C	D		C
Approach Vol, veh/h		896			467			138			189	
Approach Delay, s/veh		24.6			19.5			33.9			29.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	29.0	6.9	44.3	9.6	26.2	10.0	41.2
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	3.2	4.2	3.3	34.0	5.9	9.1	6.2	17.0
Green Ext Time (p_c), s	0.0	0.2	0.0	5.8	0.1	0.5	0.1	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	24.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1172	11	22	939	24	27
Future Vol, veh/h	1172	11	22	939	24	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1234	12	23	988	25	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1245	0	1780	623
Stage 1	-	-	-	-	1239	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	555	-	73	429
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	555	-	70	429
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	20.34
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	555	-
HCM Lane V/C Ratio	0.186	-	-	0.042	-
HCM Ctrl Dly (s/v)	20.3	-	-	11.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

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	25	50	27	46	1	56	0	22	0	0	0
Future Vol, veh/h	0	25	50	27	46	1	56	0	22	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	51	28	47	1	57	0	22	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	77	0	0	153	154	51	128	179	47
Stage 1	-	-	-	-	-	-	51	51	-	103	103	-
Stage 2	-	-	-	-	-	-	102	103	-	26	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1522	-	-	814	738	1017	845	715	1022
Stage 1	-	-	-	-	-	-	962	852	-	903	810	-
Stage 2	-	-	-	-	-	-	904	810	-	992	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1522	-	-	799	724	1017	811	701	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	799	724	-	811	701	-
Stage 1	-	-	-	-	-	-	962	852	-	887	795	-
Stage 2	-	-	-	-	-	-	887	795	-	970	831	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	2.7	9.67	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	850	1559	-	-	654	-	-	-
HCM Lane V/C Ratio	0.094	-	-	-	0.018	-	-	-
HCM Ctrl Dly (s/v)	9.7	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	0	0	0	0	66	0	0	77	0
Future Vol, veh/h	11	0	9	0	0	0	0	66	0	0	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	0	0	0	0	69	0	0	81	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	151	151	81	151	151	69	81	0	0	69	0	0
Stage 1	81	81	-	69	69	-	-	-	-	-	-	-
Stage 2	69	69	-	81	81	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	817	741	979	817	741	993	1517	-	-	1531	-	-
Stage 1	927	828	-	941	837	-	-	-	-	-	-	-
Stage 2	941	837	-	927	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	817	741	979	809	741	993	1517	-	-	1531	-	-
Mov Cap-2 Maneuver	849	761	-	843	761	-	-	-	-	-	-	-
Stage 1	927	828	-	941	837	-	-	-	-	-	-	-
Stage 2	941	837	-	918	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.08	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	903	-	1531	-	-
HCM Lane V/C Ratio	-	-	-	0.023	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	3.7

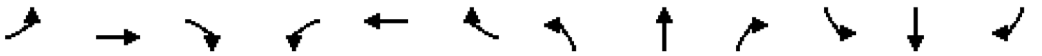
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	50	0	0	0	59	57	0	0	73	13
Future Vol, veh/h	9	0	50	0	0	0	59	57	0	0	73	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	53	0	0	0	63	61	0	0	78	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	271	271	85	264	278	61	91	0	0	61	0	0
Stage 1	85	85	-	186	186	-	-	-	-	-	-	-
Stage 2	186	186	-	78	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	682	636	974	689	630	1005	1503	-	-	1543	-	-
Stage 1	923	825	-	816	746	-	-	-	-	-	-	-
Stage 2	816	746	-	931	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	653	609	974	624	604	1005	1503	-	-	1543	-	-
Mov Cap-2 Maneuver	726	664	-	702	654	-	-	-	-	-	-	-
Stage 1	923	825	-	782	715	-	-	-	-	-	-	-
Stage 2	782	715	-	880	819	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.08	0	3.81	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	726	974	-	1543	-	-
HCM Lane V/C Ratio	0.042	-	-	0.013	0.055	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10	8.9	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 05 OY Without Prj AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	570	29	38	552	20	79	15	33	24	15	93
Future Volume (veh/h)	78	570	29	38	552	20	79	15	33	24	15	93
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	648	33	43	627	23	90	17	38	27	17	106
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	818	693	107	736	27	155	174	388	90	67	420
Arrive On Green	0.09	0.44	0.44	0.06	0.41	0.41	0.09	0.34	0.34	0.05	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1793	66	1781	514	1149	1781	224	1395
Grp Volume(v), veh/h	89	648	33	43	0	650	90	0	55	27	0	123
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1859	1781	0	1663	1781	0	1619
Q Serve(g_s), s	4.2	26.1	1.0	2.0	0.0	27.7	4.2	0.0	2.0	1.3	0.0	5.0
Cycle Q Clear(g_c), s	4.2	26.1	1.0	2.0	0.0	27.7	4.2	0.0	2.0	1.3	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.69	1.00		0.86
Lane Grp Cap(c), veh/h	154	818	693	107	0	763	155	0	562	90	0	488
V/C Ratio(X)	0.58	0.79	0.05	0.40	0.00	0.85	0.58	0.00	0.10	0.30	0.00	0.25
Avail Cap(c_a), veh/h	337	1403	1189	153	0	1203	275	0	562	153	0	488
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	21.2	14.1	39.5	0.0	23.3	38.3	0.0	19.8	40.0	0.0	23.1
Incr Delay (d2), s/veh	3.4	1.8	0.0	2.4	0.0	3.6	3.4	0.0	0.3	1.9	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.4	0.3	0.9	0.0	11.5	2.0	0.0	0.8	0.6	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	22.9	14.1	42.0	0.0	26.9	41.7	0.0	20.1	41.8	0.0	24.3
LnGrp LOS	D	C	B	D		C	D		C	D		C
Approach Vol, veh/h		770			693			145			150	
Approach Delay, s/veh		24.7			27.9			33.5			27.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	32.0	7.7	40.7	10.1	28.8	10.1	38.4
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	3.3	4.0	4.0	28.1	6.2	7.0	6.2	29.7
Green Ext Time (p_c), s	0.0	0.2	0.0	4.5	0.1	0.5	0.1	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	26.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	25	44	1398	9	28
Future Vol, veh/h	788	25	44	1398	9	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	885	28	49	1571	10	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	913	0	1784	457
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	884	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	742	-	73	551
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	742	-	68	551
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	340	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	420	-	-	742	-
HCM Lane V/C Ratio	0.099	-	-	0.067	-
HCM Ctrl Dly (s/v)	14.5	-	-	10.2	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	27	27	21	0	25	0	16	0	1	0
Future Vol, veh/h	0	38	27	27	21	0	25	0	16	0	1	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	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	41	41	32	0	38	0	24	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	98	0	0	192	192	78	171	212	32
Stage 1	-	-	-	-	-	-	78	78	-	114	114	-
Stage 2	-	-	-	-	-	-	114	114	-	58	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1495	-	-	767	703	983	792	685	1042
Stage 1	-	-	-	-	-	-	931	830	-	891	801	-
Stage 2	-	-	-	-	-	-	890	801	-	954	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1495	-	-	744	684	983	751	666	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	744	684	-	751	666	-
Stage 1	-	-	-	-	-	-	931	830	-	866	779	-
Stage 2	-	-	-	-	-	-	864	779	-	931	814	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.21	9.74	10.42
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	822	1580	-	-	1013	-	-	666
HCM Lane V/C Ratio	0.076	-	-	-	0.027	-	-	0.002
HCM Ctrl Dly (s/v)	9.7	0	-	-	7.5	0	-	10.4
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	0	0	5	0	0	0	4	45	0	0	55	0
Future Vol, veh/h	0	0	5	0	0	0	4	45	0	0	55	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	0	4	47	0	0	58	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	114	114	58	114	114	47	58	0	0	47	0	0
Stage 1	58	58	-	56	56	-	-	-	-	-	-	-
Stage 2	56	56	-	58	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	863	776	1008	863	776	1022	1546	-	-	1560	-	-
Stage 1	954	847	-	956	848	-	-	-	-	-	-	-
Stage 2	956	848	-	954	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	861	774	1008	857	774	1022	1546	-	-	1560	-	-
Mov Cap-2 Maneuver	876	781	-	871	779	-	-	-	-	-	-	-
Stage 1	954	847	-	954	846	-	-	-	-	-	-	-
Stage 2	954	846	-	949	847	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.59	0	0.6	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	1008	-	1560	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	-	-	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	8.6	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	74	1	0	0	39	34	0	0	46	13
Future Vol, veh/h	11	0	74	1	0	0	39	34	0	0	46	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	104	1	0	0	55	48	0	0	65	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	232	232	74	223	241	48	83	0	0	48	0	0
Stage 1	74	74	-	158	158	-	-	-	-	-	-	-
Stage 2	158	158	-	65	83	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	723	668	988	733	661	1021	1514	-	-	1559	-	-
Stage 1	935	833	-	844	767	-	-	-	-	-	-	-
Stage 2	844	767	-	946	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	697	644	988	632	637	1021	1514	-	-	1559	-	-
Mov Cap-2 Maneuver	757	689	-	707	677	-	-	-	-	-	-	-
Stage 1	935	833	-	814	739	-	-	-	-	-	-	-
Stage 2	814	739	-	846	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.18	10.1	3.99	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	757	988	707	1559	-	-
HCM Lane V/C Ratio	0.036	-	-	0.02	0.106	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	9.9	9.1	10.1	0	-	-
HCM Lane LOS	A	-	-	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 06 OY Without Prj PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	726	30	26	400	12	77	5	45	21	8	106
Future Volume (veh/h)	65	726	30	26	400	12	77	5	45	21	8	106
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	798	33	29	440	13	85	5	49	23	9	116
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	919	779	91	848	25	148	44	435	83	30	389
Arrive On Green	0.07	0.49	0.49	0.05	0.47	0.47	0.08	0.30	0.30	0.05	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1807	53	1781	149	1459	1781	115	1487
Grp Volume(v), veh/h	71	798	33	29	0	453	85	0	54	23	0	125
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1861	1781	0	1608	1781	0	1603
Q Serve(g_s), s	3.4	33.7	1.0	1.4	0.0	15.2	4.1	0.0	2.2	1.1	0.0	5.6
Cycle Q Clear(g_c), s	3.4	33.7	1.0	1.4	0.0	15.2	4.1	0.0	2.2	1.1	0.0	5.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.91	1.00		0.93
Lane Grp Cap(c), veh/h	131	919	779	91	0	873	148	0	479	83	0	420
V/C Ratio(X)	0.54	0.87	0.04	0.32	0.00	0.52	0.57	0.00	0.11	0.28	0.00	0.30
Avail Cap(c_a), veh/h	250	1441	1221	150	0	1329	250	0	479	150	0	420
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	20.1	11.7	40.7	0.0	16.6	39.2	0.0	22.7	40.9	0.0	26.3
Incr Delay (d2), s/veh	3.5	3.7	0.0	2.0	0.0	0.5	3.5	0.0	0.5	1.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	13.5	0.3	0.6	0.0	5.8	1.9	0.0	0.9	0.5	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.2	23.7	11.8	42.6	0.0	17.0	42.7	0.0	23.1	42.7	0.0	28.1
LnGrp LOS	D	C	B	D		B	D		C	D		C
Approach Vol, veh/h		902			482			139			148	
Approach Delay, s/veh		24.8			18.6			35.1			30.3	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	29.0	7.1	46.2	9.9	25.8	9.0	44.2
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	3.1	4.2	3.4	35.7	6.1	7.6	5.4	17.2
Green Ext Time (p_c), s	0.0	0.2	0.0	6.0	0.1	0.4	0.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1207	8	23	967	14	28
Future Vol, veh/h	1207	8	23	967	14	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1271	8	24	1018	15	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1279	0	1832	639
Stage 1	-	-	-	-	1275	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	539	-	68	418
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	539	-	65	418
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	513	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	18.65
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	308	-	-	539	-
HCM Lane V/C Ratio	0.144	-	-	0.045	-
HCM Ctrl Dly (s/v)	18.6	-	-	12	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	25	50	37	46	1	56	0	25	0	0	0
Future Vol, veh/h	0	25	50	37	46	1	56	0	25	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	51	38	47	1	57	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	77	0	0	173	174	51	148	199	47
Stage 1	-	-	-	-	-	-	51	51	-	123	123	-
Stage 2	-	-	-	-	-	-	122	123	-	26	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1522	-	-	789	719	1017	820	696	1022
Stage 1	-	-	-	-	-	-	962	852	-	881	794	-
Stage 2	-	-	-	-	-	-	882	794	-	992	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1522	-	-	769	701	1017	779	679	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	769	701	-	779	679	-
Stage 1	-	-	-	-	-	-	962	852	-	859	774	-
Stage 2	-	-	-	-	-	-	859	773	-	967	831	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3.27	9.8	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	1559	-	-	789	-	-	-
HCM Lane V/C Ratio	0.099	-	-	-	0.025	-	-	-
HCM Ctrl Dly (s/v)	9.8	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	78	9	6	81
Future Vol, veh/h	7	2	78	9	6	81
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	82	9	6	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	185	87	0	0	92	0
Stage 1	87	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	805	972	-	-	1503	-
Stage 1	937	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	801	972	-	-	1503	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.42	0	0.51
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	824	1503	-
HCM Lane V/C Ratio	-	-	0.011	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	11	0	1	0	75	26	4	84	0
Future Vol, veh/h	11	0	9	11	0	1	0	75	26	4	84	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	12	0	1	0	79	27	4	88	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	176	203	88	189	189	93	88	0	0	106	0	0
Stage 1	97	97	-	93	93	-	-	-	-	-	-	-
Stage 2	79	106	-	97	97	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	787	693	970	771	705	965	1507	-	-	1485	-	-
Stage 1	910	815	-	914	818	-	-	-	-	-	-	-
Stage 2	930	807	-	910	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	784	691	970	761	703	965	1507	-	-	1485	-	-
Mov Cap-2 Maneuver	827	730	-	814	738	-	-	-	-	-	-	-
Stage 1	907	813	-	914	818	-	-	-	-	-	-	-
Stage 2	929	807	-	898	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.16	9.43	0	0.34
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1507	-	-	886	825	1485	-	-
HCM Lane V/C Ratio	-	-	-	0.024	0.015	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.4	7.4	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	3.1

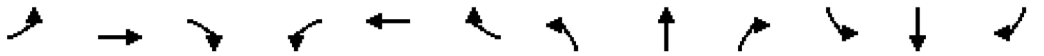
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	50	0	0	0	59	92	0	0	91	13
Future Vol, veh/h	9	0	50	0	0	0	59	92	0	0	91	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	53	0	0	0	63	98	0	0	97	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	327	327	104	320	334	98	111	0	0	98	0	0
Stage 1	104	104	-	223	223	-	-	-	-	-	-	-
Stage 2	223	223	-	97	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	591	951	633	586	958	1479	-	-	1495	-	-
Stage 1	902	809	-	779	719	-	-	-	-	-	-	-
Stage 2	779	719	-	910	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	599	566	951	572	561	958	1479	-	-	1495	-	-
Mov Cap-2 Maneuver	689	637	-	666	626	-	-	-	-	-	-	-
Stage 1	902	809	-	746	688	-	-	-	-	-	-	-
Stage 2	746	688	-	859	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.21	0	2.95	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	689	951	-	1495	-	-
HCM Lane V/C Ratio	0.042	-	-	0.014	0.056	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.3	9	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 07 OY With Prj AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	570	29	38	552	24	79	21	33	25	17	108
Future Volume (veh/h)	104	570	29	38	552	24	79	21	33	25	17	108
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	648	33	43	627	27	90	24	38	28	19	123
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	854	724	104	730	31	153	212	335	89	63	405
Arrive On Green	0.10	0.46	0.46	0.06	0.41	0.41	0.09	0.32	0.32	0.05	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1780	77	1781	652	1032	1781	217	1402
Grp Volume(v), veh/h	118	648	33	43	0	654	90	0	62	28	0	142
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1857	1781	0	1685	1781	0	1618
Q Serve(g_s), s	5.8	26.2	1.0	2.1	0.0	29.1	4.4	0.0	2.3	1.4	0.0	6.2
Cycle Q Clear(g_c), s	5.8	26.2	1.0	2.1	0.0	29.1	4.4	0.0	2.3	1.4	0.0	6.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.61	1.00		0.87
Lane Grp Cap(c), veh/h	186	854	724	104	0	762	153	0	547	89	0	467
V/C Ratio(X)	0.63	0.76	0.05	0.41	0.00	0.86	0.59	0.00	0.11	0.31	0.00	0.30
Avail Cap(c_a), veh/h	324	1349	1144	147	0	1155	265	0	547	147	0	467
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	20.5	13.7	41.2	0.0	24.4	39.9	0.0	21.5	41.6	0.0	25.2
Incr Delay (d2), s/veh	3.5	1.4	0.0	2.6	0.0	4.3	3.5	0.0	0.4	2.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.4	0.3	1.0	0.0	12.3	2.1	0.0	1.0	0.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	21.9	13.7	43.8	0.0	28.6	43.5	0.0	21.9	43.6	0.0	26.8
LnGrp LOS	D	C	B	D		C	D		C	D		C
Approach Vol, veh/h		799			697			152			170	
Approach Delay, s/veh		24.6			29.6			34.7			29.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	32.0	7.8	43.9	10.3	28.7	12.0	39.8
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	3.4	4.3	4.1	28.2	6.4	8.2	7.8	31.1
Green Ext Time (p_c), s	0.0	0.3	0.0	4.5	0.1	0.5	0.1	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	35	44	1398	12	28
Future Vol, veh/h	788	35	44	1398	12	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	885	39	49	1571	13	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	925	0	1789	462
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	884	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	735	-	72	546
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	735	-	67	546
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	339	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	15.26
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	396	-	-	735	-
HCM Lane V/C Ratio	0.114	-	-	0.067	-
HCM Ctrl Dly (s/v)	15.3	-	-	10.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	27	30	21	0	25	0	26	0	1	0
Future Vol, veh/h	0	38	27	30	21	0	25	0	26	0	1	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	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	41	45	32	0	38	0	39	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	98	0	0	202	201	78	180	221	32
Stage 1	-	-	-	-	-	-	78	78	-	123	123	-
Stage 2	-	-	-	-	-	-	123	123	-	58	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1495	-	-	757	695	983	781	677	1042
Stage 1	-	-	-	-	-	-	931	830	-	881	794	-
Stage 2	-	-	-	-	-	-	881	794	-	954	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1495	-	-	732	674	983	727	656	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	674	-	727	656	-
Stage 1	-	-	-	-	-	-	931	830	-	854	770	-
Stage 2	-	-	-	-	-	-	852	770	-	916	814	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.4	9.71	10.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	841	1580	-	-	1059	-	-	656
HCM Lane V/C Ratio	0.092	-	-	-	0.03	-	-	0.002
HCM Ctrl Dly (s/v)	9.7	0	-	-	7.5	0	-	10.5
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	6	45	8	2	56
Future Vol, veh/h	13	6	45	8	2	56
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	6	47	8	2	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	115	52	0	0	56	0
Stage 1	52	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	882	1016	-	-	1549	-
Stage 1	971	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	880	1016	-	-	1549	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.14	0	0.25
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	890	1549	-
HCM Lane V/C Ratio	-	-	0.022	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	0	0	5	30	0	4	4	53	13	1	68	0
Future Vol, veh/h	0	0	5	30	0	4	4	53	13	1	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	32	0	4	4	56	14	1	72	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	138	152	72	145	145	63	72	0	0	69	0	0
Stage 1	74	74	-	71	71	-	-	-	-	-	-	-
Stage 2	64	78	-	74	74	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	833	740	991	824	747	1002	1529	-	-	1531	-	-
Stage 1	936	834	-	939	836	-	-	-	-	-	-	-
Stage 2	947	830	-	936	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	826	738	991	817	744	1002	1529	-	-	1531	-	-
Mov Cap-2 Maneuver	854	758	-	847	761	-	-	-	-	-	-	-
Stage 1	935	833	-	936	833	-	-	-	-	-	-	-
Stage 2	940	828	-	930	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.65	9.35	0.42	0.11
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	991	863	1531	-	-
HCM Lane V/C Ratio	0.003	-	-	0.005	0.041	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	8.7	9.4	7.4	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	74	1	0	0	39	54	0	0	88	13
Future Vol, veh/h	11	0	74	1	0	0	39	54	0	0	88	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	104	1	0	0	55	76	0	0	124	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	319	319	133	310	328	76	142	0	0	76	0	0
Stage 1	133	133	-	186	186	-	-	-	-	-	-	-
Stage 2	186	186	-	124	142	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	634	598	916	643	591	985	1441	-	-	1523	-	-
Stage 1	870	786	-	816	746	-	-	-	-	-	-	-
Stage 2	816	746	-	880	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	610	575	916	548	568	985	1441	-	-	1523	-	-
Mov Cap-2 Maneuver	709	652	-	647	636	-	-	-	-	-	-	-
Stage 1	870	786	-	785	718	-	-	-	-	-	-	-
Stage 2	785	718	-	780	779	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.53	10.57	3.19	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	709	916	647	1523	-	-
HCM Lane V/C Ratio	0.038	-	-	0.022	0.114	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.2	9.4	10.6	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 08 OY With Prj PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	726	30	26	400	13	77	7	45	25	14	138
Future Volume (veh/h)	83	726	30	26	400	13	77	7	45	25	14	138
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	798	33	29	440	14	85	8	49	27	15	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	918	778	91	820	26	148	67	413	89	38	385
Arrive On Green	0.09	0.49	0.49	0.05	0.45	0.45	0.08	0.30	0.30	0.05	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1803	57	1781	227	1392	1781	144	1463
Grp Volume(v), veh/h	91	798	33	29	0	454	85	0	57	27	0	167
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1860	1781	0	1620	1781	0	1607
Q Serve(g_s), s	4.4	33.9	1.0	1.4	0.0	15.7	4.1	0.0	2.3	1.3	0.0	7.6
Cycle Q Clear(g_c), s	4.4	33.9	1.0	1.4	0.0	15.7	4.1	0.0	2.3	1.3	0.0	7.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.86	1.00		0.91
Lane Grp Cap(c), veh/h	155	918	778	91	0	846	148	0	480	89	0	423
V/C Ratio(X)	0.59	0.87	0.04	0.32	0.00	0.54	0.57	0.00	0.12	0.30	0.00	0.39
Avail Cap(c_a), veh/h	249	1433	1215	149	0	1321	249	0	480	149	0	423
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	20.2	11.8	40.9	0.0	17.6	39.5	0.0	22.9	41.0	0.0	27.1
Incr Delay (d2), s/veh	3.5	3.7	0.0	2.0	0.0	0.5	3.5	0.0	0.5	1.9	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	13.6	0.3	0.6	0.0	6.1	1.9	0.0	0.9	0.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	23.9	11.9	42.9	0.0	18.1	43.0	0.0	23.4	42.9	0.0	29.8
LnGrp LOS	D	C	B	D		B	D		C	D		C
Approach Vol, veh/h		922			483			142			194	
Approach Delay, s/veh		25.4			19.6			35.1			31.6	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	29.0	7.1	46.4	9.9	26.0	10.3	43.2
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	3.3	4.3	3.4	35.9	6.1	9.6	6.4	17.7
Green Ext Time (p_c), s	0.0	0.2	0.0	6.0	0.1	0.5	0.1	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1207	11	23	967	24	28
Future Vol, veh/h	1207	11	23	967	24	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	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1271	12	24	1018	25	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1282	0	1834	641
Stage 1	-	-	-	-	1276	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	537	-	68	417
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	537	-	64	417
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	513	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	21.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	-	-	537	-
HCM Lane V/C Ratio	0.196	-	-	0.045	-
HCM Ctrl Dly (s/v)	21	-	-	12	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	25	62	70	46	1	66	0	63	0	0	0
Future Vol, veh/h	0	25	62	70	46	1	66	0	63	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	63	71	47	1	67	0	64	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	89	0	0	247	248	57	216	279	47
Stage 1	-	-	-	-	-	-	57	57	-	190	190	-
Stage 2	-	-	-	-	-	-	190	191	-	26	89	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1507	-	-	707	655	1009	741	629	1022
Stage 1	-	-	-	-	-	-	955	847	-	811	743	-
Stage 2	-	-	-	-	-	-	812	742	-	992	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1507	-	-	672	623	1009	660	598	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	672	623	-	660	598	-
Stage 1	-	-	-	-	-	-	955	847	-	772	707	-
Stage 2	-	-	-	-	-	-	772	706	-	929	821	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.49	10.36	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	803	1559	-	-	1072	-	-	-
HCM Lane V/C Ratio	0.164	-	-	-	0.047	-	-	-
HCM Ctrl Dly (s/v)	10.4	0	-	-	7.5	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	128	0	0	131
Future Vol, veh/h	0	0	128	0	0	131
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	135	0	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	273	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	717	914	-	-	1450	-
Stage 1	892	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	717	914	-	-	1450	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	889	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1450	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	11	0	9	0	0	0	0	117	0	0	131	0
Future Vol, veh/h	11	0	9	0	0	0	0	117	0	0	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	0	0	0	0	123	0	0	138	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	261	261	138	261	261	123	138	0	0	123	0	0
Stage 1	138	138	-	123	123	-	-	-	-	-	-	-
Stage 2	123	123	-	138	138	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	692	644	910	692	644	928	1446	-	-	1464	-	-
Stage 1	865	782	-	881	794	-	-	-	-	-	-	-
Stage 2	881	794	-	865	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	692	644	910	685	644	928	1446	-	-	1464	-	-
Mov Cap-2 Maneuver	771	702	-	765	702	-	-	-	-	-	-	-
Stage 1	865	782	-	881	794	-	-	-	-	-	-	-
Stage 2	881	794	-	856	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.46	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	828	-	1464	-	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	64	0	0	0	71	108	0	0	127	13
Future Vol, veh/h	9	0	64	0	0	0	71	108	0	0	127	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	67	0	0	0	75	114	0	0	134	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	404	404	141	397	411	114	147	0	0	114	0	0
Stage 1	141	141	-	263	263	-	-	-	-	-	-	-
Stage 2	263	263	-	134	147	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	557	536	907	563	531	939	1434	-	-	1476	-	-
Stage 1	862	780	-	742	691	-	-	-	-	-	-	-
Stage 2	742	691	-	870	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	528	508	907	494	503	939	1434	-	-	1476	-	-
Mov Cap-2 Maneuver	642	599	-	609	585	-	-	-	-	-	-	-
Stage 1	862	780	-	703	655	-	-	-	-	-	-	-
Stage 2	703	655	-	805	775	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.46	0	3.03	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	642	907	-	1476	-	-
HCM Lane V/C Ratio	0.052	-	-	0.015	0.074	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.7	9.3	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.2	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 09 OY Cumul Without Prj AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1125	162	101	968	80	192	67	72	78	83	184
Future Volume (veh/h)	167	1125	162	101	968	80	192	67	72	78	83	184
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	1184	171	106	1019	84	202	71	76	82	87	194
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	1021	865	111	817	67	200	203	217	111	101	225
Arrive On Green	0.13	0.55	0.55	0.06	0.48	0.48	0.11	0.25	0.25	0.06	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	1705	141	1781	826	885	1781	515	1149
Grp Volume(v), veh/h	176	1184	171	106	0	1103	202	0	147	82	0	281
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1845	1781	0	1711	1781	0	1664
Q Serve(g_s), s	11.5	65.5	6.6	7.1	0.0	57.5	13.5	0.0	8.5	5.4	0.0	19.6
Cycle Q Clear(g_c), s	11.5	65.5	6.6	7.1	0.0	57.5	13.5	0.0	8.5	5.4	0.0	19.6
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.52	1.00		0.69
Lane Grp Cap(c), veh/h	230	1021	865	111	0	885	200	0	421	111	0	326
V/C Ratio(X)	0.77	1.16	0.20	0.95	0.00	1.25	1.01	0.00	0.35	0.74	0.00	0.86
Avail Cap(c_a), veh/h	245	1021	865	111	0	885	200	0	421	111	0	326
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.5	27.3	13.9	56.1	0.0	31.2	53.2	0.0	37.3	55.3	0.0	46.7
Incr Delay (d2), s/veh	12.8	83.0	0.1	70.0	0.0	120.6	65.7	0.0	2.3	22.3	0.0	24.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	49.5	2.2	5.3	0.0	53.1	9.7	0.0	3.8	3.1	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.3	110.2	14.0	126.1	0.0	151.8	118.9	0.0	39.6	77.6	0.0	71.4
LnGrp LOS	E	F	B	F		F	F		D	E		E
Approach Vol, veh/h		1531			1209			349			363	
Approach Delay, s/veh		94.1			149.6			85.5			72.8	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	32.0	10.0	68.0	16.0	26.0	18.0	60.0
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	7.4	10.5	9.1	67.5	15.5	21.6	13.5	59.5
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	110.4
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	908	46	65	1524	29	48
Future Vol, veh/h	908	46	65	1524	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	956	48	68	1604	31	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1004	0	1919	502
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	685	-	59	515
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	685	-	53	515
Mov Cap-2 Maneuver	-	-	-	-	216	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	307	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.44	18.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	-	-	685	-
HCM Lane V/C Ratio	0.239	-	-	0.1	-
HCM Ctrl Dly (s/v)	18.9	-	-	10.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	41	73	21	0	39	0	62	0	1	0
Future Vol, veh/h	0	38	41	73	21	0	39	0	62	0	1	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	43	77	22	0	41	0	65	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	83	0	0	238	237	62	216	259	22
Stage 1	-	-	-	-	-	-	62	62	-	176	176	-
Stage 2	-	-	-	-	-	-	176	176	-	40	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1514	-	-	716	664	1003	741	645	1055
Stage 1	-	-	-	-	-	-	950	844	-	826	754	-
Stage 2	-	-	-	-	-	-	825	754	-	975	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1514	-	-	679	629	1003	657	612	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	679	629	-	657	612	-
Stage 1	-	-	-	-	-	-	950	844	-	784	715	-
Stage 2	-	-	-	-	-	-	782	715	-	911	826	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	5.83	9.86	10.89
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	847	1593	-	-	1398	-	-	612
HCM Lane V/C Ratio	0.126	-	-	-	0.051	-	-	0.002
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.5	0	-	10.9
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	101	0	0	115
Future Vol, veh/h	0	0	101	0	0	115
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	106	0	0	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	106	0	0	106	0
Stage 1	106	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	948	-	-	1485	-
Stage 1	918	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	948	-	-	1485	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	904	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1485	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	0	0	5	0	0	0	4	105	0	0	115	0
Future Vol, veh/h	0	0	5	0	0	0	4	105	0	0	115	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	0	4	111	0	0	121	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	240	240	121	240	240	111	121	0	0	111	0	0
Stage 1	121	121	-	119	119	-	-	-	-	-	-	-
Stage 2	119	119	-	121	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	714	661	930	714	661	943	1466	-	-	1479	-	-
Stage 1	883	796	-	885	797	-	-	-	-	-	-	-
Stage 2	885	797	-	883	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	712	659	930	708	659	943	1466	-	-	1479	-	-
Mov Cap-2 Maneuver	784	712	-	780	710	-	-	-	-	-	-	-
Stage 1	883	796	-	883	795	-	-	-	-	-	-	-
Stage 2	883	795	-	878	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.89	0	0.27	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1466	-	-	930	-	1479	-	-
HCM Lane V/C Ratio	0.003	-	-	0.006	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	8.9	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	95	1	0	0	60	94	0	0	106	13
Future Vol, veh/h	11	0	95	1	0	0	60	94	0	0	106	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	100	1	0	0	63	99	0	0	112	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	344	344	118	337	351	99	125	0	0	99	0	0
Stage 1	118	118	-	225	225	-	-	-	-	-	-	-
Stage 2	225	225	-	112	125	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	611	579	933	617	574	957	1461	-	-	1494	-	-
Stage 1	886	798	-	777	717	-	-	-	-	-	-	-
Stage 2	777	717	-	893	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	554	933	527	549	957	1461	-	-	1494	-	-
Mov Cap-2 Maneuver	682	631	-	634	619	-	-	-	-	-	-	-
Stage 1	886	798	-	744	686	-	-	-	-	-	-	-
Stage 2	744	686	-	798	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.43	10.68	2.95	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1461	-	-	682	933	634	1494	-	-
HCM Lane V/C Ratio	0.043	-	-	0.017	0.107	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	10.4	9.3	10.7	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 10 OY Cumul Without Prj PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1118	274	222	958	71	342	86	254	84	98	187
Future Volume (veh/h)	144	1118	274	222	958	71	342	86	254	84	98	187
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1177	288	234	1008	75	360	91	267	88	103	197
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1068	905	111	910	68	186	93	272	111	103	197
Arrive On Green	0.10	0.57	0.57	0.06	0.53	0.53	0.10	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1719	128	1781	419	1230	1781	574	1098
Grp Volume(v), veh/h	152	1177	288	234	0	1083	360	0	358	88	0	300
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1847	1781	0	1649	1781	0	1673
Q Serve(g_s), s	10.0	68.5	11.4	7.5	0.0	63.5	12.5	0.0	25.9	5.8	0.0	21.5
Cycle Q Clear(g_c), s	10.0	68.5	11.4	7.5	0.0	63.5	12.5	0.0	25.9	5.8	0.0	21.5
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	186	1068	905	111	0	978	186	0	364	111	0	300
V/C Ratio(X)	0.82	1.10	0.32	2.10	0.00	1.11	1.94	0.00	0.98	0.79	0.00	1.00
Avail Cap(c_a), veh/h	186	1068	905	111	0	978	186	0	364	111	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	25.8	13.5	56.3	0.0	28.3	53.7	0.0	46.5	55.5	0.0	49.3
Incr Delay (d2), s/veh	24.3	60.0	0.2	525.0	0.0	63.1	442.2	0.0	43.1	30.9	0.0	52.3
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	44.5	3.8	19.5	0.0	42.3	28.4	0.0	14.9	3.5	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	85.8	13.7	581.2	0.0	91.3	496.0	0.0	89.6	86.3	0.0	101.5
LnGrp LOS	E	F	B	F		F	F		F	F		F
Approach Vol, veh/h		1617			1317			718			388	
Approach Delay, s/veh		72.1			178.4			293.4			98.1	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	10.0	71.0	15.0	24.0	15.0	66.0
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	7.8	27.9	9.5	70.5	14.5	23.5	12.0	65.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	148.6
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1337	30	45	1105	37	51
Future Vol, veh/h	1337	30	45	1105	37	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1407	32	47	1163	39	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1439	0	2099	719
Stage 1	-	-	-	-	1423	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	468	-	45	371
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	467	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	468	-	40	371
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.53	28.66
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	243	-	-	468	-
HCM Lane V/C Ratio	0.381	-	-	0.101	-
HCM Ctrl Dly (s/v)	28.7	-	-	13.6	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.7	-	-	0.3	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	25	62	80	46	1	66	0	66	0	0	0
Future Vol, veh/h	0	25	62	80	46	1	66	0	66	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	63	82	47	1	67	0	67	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	89	0	0	267	268	57	236	299	47
Stage 1	-	-	-	-	-	-	57	57	-	211	211	-
Stage 2	-	-	-	-	-	-	210	211	-	26	89	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1507	-	-	685	638	1009	718	613	1022
Stage 1	-	-	-	-	-	-	955	847	-	791	728	-
Stage 2	-	-	-	-	-	-	792	727	-	992	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1507	-	-	647	602	1009	633	579	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	647	602	-	633	579	-
Stage 1	-	-	-	-	-	-	955	847	-	747	687	-
Stage 2	-	-	-	-	-	-	748	687	-	926	821	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	4.74	10.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	789	1559	-	-	1129	-	-	-
HCM Lane V/C Ratio	0.171	-	-	-	0.054	-	-	-
HCM Ctrl Dly (s/v)	10.5	0	-	-	7.5	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	129	9	6	135
Future Vol, veh/h	7	2	129	9	6	135
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	136	9	6	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	295	141	0	0	145	0
Stage 1	141	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	696	907	-	-	1437	-
Stage 1	886	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	693	907	-	-	1437	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.85	0	0.32
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	752	1437	-
HCM Lane V/C Ratio	-	-	0.013	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	11	0	1	0	126	26	4	138	0
Future Vol, veh/h	11	0	9	11	0	1	0	126	26	4	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	9	12	0	1	0	133	27	4	145	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	286	314	145	300	300	146	145	0	0	160	0	0
Stage 1	154	154	-	146	146	-	-	-	-	-	-	-
Stage 2	133	160	-	154	154	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	666	602	902	652	612	901	1437	-	-	1419	-	-
Stage 1	849	770	-	856	776	-	-	-	-	-	-	-
Stage 2	871	766	-	849	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	663	600	902	644	611	901	1437	-	-	1419	-	-
Mov Cap-2 Maneuver	751	674	-	739	682	-	-	-	-	-	-	-
Stage 1	846	768	-	856	776	-	-	-	-	-	-	-
Stage 2	870	766	-	837	768	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	9.88	0	0.21
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1437	-	-	812	750	1419	-	-
HCM Lane V/C Ratio	-	-	-	0.026	0.017	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.6	9.9	7.5	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.8

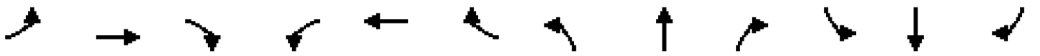
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	64	0	0	0	71	143	0	0	145	13
Future Vol, veh/h	9	0	64	0	0	0	71	143	0	0	145	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	67	0	0	0	75	151	0	0	153	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	459	459	159	453	466	151	166	0	0	151	0	0
Stage 1	159	159	-	300	300	-	-	-	-	-	-	-
Stage 2	300	300	-	153	166	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	512	498	886	517	494	896	1412	-	-	1431	-	-
Stage 1	843	766	-	709	666	-	-	-	-	-	-	-
Stage 2	709	666	-	850	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	485	472	886	453	468	896	1412	-	-	1431	-	-
Mov Cap-2 Maneuver	610	574	-	579	561	-	-	-	-	-	-	-
Stage 1	843	766	-	671	630	-	-	-	-	-	-	-
Stage 2	671	630	-	785	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	2.55	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	610	886	-	1431	-	-
HCM Lane V/C Ratio	0.053	-	-	0.016	0.076	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11	9.4	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.2	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 11 OY Cumul With Prj AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1125	162	101	968	84	192	73	72	79	85	199
Future Volume (veh/h)	193	1125	162	101	968	84	192	73	72	79	85	199
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	1184	171	106	1019	88	202	77	76	83	89	209
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	1021	865	111	799	69	200	212	210	111	97	228
Arrive On Green	0.14	0.55	0.55	0.06	0.47	0.47	0.11	0.25	0.25	0.06	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	1697	147	1781	864	853	1781	496	1165
Grp Volume(v), veh/h	203	1184	171	106	0	1107	202	0	153	83	0	298
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1844	1781	0	1717	1781	0	1661
Q Serve(g_s), s	13.3	65.5	6.6	7.1	0.0	56.5	13.5	0.0	8.9	5.5	0.0	21.1
Cycle Q Clear(g_c), s	13.3	65.5	6.6	7.1	0.0	56.5	13.5	0.0	8.9	5.5	0.0	21.1
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.50	1.00		0.70
Lane Grp Cap(c), veh/h	245	1021	865	111	0	868	200	0	422	111	0	325
V/C Ratio(X)	0.83	1.16	0.20	0.95	0.00	1.28	1.01	0.00	0.36	0.75	0.00	0.92
Avail Cap(c_a), veh/h	245	1021	865	111	0	868	200	0	422	111	0	325
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	27.3	13.9	56.1	0.0	31.8	53.2	0.0	37.5	55.3	0.0	47.3
Incr Delay (d2), s/veh	20.5	83.0	0.1	70.0	0.0	132.7	65.7	0.0	2.4	23.6	0.0	32.5
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	7.2	49.5	2.2	5.3	0.0	55.1	9.7	0.0	4.0	3.1	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.9	110.2	14.0	126.1	0.0	164.5	118.9	0.0	39.9	78.9	0.0	79.8
LnGrp LOS	E	F	B	F		F	F		D	E		E
Approach Vol, veh/h		1558			1213			355			381	
Approach Delay, s/veh		94.5			161.1			84.8			79.6	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	32.0	10.0	68.0	16.0	26.0	19.0	59.0
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	7.5	10.9	9.1	67.5	15.5	23.1	15.3	58.5
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	115.0
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	908	56	65	1524	32	48
Future Vol, veh/h	908	56	65	1524	32	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	956	59	68	1604	34	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1015	0	1924	507
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	679	-	59	511
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	679	-	53	511
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.45	19.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	679	-
HCM Lane V/C Ratio	0.255	-	-	0.101	-
HCM Ctrl Dly (s/v)	19.6	-	-	10.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	41	76	21	0	39	0	72	0	1	0
Future Vol, veh/h	0	38	41	76	21	0	39	0	72	0	1	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	43	80	22	0	41	0	76	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	83	0	0	244	244	62	222	265	22
Stage 1	-	-	-	-	-	-	62	62	-	182	182	-
Stage 2	-	-	-	-	-	-	183	182	-	40	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1514	-	-	710	658	1003	734	640	1055
Stage 1	-	-	-	-	-	-	950	844	-	820	749	-
Stage 2	-	-	-	-	-	-	819	749	-	975	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1514	-	-	671	623	1003	642	606	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	671	623	-	642	606	-
Stage 1	-	-	-	-	-	-	950	844	-	776	709	-
Stage 2	-	-	-	-	-	-	774	709	-	901	826	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	5.88	9.88	10.95
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1593	-	-	1410	-	-	606
HCM Lane V/C Ratio	0.137	-	-	-	0.053	-	-	0.002
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.5	0	-	11
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	6	105	8	2	116
Future Vol, veh/h	13	6	105	8	2	116
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	6	111	8	2	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	241	115	0	0	119	0
Stage 1	115	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	747	938	-	-	1469	-
Stage 1	910	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	746	938	-	-	1469	-
Mov Cap-2 Maneuver	753	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	0.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	1469	-
HCM Lane V/C Ratio	-	-	0.025	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.6	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	30	0	4	4	113	13	1	128	0
Future Vol, veh/h	0	0	5	30	0	4	4	113	13	1	128	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	32	0	4	4	119	14	1	135	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	278	135	271	271	126	135	0	0	133	0	0
Stage 1	137	137	-	134	134	-	-	-	-	-	-	-
Stage 2	127	141	-	137	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	689	630	914	681	636	925	1450	-	-	1452	-	-
Stage 1	866	783	-	869	785	-	-	-	-	-	-	-
Stage 2	876	780	-	866	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	683	628	914	675	633	925	1450	-	-	1452	-	-
Mov Cap-2 Maneuver	765	692	-	759	694	-	-	-	-	-	-	-
Stage 1	866	783	-	867	783	-	-	-	-	-	-	-
Stage 2	870	778	-	861	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.96	9.87	0.23	0.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1450	-	-	914	775	1452	-	-
HCM Lane V/C Ratio	0.003	-	-	0.006	0.046	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	9	9.9	7.5	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.4

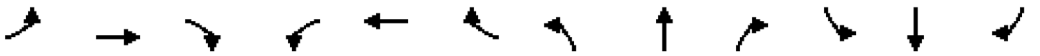
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	95	1	0	0	60	114	0	0	148	13
Future Vol, veh/h	11	0	95	1	0	0	60	114	0	0	148	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	100	1	0	0	63	120	0	0	156	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	409	409	163	402	416	120	169	0	0	120	0	0
Stage 1	163	163	-	246	246	-	-	-	-	-	-	-
Stage 2	246	246	-	156	169	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	553	532	882	559	527	931	1408	-	-	1468	-	-
Stage 1	839	764	-	757	702	-	-	-	-	-	-	-
Stage 2	757	702	-	846	758	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	528	508	882	473	504	931	1408	-	-	1468	-	-
Mov Cap-2 Maneuver	651	606	-	595	591	-	-	-	-	-	-	-
Stage 1	839	764	-	724	671	-	-	-	-	-	-	-
Stage 2	724	671	-	751	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.71	11.06	2.65	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1408	-	-	651	882	595	1468	-	-
HCM Lane V/C Ratio	0.045	-	-	0.018	0.113	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	10.6	9.6	11.1	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 12 OY Cumul With Prj PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1118	274	222	958	72	342	88	254	88	104	219
Future Volume (veh/h)	162	1118	274	222	958	72	342	88	254	88	104	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	1177	288	234	1008	76	360	93	267	93	109	231
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1068	905	111	909	69	186	94	270	111	96	203
Arrive On Green	0.10	0.57	0.57	0.06	0.53	0.53	0.10	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1718	129	1781	426	1224	1781	534	1132
Grp Volume(v), veh/h	171	1177	288	234	0	1084	360	0	360	93	0	340
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1847	1781	0	1650	1781	0	1667
Q Serve(g_s), s	11.4	68.5	11.4	7.5	0.0	63.5	12.5	0.0	26.1	6.2	0.0	21.5
Cycle Q Clear(g_c), s	11.4	68.5	11.4	7.5	0.0	63.5	12.5	0.0	26.1	6.2	0.0	21.5
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.74	1.00		0.68
Lane Grp Cap(c), veh/h	186	1068	905	111	0	977	186	0	364	111	0	299
V/C Ratio(X)	0.92	1.10	0.32	2.10	0.00	1.11	1.94	0.00	0.99	0.84	0.00	1.14
Avail Cap(c_a), veh/h	186	1068	905	111	0	977	186	0	364	111	0	299
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	25.8	13.5	56.3	0.0	28.3	53.7	0.0	46.6	55.6	0.0	49.3
Incr Delay (d2), s/veh	44.3	60.0	0.2	525.0	0.0	63.5	442.2	0.0	44.2	39.6	0.0	94.9
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	7.3	44.5	3.8	19.5	0.0	42.4	28.4	0.0	15.1	3.9	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.6	85.8	13.7	581.2	0.0	91.8	496.0	0.0	90.8	95.3	0.0	144.2
LnGrp LOS	F	F	B	F		F	F		F	F		F
Approach Vol, veh/h		1636			1318			720			433	
Approach Delay, s/veh		74.3			178.7			293.4			133.7	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	10.0	71.0	15.0	24.0	15.0	66.0
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	8.2	28.1	9.5	70.5	14.5	23.5	13.4	65.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	152.5
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1337	33	45	1105	47	51
Future Vol, veh/h	1337	33	45	1105	47	51
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	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1407	35	47	1163	49	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1442	0	2101	721
Stage 1	-	-	-	-	1425	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	466	-	~ 44	370
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	467	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	466	-	~ 40	370
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.53	32.52
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	466	-
HCM Lane V/C Ratio	0.446	-	-	0.102	-
HCM Ctrl Dly (s/v)	32.5	-	-	13.6	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	26	65	254	48	1	69	0	266	0	0	0
Future Vol, veh/h	0	26	65	254	48	1	69	0	266	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	66	259	49	1	70	0	271	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	93	0	0	627	628	60	594	661	49
Stage 1	-	-	-	-	-	-	60	60	-	568	568	-
Stage 2	-	-	-	-	-	-	567	568	-	27	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1557	-	-	1502	-	-	396	400	1006	416	383	1019
Stage 1	-	-	-	-	-	-	952	845	-	508	506	-
Stage 2	-	-	-	-	-	-	508	506	-	991	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1557	-	-	1502	-	-	326	329	1006	250	315	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	329	-	250	315	-
Stage 1	-	-	-	-	-	-	952	845	-	418	417	-
Stage 2	-	-	-	-	-	-	418	416	-	724	818	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.62	14.86	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	703	1557	-	-	1460	-	-	-
HCM Lane V/C Ratio	0.486	-	-	-	0.173	-	-	-
HCM Ctrl Dly (s/v)	14.9	0	-	-	7.9	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.7	0	-	-	0.6	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	335	0	0	319
Future Vol, veh/h	0	0	335	0	0	319
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	353	0	0	336

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	353	0	0	353	0
Stage 1	353	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	691	-	-	1206	-
Stage 1	711	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	691	-	-	1206	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	724	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1206	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	12	0	9	0	0	0	0	292	0	0	288	0
Future Vol, veh/h	12	0	9	0	0	0	0	292	0	0	288	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	9	0	0	0	0	307	0	0	303	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	611	611	303	611	611	307	303	0	0	307	0	0
Stage 1	303	303	-	307	307	-	-	-	-	-	-	-
Stage 2	307	307	-	303	303	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	406	409	737	406	409	733	1258	-	-	1253	-	-
Stage 1	706	663	-	703	661	-	-	-	-	-	-	-
Stage 2	703	661	-	706	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	406	409	737	401	409	733	1258	-	-	1253	-	-
Mov Cap-2 Maneuver	574	548	-	570	548	-	-	-	-	-	-	-
Stage 1	706	663	-	703	661	-	-	-	-	-	-	-
Stage 2	703	661	-	697	663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.88	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1258	-	-	634	-	1253	-	-
HCM Lane V/C Ratio	-	-	-	0.035	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.9	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	67	0	0	0	75	281	0	0	275	14
Future Vol, veh/h	11	0	67	0	0	0	75	281	0	0	275	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	71	0	0	0	79	296	0	0	289	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	751	751	297	743	758	296	304	0	0	296	0	0
Stage 1	297	297	-	454	454	-	-	-	-	-	-	-
Stage 2	454	454	-	289	304	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	327	340	743	331	336	744	1257	-	-	1266	-	-
Stage 1	712	668	-	586	570	-	-	-	-	-	-	-
Stage 2	586	570	-	718	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	307	318	743	281	315	744	1257	-	-	1266	-	-
Mov Cap-2 Maneuver	479	468	-	443	451	-	-	-	-	-	-	-
Stage 1	712	668	-	549	534	-	-	-	-	-	-	-
Stage 2	549	534	-	650	663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.69	0	1.7	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	479	743	-	1266	-	-
HCM Lane V/C Ratio	0.063	-	-	0.024	0.095	-	-	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	12.7	10.4	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 13 2050 Without Prj AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1181	170	106	1016	84	202	70	76	82	87	193
Future Volume (veh/h)	175	1181	170	106	1016	84	202	70	76	82	87	193
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	1243	179	112	1069	88	213	74	80	86	92	203
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1021	865	111	810	67	200	202	218	111	102	224
Arrive On Green	0.13	0.55	0.55	0.06	0.48	0.48	0.11	0.25	0.25	0.06	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	1705	140	1781	822	889	1781	519	1145
Grp Volume(v), veh/h	184	1243	179	112	0	1157	213	0	154	86	0	295
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1845	1781	0	1710	1781	0	1664
Q Serve(g_s), s	12.0	65.5	6.9	7.5	0.0	57.0	13.5	0.0	9.0	5.7	0.0	20.8
Cycle Q Clear(g_c), s	12.0	65.5	6.9	7.5	0.0	57.0	13.5	0.0	9.0	5.7	0.0	20.8
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.52	1.00		0.69
Lane Grp Cap(c), veh/h	237	1021	865	111	0	877	200	0	420	111	0	326
V/C Ratio(X)	0.78	1.22	0.21	1.01	0.00	1.32	1.06	0.00	0.37	0.77	0.00	0.91
Avail Cap(c_a), veh/h	245	1021	865	111	0	877	200	0	420	111	0	326
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	27.3	14.0	56.3	0.0	31.5	53.2	0.0	37.5	55.4	0.0	47.2
Incr Delay (d2), s/veh	14.1	106.9	0.1	86.9	0.0	151.9	81.2	0.0	2.5	27.8	0.0	30.7
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	6.1	56.3	2.4	6.0	0.0	60.3	10.5	0.0	4.1	3.4	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.3	134.2	14.1	143.2	0.0	183.3	134.5	0.0	40.0	83.2	0.0	77.8
LnGrp LOS	E	F	B	F		F	F		D	F		E
Approach Vol, veh/h		1606			1269			367			381	
Approach Delay, s/veh		112.8			179.8			94.8			79.0	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	32.0	10.0	68.0	16.0	26.0	18.5	59.5
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	7.7	11.0	9.5	67.5	15.5	22.8	14.0	59.0
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	130.9
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	20.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1317	108	209	1734	56	233
Future Vol, veh/h	1317	108	209	1734	56	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1386	114	220	1825	59	245

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1500	0	2796	750
Stage 1	-	-	-	-	1443	-
Stage 2	-	-	-	-	1353	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	443	-	~ 15	354
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	205	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	443	-	~ 7	354
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	103	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.25	247.43
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	443	-
HCM Lane V/C Ratio	1.399	-	-	0.497	-
HCM Ctrl Dly (s/v)	247.4	-	-	20.9	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	17.4	-	-	2.7	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	40	43	237	22	0	41	0	182	0	1	0
Future Vol, veh/h	0	40	43	237	22	0	41	0	182	0	1	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	45	249	23	0	43	0	192	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	87	0	0	587	587	65	564	609	23
Stage 1	-	-	-	-	-	-	65	65	-	522	522	-
Stage 2	-	-	-	-	-	-	523	522	-	42	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1509	-	-	421	422	999	436	410	1054
Stage 1	-	-	-	-	-	-	946	841	-	538	531	-
Stage 2	-	-	-	-	-	-	537	531	-	972	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1509	-	-	349	351	999	293	341	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	351	-	293	341	-
Stage 1	-	-	-	-	-	-	946	841	-	448	442	-
Stage 2	-	-	-	-	-	-	446	442	-	786	822	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	7.19	12.04	15.59
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	745	1592	-	-	1489	-	-	341
HCM Lane V/C Ratio	0.315	-	-	-	0.165	-	-	0.003
HCM Ctrl Dly (s/v)	12	0	-	-	7.9	0	-	15.6
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.6	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	223	0	0	281
Future Vol, veh/h	0	0	223	0	0	281
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	235	0	0	296

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	531	235	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	509	804	-	-	1333	-
Stage 1	804	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	509	804	-	-	1333	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	755	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1333	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	0	0	5	0	0	0	4	198	0	0	268	0
Future Vol, veh/h	0	0	5	0	0	0	4	198	0	0	268	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	0	4	208	0	0	282	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	499	499	282	499	499	208	282	0	0	208	0	0
Stage 1	282	282	-	217	217	-	-	-	-	-	-	-
Stage 2	217	217	-	282	282	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	482	473	757	482	473	832	1280	-	-	1362	-	-
Stage 1	725	678	-	785	723	-	-	-	-	-	-	-
Stage 2	785	723	-	725	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	480	472	757	477	472	832	1280	-	-	1362	-	-
Mov Cap-2 Maneuver	626	590	-	621	588	-	-	-	-	-	-	-
Stage 1	725	678	-	783	721	-	-	-	-	-	-	-
Stage 2	783	721	-	720	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.79	0	0.15	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	757	-	1362	-	-
HCM Lane V/C Ratio	0.003	-	-	0.007	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	9.8	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	100	1	0	0	63	183	0	0	257	14
Future Vol, veh/h	15	0	100	1	0	0	63	183	0	0	257	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	105	1	0	0	66	193	0	0	271	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	603	603	278	596	611	193	285	0	0	193	0	0
Stage 1	278	278	-	325	325	-	-	-	-	-	-	-
Stage 2	325	325	-	271	285	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	411	413	761	415	409	849	1277	-	-	1381	-	-
Stage 1	729	681	-	687	649	-	-	-	-	-	-	-
Stage 2	687	649	-	735	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	389	391	761	339	388	849	1277	-	-	1381	-	-
Mov Cap-2 Maneuver	556	530	-	487	510	-	-	-	-	-	-	-
Stage 1	729	681	-	651	615	-	-	-	-	-	-	-
Stage 2	651	615	-	634	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.64	12.4	2.04	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1277	-	-	556	761	487	1381	-	-
HCM Lane V/C Ratio	0.052	-	-	0.028	0.138	0.002	-	-	-
HCM Ctrl Dly (s/v)	8	-	-	11.7	10.5	12.4	0	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.5	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 14 2050 Without Prj PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1174	288	233	1006	75	359	90	267	88	103	196
Future Volume (veh/h)	151	1174	288	233	1006	75	359	90	267	88	103	196
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	1236	303	245	1059	79	378	95	281	93	108	206
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1068	905	111	910	68	186	92	272	111	103	197
Arrive On Green	0.10	0.57	0.57	0.06	0.53	0.53	0.10	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1719	128	1781	417	1232	1781	575	1097
Grp Volume(v), veh/h	159	1236	303	245	0	1138	378	0	376	93	0	314
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1847	1781	0	1649	1781	0	1673
Q Serve(g_s), s	10.5	68.5	12.2	7.5	0.0	63.5	12.5	0.0	26.5	6.2	0.0	21.5
Cycle Q Clear(g_c), s	10.5	68.5	12.2	7.5	0.0	63.5	12.5	0.0	26.5	6.2	0.0	21.5
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	186	1068	905	111	0	978	186	0	364	111	0	300
V/C Ratio(X)	0.86	1.16	0.33	2.20	0.00	1.16	2.04	0.00	1.03	0.84	0.00	1.05
Avail Cap(c_a), veh/h	186	1068	905	111	0	978	186	0	364	111	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	25.8	13.7	56.3	0.0	28.3	53.7	0.0	46.8	55.6	0.0	49.3
Incr Delay (d2), s/veh	30.6	81.7	0.2	568.5	0.0	85.2	485.1	0.0	55.9	39.6	0.0	65.0
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	50.9	4.1	20.9	0.0	48.3	30.6	0.0	16.4	3.9	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.4	107.5	13.9	624.7	0.0	113.5	538.8	0.0	102.6	95.3	0.0	114.3
LnGrp LOS	F	F	B	F		F	F		F	F		F
Approach Vol, veh/h		1698			1383			754			407	
Approach Delay, s/veh		88.5			204.0			321.3			109.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	10.0	71.0	15.0	24.0	15.0	66.0
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	8.2	28.5	9.5	70.5	14.5	23.5	12.5	65.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	169.6
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	23.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1679	45	192	1419	65	161
Future Vol, veh/h	1679	45	192	1419	65	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1767	47	202	1494	68	169

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1815	0	2942	907
Stage 1	-	-	-	-	1791	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	334	-	~ 12	278
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	263	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	334	-	~ 5	278
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	104	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.69	$ 337.29
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	152	-	-	334	-
HCM Lane V/C Ratio	1.566	-	-	0.605	-
HCM Ctrl Dly (s/v)	$ 337.3	-	-	30.9	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	16.2	-	-	3.7	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	26	65	264	48	1	69	0	269	0	0	0
Future Vol, veh/h	0	26	65	264	48	1	69	0	269	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	66	269	49	1	70	0	274	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	93	0	0	647	648	60	615	681	49
Stage 1	-	-	-	-	-	-	60	60	-	588	588	-
Stage 2	-	-	-	-	-	-	588	589	-	27	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1557	-	-	1502	-	-	384	389	1006	404	373	1019
Stage 1	-	-	-	-	-	-	952	845	-	495	496	-
Stage 2	-	-	-	-	-	-	495	496	-	991	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1557	-	-	1502	-	-	313	317	1006	239	304	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	317	-	239	304	-
Stage 1	-	-	-	-	-	-	952	845	-	404	404	-
Stage 2	-	-	-	-	-	-	404	404	-	720	818	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.68	15.24	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1557	-	-	1460	-	-	-
HCM Lane V/C Ratio	0.498	-	-	-	0.179	-	-	-
HCM Ctrl Dly (s/v)	15.2	0	-	-	7.9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.8	0	-	-	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	336	9	6	323
Future Vol, veh/h	7	2	336	9	6	323
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	354	9	6	340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	711	358	0	0	363	0
Stage 1	358	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	399	686	-	-	1195	-
Stage 1	707	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	397	686	-	-	1195	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.84	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	536	1195	-
HCM Lane V/C Ratio	-	-	0.018	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.8	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	9	11	0	1	0	301	26	4	295	0
Future Vol, veh/h	12	0	9	11	0	1	0	301	26	4	295	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	9	12	0	1	0	317	27	4	311	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	636	663	311	649	649	331	311	0	0	344	0	0
Stage 1	319	319	-	331	331	-	-	-	-	-	-	-
Stage 2	317	344	-	319	319	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	382	730	383	388	711	1250	-	-	1215	-	-
Stage 1	693	653	-	683	645	-	-	-	-	-	-	-
Stage 2	694	637	-	693	653	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	389	380	730	376	387	711	1250	-	-	1215	-	-
Mov Cap-2 Maneuver	559	526	-	551	533	-	-	-	-	-	-	-
Stage 1	690	651	-	683	645	-	-	-	-	-	-	-
Stage 2	693	637	-	681	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.01	11.56	0	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	622	561	1215	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.023	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	11	11.6	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	67	0	0	0	75	316	0	0	293	14
Future Vol, veh/h	11	0	67	0	0	0	75	316	0	0	293	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	71	0	0	0	79	333	0	0	308	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	806	316	799	814	333	323	0	0	333	0	0
Stage 1	316	316	-	491	491	-	-	-	-	-	-	-
Stage 2	491	491	-	308	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	300	315	725	304	312	709	1237	-	-	1227	-	-
Stage 1	695	655	-	559	548	-	-	-	-	-	-	-
Stage 2	559	548	-	702	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	295	725	257	292	709	1237	-	-	1227	-	-
Mov Cap-2 Maneuver	456	449	-	422	433	-	-	-	-	-	-	-
Stage 1	695	655	-	524	513	-	-	-	-	-	-	-
Stage 2	524	513	-	633	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.87	0	1.56	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1237	-	-	456	725	-	1227	-	-
HCM Lane V/C Ratio	0.064	-	-	0.025	0.097	-	-	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	13.1	10.5	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	-	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 15 2050 With Prj AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1181	170	106	1016	88	202	76	76	83	89	208
Future Volume (veh/h)	201	1181	170	106	1016	88	202	76	76	83	89	208
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	1243	179	112	1069	93	213	80	80	87	94	219
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	1021	865	111	799	69	200	211	211	111	98	228
Arrive On Green	0.14	0.55	0.55	0.06	0.47	0.47	0.11	0.25	0.25	0.06	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	1696	148	1781	858	858	1781	499	1162
Grp Volume(v), veh/h	212	1243	179	112	0	1162	213	0	160	87	0	313
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1844	1781	0	1716	1781	0	1661
Q Serve(g_s), s	14.0	65.5	6.9	7.5	0.0	56.5	13.5	0.0	9.3	5.8	0.0	22.4
Cycle Q Clear(g_c), s	14.0	65.5	6.9	7.5	0.0	56.5	13.5	0.0	9.3	5.8	0.0	22.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.50	1.00		0.70
Lane Grp Cap(c), veh/h	245	1021	865	111	0	868	200	0	422	111	0	325
V/C Ratio(X)	0.87	1.22	0.21	1.01	0.00	1.34	1.06	0.00	0.38	0.78	0.00	0.96
Avail Cap(c_a), veh/h	245	1021	865	111	0	868	200	0	422	111	0	325
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	27.3	14.0	56.3	0.0	31.8	53.2	0.0	37.6	55.4	0.0	47.8
Incr Delay (d2), s/veh	26.1	106.9	0.1	86.9	0.0	160.1	81.2	0.0	2.6	29.3	0.0	41.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	56.3	2.4	6.0	0.0	61.7	10.5	0.0	4.2	3.4	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.8	134.2	14.1	143.2	0.0	191.9	134.5	0.0	40.2	84.7	0.0	89.0
LnGrp LOS	E	F	B	F		F	F		D	F		F
Approach Vol, veh/h		1634			1274			373			400	
Approach Delay, s/veh		113.6			187.6			94.0			88.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	32.0	10.0	68.0	16.0	26.0	19.0	59.0
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	5.5	27.5	5.5	63.5	11.5	21.5	14.5	54.5
Max Q Clear Time (g_c+I1), s	7.8	11.3	9.5	67.5	15.5	24.4	16.0	58.5
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	134.4
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	22.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1317	118	209	1734	59	233
Future Vol, veh/h	1317	118	209	1734	59	233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1386	124	220	1825	62	245

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1511	0	2801	755
Stage 1	-	-	-	-	1448	-
Stage 2	-	-	-	-	1353	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	439	-	~ 15	351
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	205	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	439	-	~ 7	351
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	102	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.28	268.99
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	-	-	439	-
HCM Lane V/C Ratio	1.449	-	-	0.501	-
HCM Ctrl Dly (s/v)	269	-	-	21.2	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	18.2	-	-	2.7	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	40	43	240	22	0	41	0	192	0	1	0
Future Vol, veh/h	0	40	43	240	22	0	41	0	192	0	1	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	45	253	23	0	43	0	202	0	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	87	0	0	594	593	65	571	616	23
Stage 1	-	-	-	-	-	-	65	65	-	528	528	-
Stage 2	-	-	-	-	-	-	529	528	-	42	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1509	-	-	417	418	999	432	406	1054
Stage 1	-	-	-	-	-	-	946	841	-	534	527	-
Stage 2	-	-	-	-	-	-	533	527	-	972	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1509	-	-	345	347	999	286	337	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	347	-	286	337	-
Stage 1	-	-	-	-	-	-	946	841	-	443	438	-
Stage 2	-	-	-	-	-	-	442	438	-	776	822	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	7.21	12.12	15.71
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	749	1592	-	-	1489	-	-	337
HCM Lane V/C Ratio	0.327	-	-	-	0.167	-	-	0.003
HCM Ctrl Dly (s/v)	12.1	0	-	-	7.9	0	-	15.7
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.6	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	6	227	8	2	282
Future Vol, veh/h	13	6	227	8	2	282
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	6	239	8	2	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	544	243	0	0	247	0
Stage 1	243	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	500	796	-	-	1318	-
Stage 1	797	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	796	-	-	1318	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.86	0	0.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	634	1318	-
HCM Lane V/C Ratio	-	-	0.032	0.002	-
HCM Ctrl Dly (s/v)	-	-	10.9	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	30	0	4	4	206	13	1	281	0
Future Vol, veh/h	0	0	5	30	0	4	4	206	13	1	281	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	32	0	4	4	217	14	1	296	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	523	537	296	530	530	224	296	0	0	231	0	0
Stage 1	298	298	-	232	232	-	-	-	-	-	-	-
Stage 2	225	239	-	298	298	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	464	450	744	460	455	816	1266	-	-	1337	-	-
Stage 1	711	667	-	771	712	-	-	-	-	-	-	-
Stage 2	777	708	-	711	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	460	449	744	454	453	816	1266	-	-	1337	-	-
Mov Cap-2 Maneuver	611	574	-	605	575	-	-	-	-	-	-	-
Stage 1	710	666	-	768	710	-	-	-	-	-	-	-
Stage 2	771	705	-	705	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.88	11.12	0.14	0.03
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1266	-	-	744	624	1337	-	-
HCM Lane V/C Ratio	0.003	-	-	0.007	0.057	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	9.9	11.1	7.7	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	100	1	0	0	63	203	0	0	299	14
Future Vol, veh/h	15	0	100	1	0	0	63	203	0	0	299	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	98	-	-	-	-	-	99	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	105	1	0	0	66	214	0	0	315	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	668	668	322	661	676	214	329	0	0	214	0	0
Stage 1	322	322	-	346	346	-	-	-	-	-	-	-
Stage 2	346	346	-	315	329	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	372	379	719	376	375	826	1230	-	-	1356	-	-
Stage 1	690	651	-	669	635	-	-	-	-	-	-	-
Stage 2	669	635	-	696	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	352	358	719	303	355	826	1230	-	-	1356	-	-
Mov Cap-2 Maneuver	528	507	-	455	485	-	-	-	-	-	-	-
Stage 1	690	651	-	633	601	-	-	-	-	-	-	-
Stage 2	633	601	-	594	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.02	12.93	1.92	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1230	-	-	528	719	455	1356	-	-
HCM Lane V/C Ratio	0.054	-	-	0.03	0.146	0.002	-	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	12	10.9	12.9	0	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.5	0	0	-	-

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 16 2050 With Prj PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1174	288	233	1006	76	359	92	267	92	109	228
Future Volume (veh/h)	169	1174	288	233	1006	76	359	92	267	92	109	228
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1236	303	245	1059	80	378	97	281	97	115	240
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	1068	905	111	909	69	186	93	271	111	97	202
Arrive On Green	0.10	0.57	0.57	0.06	0.53	0.53	0.10	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	1781	1717	130	1781	423	1226	1781	540	1127
Grp Volume(v), veh/h	178	1236	303	245	0	1139	378	0	378	97	0	355
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1847	1781	0	1650	1781	0	1667
Q Serve(g_s), s	11.9	68.5	12.2	7.5	0.0	63.5	12.5	0.0	26.5	6.5	0.0	21.5
Cycle Q Clear(g_c), s	11.9	68.5	12.2	7.5	0.0	63.5	12.5	0.0	26.5	6.5	0.0	21.5
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.74	1.00		0.68
Lane Grp Cap(c), veh/h	186	1068	905	111	0	977	186	0	364	111	0	299
V/C Ratio(X)	0.96	1.16	0.33	2.20	0.00	1.17	2.04	0.00	1.04	0.87	0.00	1.19
Avail Cap(c_a), veh/h	186	1068	905	111	0	977	186	0	364	111	0	299
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	25.8	13.7	56.3	0.0	28.3	53.7	0.0	46.8	55.8	0.0	49.3
Incr Delay (d2), s/veh	54.1	81.7	0.2	568.5	0.0	85.7	485.1	0.0	57.2	47.8	0.0	113.2
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	8.0	50.9	4.1	20.9	0.0	48.4	30.6	0.0	16.6	4.3	0.0	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.6	107.5	13.9	624.7	0.0	113.9	538.8	0.0	104.0	103.6	0.0	162.4
LnGrp LOS	F	F	B	F		F	F		F	F		F
Approach Vol, veh/h		1717			1384			756			452	
Approach Delay, s/veh		91.0			204.4			321.4			149.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	10.0	71.0	15.0	24.0	15.0	66.0
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	8.5	28.5	9.5	70.5	14.5	23.5	13.9	65.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	174.0
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	28.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1679	48	192	1419	75	161
Future Vol, veh/h	1679	48	192	1419	75	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	147	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1767	51	202	1494	79	169

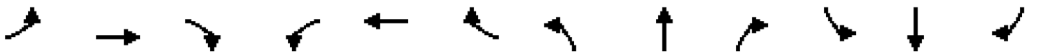
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1818	0	2944	909
Stage 1	-	-	-	-	1793	-
Stage 2	-	-	-	-	1151	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	333	-	~ 12	278
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	263	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	333	-	~ 5	278
Mov Cap-2 Maneuver	-	-	-	-	~ 71	-
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	104	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.71	$ 404.38
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	145	-	-	333	-
HCM Lane V/C Ratio	1.718	-	-	0.606	-
HCM Ctrl Dly (s/v)	$ 404.4	-	-	31.1	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	18.1	-	-	3.8	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 11 OY Cumul With Prj AM - Circulation Imp

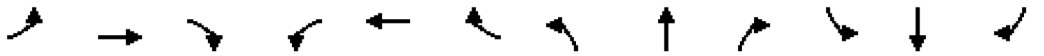


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1125	162	101	968	84	192	73	72	79	85	199
Future Volume (veh/h)	193	1125	162	101	968	84	192	73	72	79	85	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	1184	171	106	1019	88	202	77	76	83	89	209
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1422	634	159	1223	545	315	658	558	134	628	532
Arrive On Green	0.15	0.40	0.40	0.09	0.34	0.34	0.09	0.35	0.35	0.08	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	203	1184	171	106	1019	88	202	77	76	83	89	209
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	13.2	36.0	8.7	6.9	31.6	4.6	6.8	3.3	3.9	5.4	4.0	12.1
Cycle Q Clear(g_c), s	13.2	36.0	8.7	6.9	31.6	4.6	6.8	3.3	3.9	5.4	4.0	12.1
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	259	1422	634	159	1223	545	315	658	558	134	628	532
V/C Ratio(X)	0.78	0.83	0.27	0.67	0.83	0.16	0.64	0.12	0.14	0.62	0.14	0.39
Avail Cap(c_a), veh/h	364	1703	760	230	1436	641	389	658	558	200	628	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	32.4	24.2	52.9	36.2	27.3	52.6	26.3	26.5	53.8	27.8	30.5
Incr Delay (d2), s/veh	7.2	3.2	0.2	4.7	3.8	0.1	2.5	0.4	0.5	4.6	0.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	15.2	3.2	3.2	13.7	1.7	3.0	1.6	1.5	2.5	1.8	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	35.5	24.4	57.6	40.0	27.5	55.1	26.6	27.0	58.5	28.3	32.6
LnGrp LOS	E	D	C	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1558			1213			355			381	
Approach Delay, s/veh		37.0			40.6			42.9			37.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	44.7	13.2	50.5	13.4	42.8	20.0	43.8
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	11.5	21.5	13.5	55.5	11.5	21.5	22.5	46.5
Max Q Clear Time (g_c+I1), s	7.4	5.9	8.9	38.0	8.8	14.1	15.2	33.6
Green Ext Time (p_c), s	0.1	0.5	0.1	8.1	0.2	0.6	0.3	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	38.9
HCM 7th LOS	D

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 12 OY Cumul With Prj PM - Circulation Imp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1118	274	222	958	72	342	88	254	88	104	219
Future Volume (veh/h)	162	1118	274	222	958	72	342	88	254	88	104	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	1177	288	234	1008	76	360	93	267	93	109	231
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1340	598	289	1464	653	469	554	470	145	453	384
Arrive On Green	0.13	0.38	0.38	0.16	0.41	0.41	0.14	0.30	0.30	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	171	1177	288	234	1008	76	360	93	267	93	109	231
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.1	37.0	16.6	15.2	27.9	3.6	12.1	4.4	17.1	6.1	5.6	15.5
Cycle Q Clear(g_c), s	11.1	37.0	16.6	15.2	27.9	3.6	12.1	4.4	17.1	6.1	5.6	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1340	598	289	1464	653	469	554	470	145	453	384
V/C Ratio(X)	0.75	0.88	0.48	0.81	0.69	0.12	0.77	0.17	0.57	0.64	0.24	0.60
Avail Cap(c_a), veh/h	303	1407	627	349	1498	668	504	554	470	191	453	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	34.8	28.5	48.5	29.0	21.8	50.0	31.3	35.7	53.4	36.6	40.4
Incr Delay (d2), s/veh	7.3	6.5	0.6	11.4	1.3	0.1	6.6	0.7	4.9	4.7	1.3	6.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	16.4	6.2	7.5	11.5	1.3	5.6	2.1	7.0	2.8	2.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.8	41.3	29.1	59.9	30.3	21.9	56.7	31.9	40.7	58.1	37.9	47.2
LnGrp LOS	E	D	C	E	C	C	E	C	D	E	D	D
Approach Vol, veh/h		1636			1318			720			433	
Approach Delay, s/veh		40.9			35.1			47.5			47.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	38.1	21.9	47.7	18.8	31.5	17.8	51.9
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	10.9	24.1	21.5	45.5	15.5	19.5	18.4	48.6
Max Q Clear Time (g_c+I1), s	8.1	19.1	17.2	39.0	14.1	17.5	13.1	29.9
Green Ext Time (p_c), s	0.0	0.7	0.2	4.2	0.2	0.3	0.2	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	40.8
HCM 7th LOS	D

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 15 2050 With Prj AM - Cir Imp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1181	170	106	1016	88	202	76	76	83	89	208
Future Volume (veh/h)	201	1181	170	106	1016	88	202	76	76	83	89	208
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	1243	179	112	1069	93	213	80	80	87	94	219
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	1599	713	178	1385	618	359	487	413	148	449	380
Arrive On Green	0.16	0.45	0.45	0.10	0.39	0.39	0.10	0.26	0.26	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	212	1243	179	112	1069	93	213	80	80	87	94	219
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.6	27.8	6.6	5.7	24.6	3.6	5.5	3.1	3.7	4.4	3.8	11.4
Cycle Q Clear(g_c), s	10.6	27.8	6.6	5.7	24.6	3.6	5.5	3.1	3.7	4.4	3.8	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	1599	713	178	1385	618	359	487	413	148	449	380
V/C Ratio(X)	0.75	0.78	0.25	0.63	0.77	0.15	0.59	0.16	0.19	0.59	0.21	0.58
Avail Cap(c_a), veh/h	465	2217	989	294	1876	837	498	487	413	237	449	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	21.8	16.0	40.6	25.0	18.5	40.1	26.8	27.0	41.4	28.5	31.4
Incr Delay (d2), s/veh	3.9	1.2	0.2	3.7	1.4	0.1	1.6	0.7	1.0	3.7	1.1	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.6	2.2	2.6	9.7	1.2	2.4	1.5	1.4	2.0	1.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	23.0	16.2	44.2	26.4	18.7	41.7	27.5	28.0	45.1	29.6	37.6
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	D
Approach Vol, veh/h		1634			1274			373			400	
Approach Delay, s/veh		24.7			27.4			35.7			37.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	26.9	11.9	44.7	12.2	25.0	17.5	39.1
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	21.5	13.5	56.5	11.5	20.5	22.5	47.5
Max Q Clear Time (g_c+I1), s	6.4	5.7	7.7	29.8	7.5	13.4	12.6	26.6
Green Ext Time (p_c), s	0.1	0.5	0.1	10.4	0.2	0.7	0.4	7.5

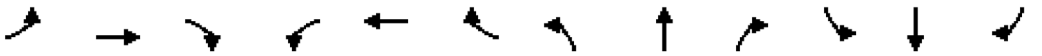
Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1317	118	209	1734	59	233
Future Volume (veh/h)	1317	118	209	1734	59	233
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1386	124	220	1825	62	245
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1911	170	275	2680	67	263
Arrive On Green	0.58	0.58	0.15	0.75	0.20	0.20
Sat Flow, veh/h	3394	294	1781	3647	326	1290
Grp Volume(v), veh/h	743	767	220	1825	308	0
Grp Sat Flow(s),veh/h/ln	1777	1817	1781	1777	1622	0
Q Serve(g_s), s	36.3	36.9	14.3	31.1	22.4	0.0
Cycle Q Clear(g_c), s	36.3	36.9	14.3	31.1	22.4	0.0
Prop In Lane		0.16	1.00		0.20	0.80
Lane Grp Cap(c), veh/h	1029	1052	275	2680	331	0
V/C Ratio(X)	0.72	0.73	0.80	0.68	0.93	0.00
Avail Cap(c_a), veh/h	1029	1052	334	2680	331	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.3	18.4	49.0	7.5	46.9	0.0
Incr Delay (d2), s/veh	4.4	4.4	10.9	1.4	34.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	15.2	7.0	9.2	12.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.7	22.8	59.9	8.9	81.4	0.0
LnGrp LOS	C	C	E	A	F	
Approach Vol, veh/h	1510			2045	308	
Approach Delay, s/veh	22.7			14.4	81.4	
Approach LOS	C			B	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	21.0	72.0				93.0	27.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	20.5	63.5				88.5	22.5
Max Q Clear Time (g_c+I1), s	16.3	38.9				33.1	24.4
Green Ext Time (p_c), s	0.2	11.2				23.0	0.0

Intersection Summary			
HCM 7th Control Delay, s/veh		23.0	
HCM 7th LOS		C	

5: Trumble Road & Ethanac Road
HCM 7th Signalized Intersection Summary 16 2050 With Prj PM - Cir Imp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1174	288	233	1006	76	359	92	267	92	109	228
Future Volume (veh/h)	169	1174	288	233	1006	76	359	92	267	92	109	228
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1236	303	245	1059	80	378	97	281	97	115	240
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1632	728	140	1446	645	453	520	441	140	422	358
Arrive On Green	0.13	0.46	0.46	0.08	0.41	0.41	0.13	0.28	0.28	0.08	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	178	1236	303	245	1059	80	378	97	281	97	115	240
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	9.2	27.5	12.2	7.5	24.0	3.0	10.2	3.8	14.8	5.1	4.8	13.2
Cycle Q Clear(g_c), s	9.2	27.5	12.2	7.5	24.0	3.0	10.2	3.8	14.8	5.1	4.8	13.2
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	234	1632	728	140	1446	645	453	520	441	140	422	358
V/C Ratio(X)	0.76	0.76	0.42	1.75	0.73	0.12	0.83	0.19	0.64	0.69	0.27	0.67
Avail Cap(c_a), veh/h	234	2555	1140	140	2369	1057	453	520	441	140	422	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	21.3	17.2	43.9	23.9	17.6	40.4	26.2	30.2	42.8	30.4	33.7
Incr Delay (d2), s/veh	13.7	0.7	0.4	363.9	0.7	0.1	12.6	0.8	6.9	13.5	1.6	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.3	4.1	17.3	9.3	1.0	5.1	1.8	6.1	2.7	2.3	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	22.1	17.6	407.7	24.6	17.7	52.9	27.0	37.0	56.3	32.0	43.3
LnGrp LOS	D	C	B	F	C	B	D	C	D	E	C	D
Approach Vol, veh/h		1717			1384			756			452	
Approach Delay, s/veh		24.6			92.0			43.7			43.2	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.0	10.0	46.3	15.0	24.0	15.0	41.3
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	5.5	24.5	5.5	66.5	10.5	19.5	10.5	61.5
Max Q Clear Time (g_c+I1), s	7.1	16.8	9.5	29.5	12.2	15.2	11.2	26.0
Green Ext Time (p_c), s	0.0	0.9	0.0	12.3	0.0	0.6	0.0	8.7

Intersection Summary	
HCM 7th Control Delay, s/veh	51.5
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1679	48	192	1419	75	161
Future Volume (veh/h)	1679	48	192	1419	75	161
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1767	51	202	1494	79	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2168	62	256	2769	93	200
Arrive On Green	0.61	0.61	0.14	0.78	0.18	0.18
Sat Flow, veh/h	3621	101	1781	3647	521	1115
Grp Volume(v), veh/h	887	931	202	1494	249	0
Grp Sat Flow(s),veh/h/ln	1777	1852	1781	1777	1644	0
Q Serve(g_s), s	46.1	46.8	13.1	19.2	17.6	0.0
Cycle Q Clear(g_c), s	46.1	46.8	13.1	19.2	17.6	0.0
Prop In Lane		0.05	1.00		0.32	0.68
Lane Grp Cap(c), veh/h	1092	1138	256	2769	294	0
V/C Ratio(X)	0.81	0.82	0.79	0.54	0.85	0.00
Avail Cap(c_a), veh/h	1092	1138	289	2769	294	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.8	17.9	49.6	5.0	47.6	0.0
Incr Delay (d2), s/veh	6.6	6.6	12.3	0.8	24.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	19.5	6.6	5.2	9.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.4	24.5	61.9	5.8	72.3	0.0
LnGrp LOS	C	C	E	A	E	
Approach Vol, veh/h	1818			1696	249	
Approach Delay, s/veh	24.4			12.5	72.3	
Approach LOS	C			B	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.7	76.3				96.0	24.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	17.5	69.5				91.5	19.5
Max Q Clear Time (g_c+I1), s	15.1	48.8				21.2	19.6
Green Ext Time (p_c), s	0.1	13.1				16.3	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh		22.2
HCM 7th LOS		C