WALNUT STREET AND HIGHLAND AVENUE RESIDENTIAL

TRAFFIC IMPACT ANALYSIS

OCTOBER 6, 2025

PREPARED FOR:

DIVERSIFIED PACIFIC COMMUNITIES
10624 Civic Center Drive
Rancho Cucamonga, California 91730

PREPARED BY:

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



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1.0 EXECUTIVE SUMMARY

The following Executive Summary includes a summary of the LOS analyses prepared for the proposed Walnut Street and Highland Avenue residential development project.

1.1 LOS Analysis Summary

The City's General Plan recommends a LOS standard of LOS C. Intersections which are forecast to operate at unsatisfactory conditions shall be identified as cumulatively deficient intersections. The intersections exceeding the City's LOS C standard are included below.

Existing Conditions

The following intersections are forecast to operate at deficient LOS under existing conditions:

- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

Opening Year (2026) Without Project Conditions

The following intersections are forecast to operate at deficient LOS under opening year (2026) without project conditions:

- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

Opening Year (2026) With Project Conditions

The following intersections are forecast to operate at deficient LOS under opening year (2026) with project conditions:

- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

Future Build-Out Year (2050) Without Project Conditions

The following intersections are forecast to operate at deficient LOS under future build-out year (2050) without project conditions:

- Beech Avenue and Walnut Street (p.m. peak hour).
- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

Future Build-Out Year (2050) With Project Conditions

The following intersections are forecast to operate at deficient LOS under future build-out year (2050) with project conditions:

- Beech Avenue and Walnut Street (p.m. peak hour).
- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

1.2 Circulation Improvements Summary

The City's General Plan recommends a LOS standard of LOS C. Circulation improvements have been recommended for intersections where the LOS standard is not met.

Opening Year (2026) With Project Conditions

The following circulation improvements have been recommended under opening year (2026) with project conditions:

- Knox Avenue and Highland Avenue: Install a traffic signal.
- Citrus Avenue and Highland Avenue: Optimize the signal timing.

Future Build-Out Year (2050) With Project Conditions

The following circulation improvements have been recommended under future build-out year (2050) with project conditions:

- Beech Avenue and Walnut Street: Install a traffic signal.
- Knox Avenue and Highland Avenue: Install a traffic signal. Add an eastbound and westbound through lane.
- Citrus Avenue and Highland Avenue: Optimize the signal timing and cycle length.

2.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the Traffic Impact Analysis (TIA) prepared for the proposed Walnut Street and Highland Avenue residential development project. The proposed project site is located on the southeast and southwest corners of Knox Avenue and Highland Avenue in the City of Fontana. The project proposes the construction of 169 multi-family dwelling units and 224 single-family dwelling units.

2.1 Purpose of Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Fontana *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, October 2020 (Guidelines) and the San Bernardino County Congestion Management Program (CMP), adopted November 3, 1993, and last revised in 2016. The San Bernardino County CMP is implemented by the San Bernardino County Transportation Authority (SBCTA, previously San Bernardino Associated Governments). The City has adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in the General Plan and apply to discretionary approvals of new land use and transportation projects.

The city guidelines require analysis of off-site intersections potentially affected by the project, which the City defines as intersections at which the project is forecast to add 50 or more peak hour trips (two-way). This report evaluates nine intersections and project driveways under five analysis scenarios. The analysis intersections were approved by the city during the scoping process and is included in Appendix A. In addition, this report also evaluates alternative modes of travel in the vicinity of the project.

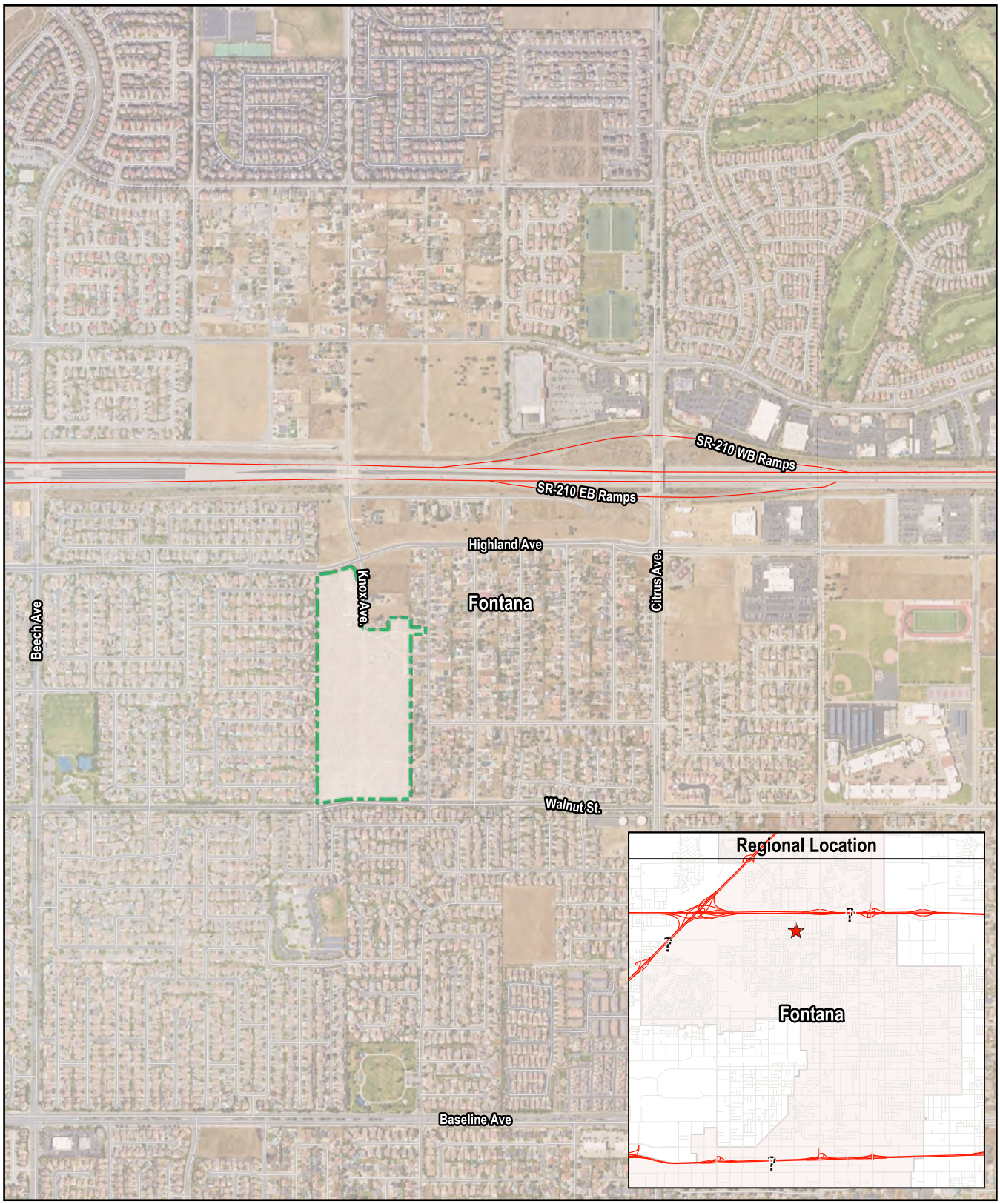
2.2 Project Location & Study Area

As stated earlier, the project is located on the southeast and southwest corners of Knox Avenue and Highland Avenue in the City of Fontana. Figure 1 shows the regional location of the project. Figure 2 illustrates the site plan of the proposed project.

Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following intersections for traffic operations:

1. Beech Avenue and Highland Avenue.
2. Beech Avenue and Walnut Street.
3. Tailwind Lane and Walnut Street.
4. Knox Avenue and Highland Avenue.
5. Knox Avenue and Walnut Street.
6. Citrus Avenue and SR-210 Westbound Ramps.
7. Citrus Avenue and SR-210 Eastbound Ramps.
8. Citrus Avenue and Highland Avenue.
9. Citrus Avenue and Walnut Street.

Figure 3 illustrates the study intersections included in the analysis.



Legend

Project Boundary

FIGURE 1

Walnut Street and Highland Avenue Residential
Regional Project Location

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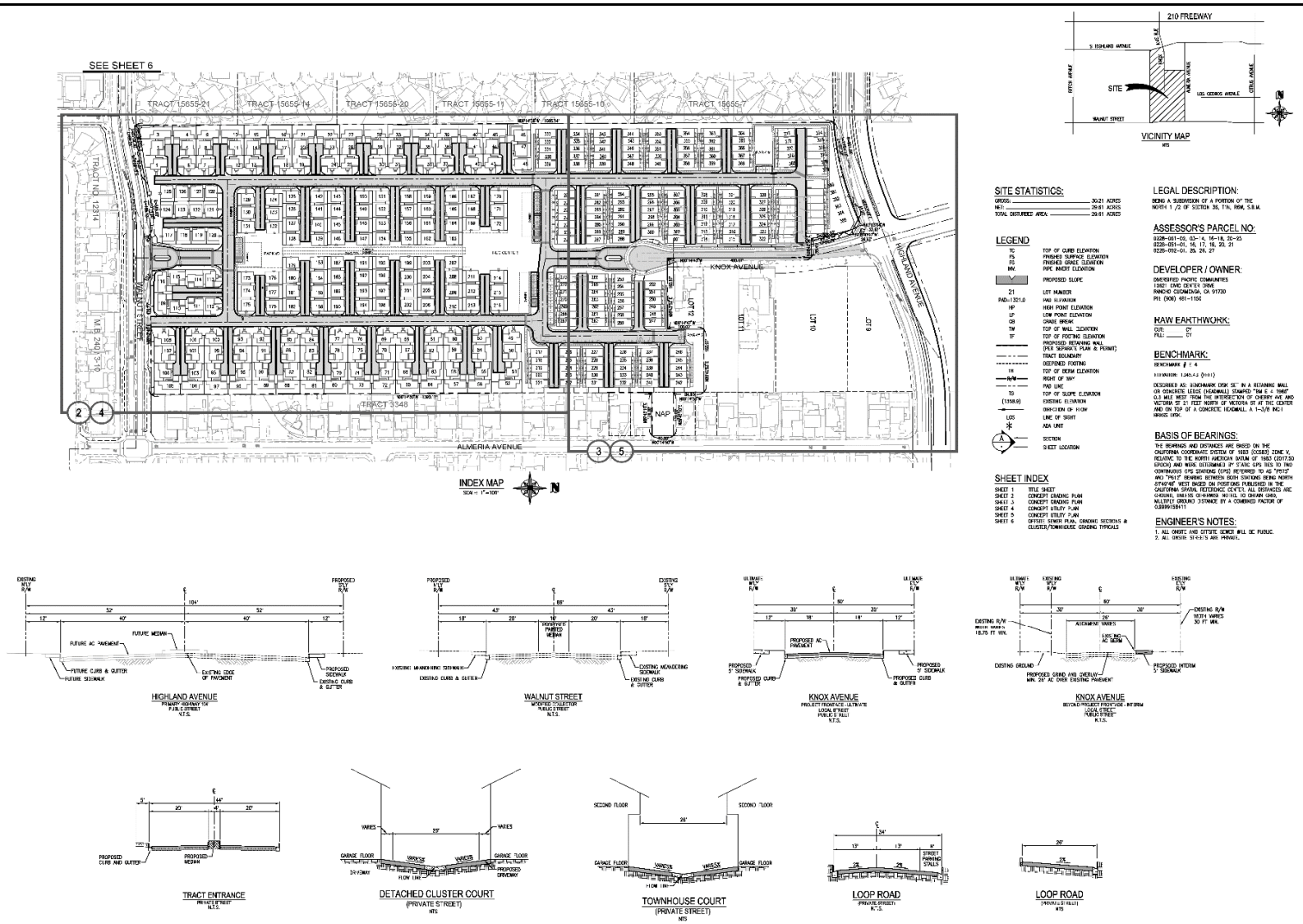
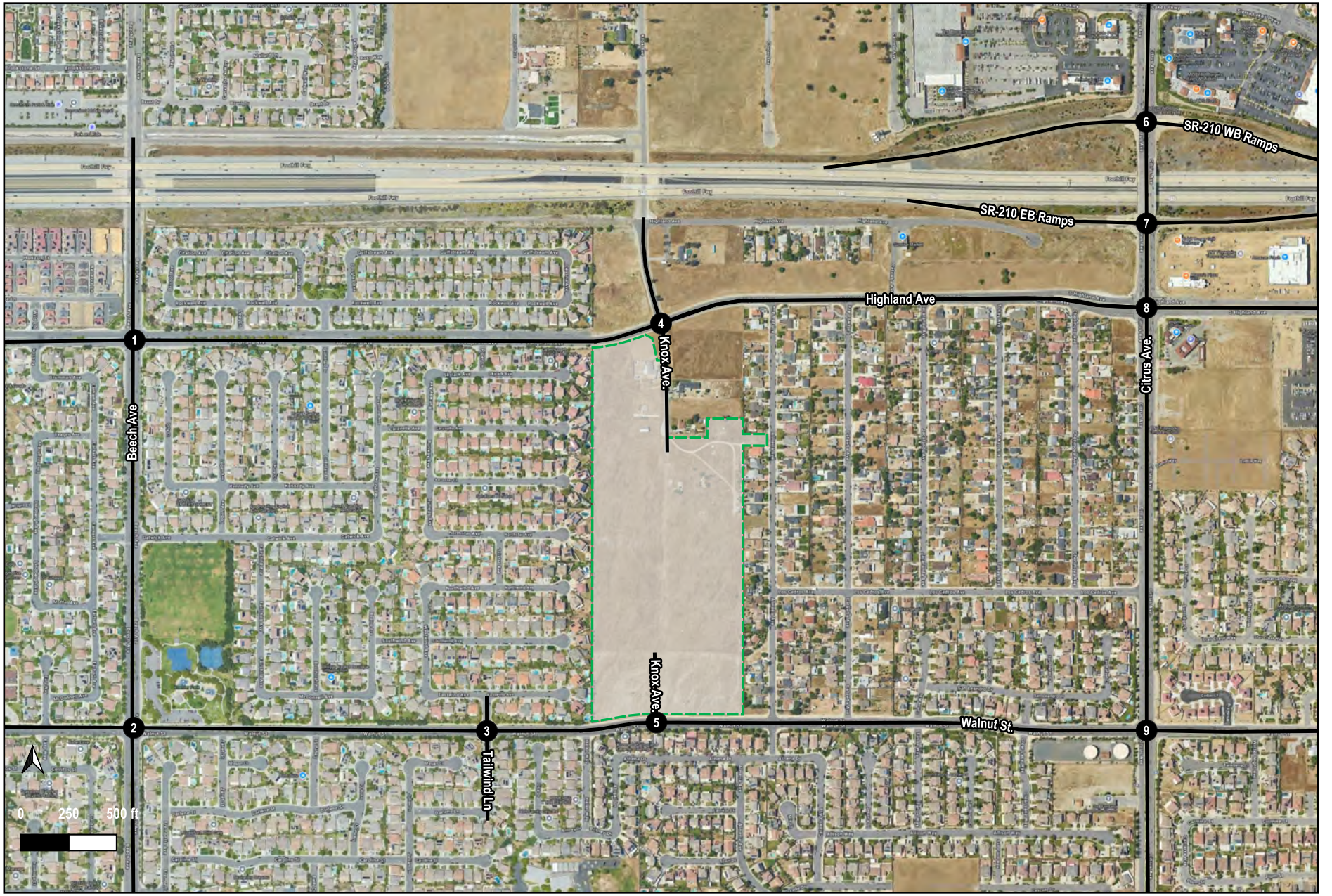


FIGURE 2

Walnut Street and Highland Avenue Residential
Site Plan

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P:\DP - Fontana Walnut Residential\Analysis\Figure 2 Site Plan (1/24/2025)



Legend

Project Boundary Study Area Intersections

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FIGURE 3

Walnut Street and South Highland Ave Residential
Study Area Intersections

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2.3 Analysis Scenarios

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

1. Existing Conditions (This scenario determines the current baseline).
2. Opening Year (2026) Without Project Conditions (This scenario is based on interpolating traffic volumes from SBTAM).
3. Opening Year (2026) With Project Conditions. This scenario adds the project to the opening year (2026) without project conditions).
4. Future Build-Out Year (2050) Without Project Conditions. (This scenario is based on SBTAM. The future year is 20 years from opening day (2026) rounded up to the nearest multiple of 5 (2050).
5. Future Build-Out Year (2050) With Project Conditions. (This scenario adds project traffic to the future build-out year (2050) without project conditions).

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

3.0 PROJECT DESCRIPTION

The project proposes the construction of 169 multi-family dwelling units and 224 single-family dwelling units. The project opening year is anticipated to be 2026. Access to the project will be provided via two driveways. Driveway 1 is located on Highland Avenue and is a full-access driveway. Driveway 2 is located on Walnut Street and is a full-access driveway.

3.1 Project Trip Generation

The trip generation for the proposed project was developed based on rates from the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). The rates included are Land Use 210 "Single-Family Detached Housing" and Land Use 220 "Multifamily Housing (Low Rise) Not Close to Transit". Table A shows the trip generation for the proposed project. As shown on Table A, the project is anticipated to generate 225 a.m. peak hour trips, 297 p.m. peak hour trips, and 3,251 daily trips.

3.2 Project Trip Distribution & Assignment

The project trip distribution is based on local and regional destinations and with discussion with City staff. The project trip generation was applied to the trip distribution patterns for the project to develop the trip assignment for project trips. Figure 4 shows the trip distribution and Figure 5 shows the resulting trip assignment.

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 Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 7th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized 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.

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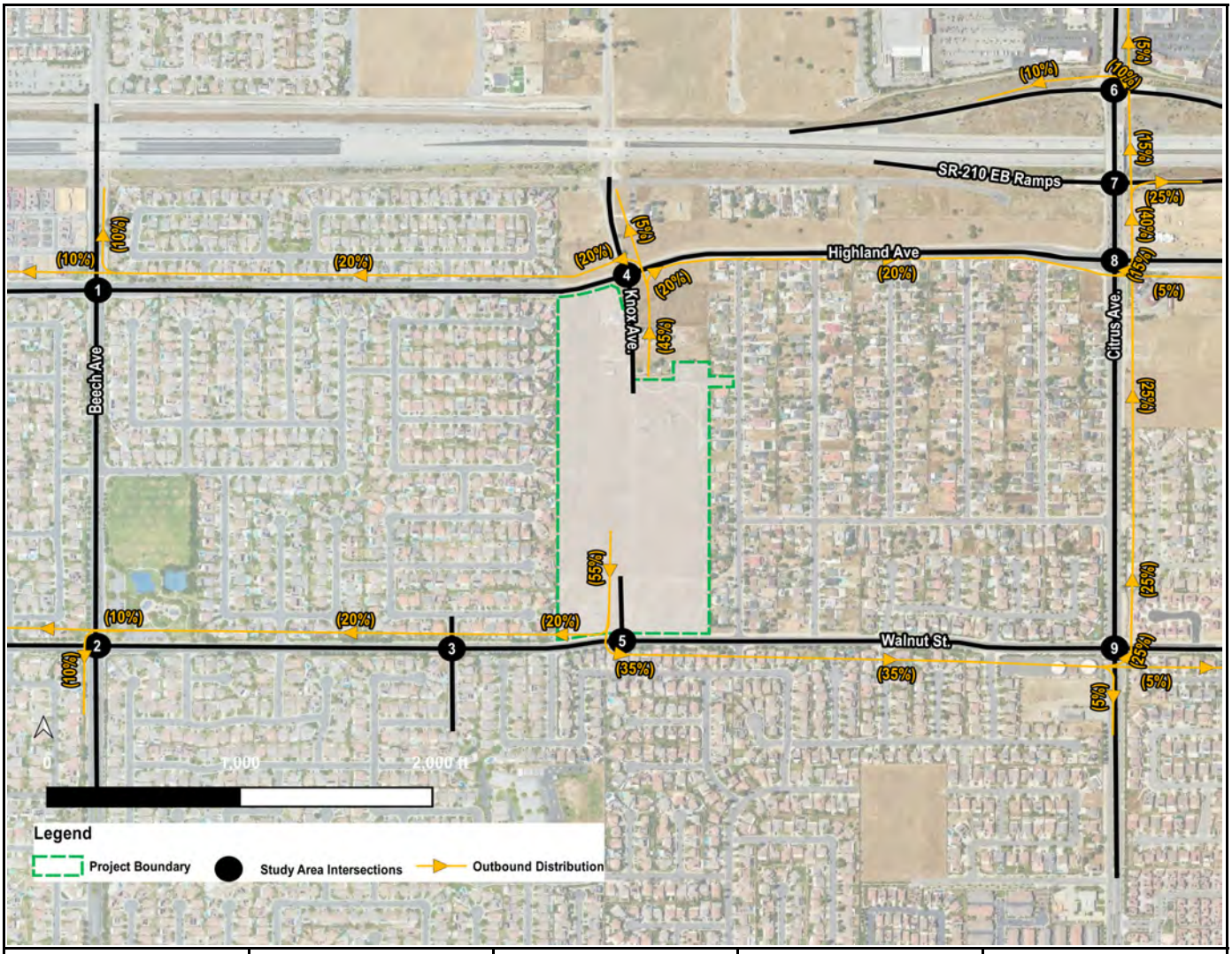
Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Multi-Family Housing								
Trip Generation Rates [1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	169 DU	16	52	68	54	32	86	1,139
Single-Family Residential								
Trip Generation Rates [2]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	224 DU	41	116	157	133	78	211	2,112
Total Trip Generation		57	168	225	187	110	297	3,251

Notes: DU = Dwelling Unit

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

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



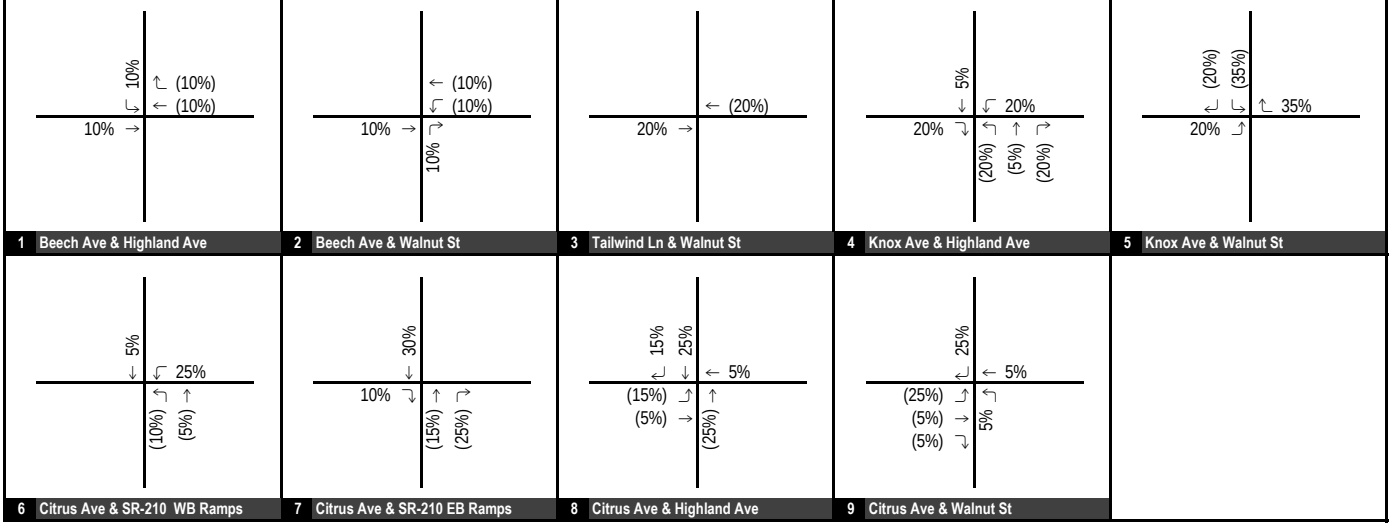


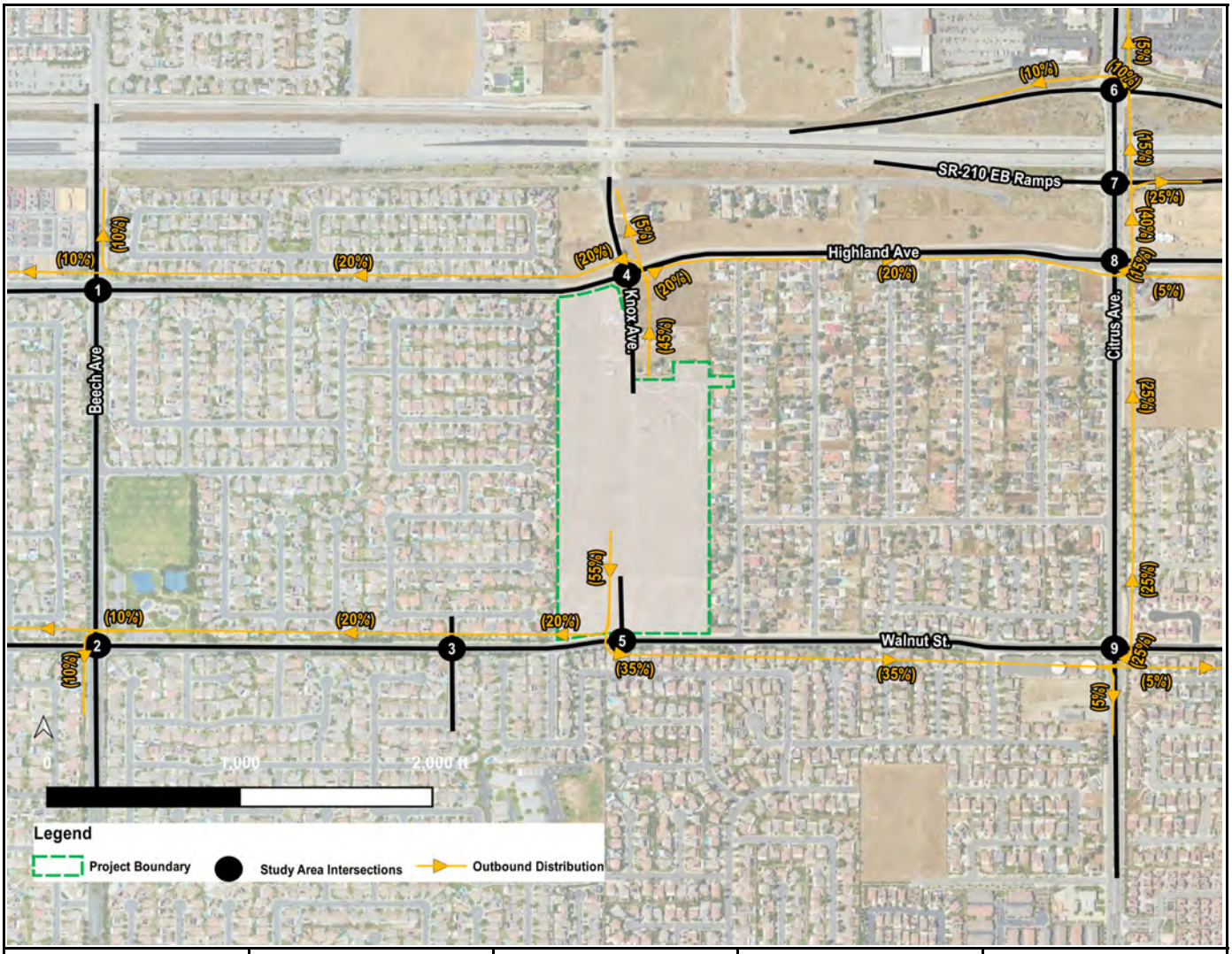
FIGURE 4

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

Walnut Street and Highland Avenue Residential
Project Trip Distribution

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 4 Project Trip Distribution (7/28/2025)



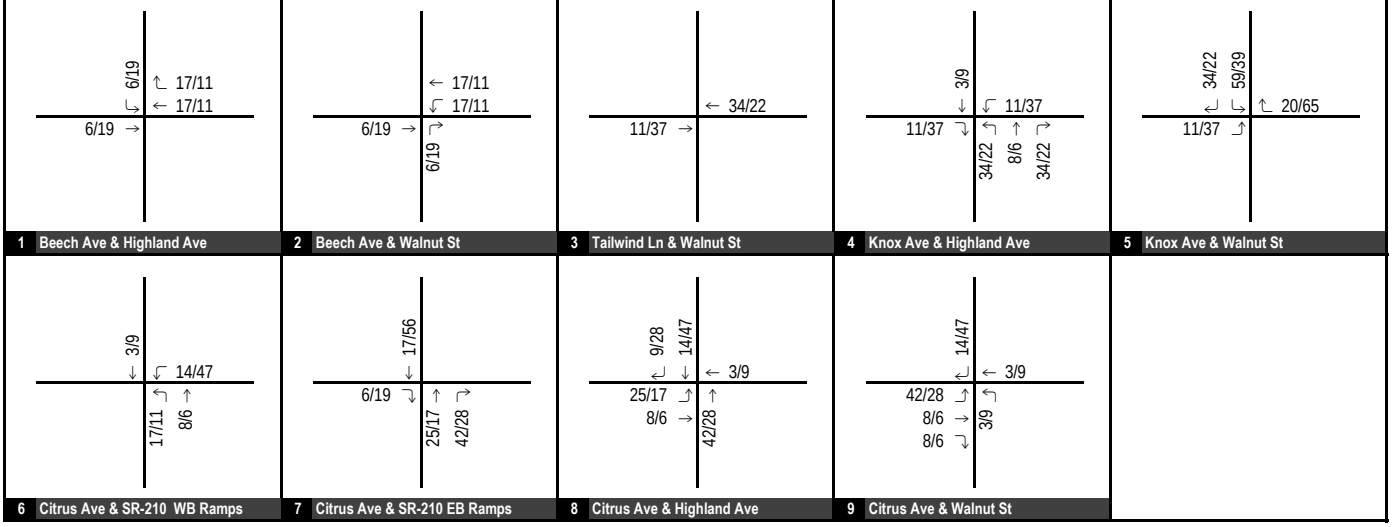


FIGURE 5

XX/YY AM/PM Peak Hour Project Trips

Walnut Street and Highland Avenue Residential
Project Trip Assignment

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 5 Project Trip Assignment (7/28/2025)

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Table B: Intersection LOS Criteria

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

4.2 Levels of Service Standards

The City of Fontana has established a LOS standard of LOS C as the minimum level of service standard for intersection operations. Therefore, study intersections which are forecast to operate at unsatisfactory conditions (i.e. at LOS worse than LOS C for city intersections) will be identified as cumulatively deficient intersections. Caltrans uses LOS D as the minimum level of service standard.

4.3 Determination of Effects

The determination of deficient intersections is based on a comparison of without and with project levels of service for each analysis year. An intersection effect occurs if project traffic increases the average delay at an intersection by more than the thresholds identified below:

- LOS A/B: > 10.0 Seconds.
- LOS C: > 8.0 Seconds.
- LOS D: > 5.0 Seconds.
- LOS E: > 3.0 Seconds.
- LOS F: > 1.0 Seconds.

The thresholds for LOS A, B, and C do not apply to projects consistent with the General Plan.

5.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff. This section discusses the volume development methodology used to forecast future traffic volumes.

5.1 Existing Traffic Volumes

Existing peak hour traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in May 2024. The counts are included in Appendix B. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle trucks), were conducted at all existing study area intersections. Consistent with the City guidelines, PCE volumes at these intersections were calculated using a PCE factor of 2.0 for 2-axle trucks, 2.5 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Detailed volume development worksheets are included in Appendix C. Existing signal timings were provided by the city at the intersection of Citrus Avenue and Highland Avenue and were used under existing, opening year, and future build-out year conditions.

5.2 Opening Year (2026) Without Project Traffic Volumes

Opening year (2026) without project peak hour traffic volumes were developed by interpolating traffic volumes based on the SBTAM. Detailed volume development worksheets are included in Appendix C.

5.3 Future Build-Out Year (2050) Without Project Traffic Volumes

Future build-out year (2050) without project traffic volumes were developed using the SBTAM. The base year for the traffic model is 2016 and the forecast year is 2040. The difference between the modeled 2016 and 2040 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 24-year period. This incremental growth in peak period approach and departure volumes were factored to develop the incremental change in peak hour volumes. The SBTAM 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 2016 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2024) and 2050. For this purpose, linear growth between 2016 and year 2040 was assumed. Since the increment between 2024 and 2050 is 26 years of the 24-year time span, a factor of 1.0833 (i.e., 26/24) was used. This forecast growth in approach and departure volumes was added to the 2024 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) 255: *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under 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 C.

5.4 With Project Traffic Volumes

Traffic volumes for opening year (2026) and future build-out year (2050) with project traffic volumes were developed by adding the project trip assignment to the corresponding without project peak hour traffic volumes. Detailed volume development worksheets are included in Appendix C.

6.0 EXISTING CONDITIONS

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

6.1 Existing Roadway Conditions

Regional access to the project site is provided by SR-210 to the northeast. Local access is provided by the following roadways:

- Beech Avenue is oriented in the north-south direction and is a four-lane roadway with a raised median. On-street parking is prohibited. The posted speed limit on Beech Avenue is 40 miles per hour. Beech Avenue is classified as a Primary Highway in the City's General Plan.
- Knox Avenue is oriented in the north-south direction and is a two-lane roadway. On-street parking is prohibited. The speed limit on Knox Avenue is 45 miles per hour. Knox Avenue is classified as a Primary Highway from Sierra Lakes Parkway and Highland Avenue in the City's General Plan.
- Citrus Avenue is oriented in the north-south direction and is a four-lane roadway with a raised median. On-street parking is prohibited. The posted speed limit on Citrus Avenue is 45 miles per hour. Citrus Avenue is classified as a Primary Highway in the City's General Plan.
- Highland Avenue is oriented in the east-west direction and is a four-lane roadway west of Piper Lane and a two-lane roadway from Knox Avenue to Citrus Avenue. On-street parking is prohibited. The posted speed limit on Highland Avenue is 45 miles per hour. Highland Avenue is classified as a Primary Highway in the City's General Plan.
- Walnut Street is oriented in the east-west direction and is a two-lane roadway. On-street parking is prohibited. The posted speed limit on Walnut Street is 35 miles per hour. Walnut Street is classified as a Collector Street in the City's General Plan.

The City's hierarchy of streets is illustrated in Figure 6.

6.2 Existing Transit Service

Public transportation services within the City of Fontana and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Fontana is provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- Route 10 provides service near the project site. Route 10 serves San Bernardino and Fontana via Baseline Avenue and Citrus Avenue. Near the study area, Route 10 travels along Walnut Street and Citrus Avenue. Route 10 operates at 60-minute headways Monday through Sunday. Major stops include the San Bernardino Transit Center and the Fontana Metrolink Transit Center.
- Route 367 provides service near the project site. Route 367 serves Fontana and Chaffey College Rancho Cucamonga via Baseline Avenue. Near the study area, Route 367 travels along Walnut Street and Citrus Avenue. Route 367 operates at 60-minute headways Monday through Friday. Major stops include Chaffey College and the Fontana Metrolink Transit Center.

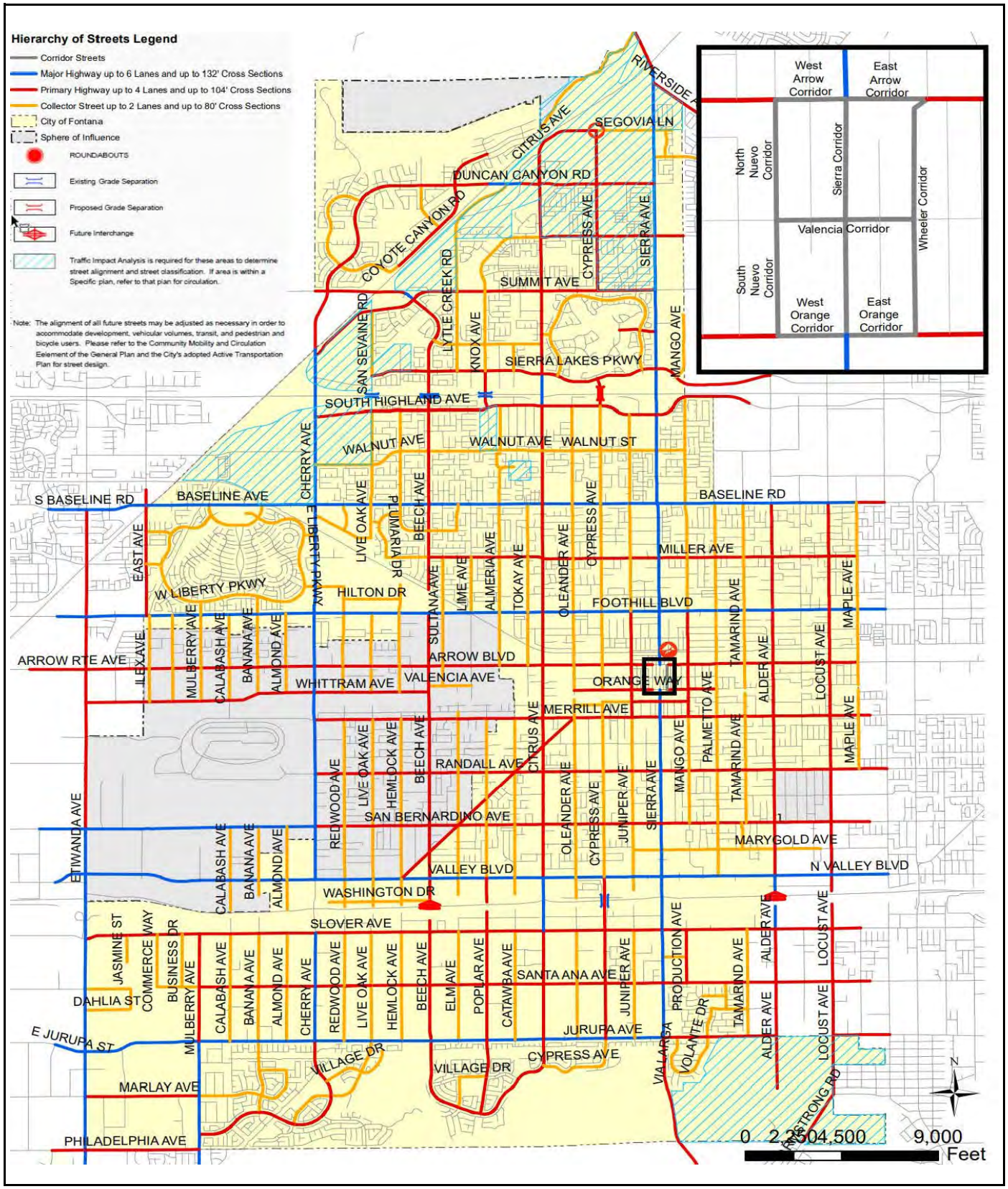


FIGURE 6
Walnut Street and Highland Avenue Residential
City of Fontana Hierarchy of Streets

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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 San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Fontana Station is the nearest Metrolink station to the project site and is approximately 3 miles from the project area. Figure 7 illustrates the transit lines within the project area.

6.3 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- Class I (Shared-Use Paths) A Class I bikeway is a shared-use path that allows for two-way off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- Class II (Bicycle Lanes) A Class II bikeway is a bicycle lane that is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. Bicycle lanes are always located on both sides of the road (except one-way streets) and allow bicyclists to ride in the same direction as adjacent motor vehicle traffic.
- Class III (Bike Routes) Class III bikeways generally employ bikeway signage, and may also use pavement markings, to guide bicyclists to popular destinations on low-volume, bike-friendly roadways.

Figure 8 illustrates the existing bike lanes within the project area. As shown in Figure 8, there are existing bike lanes on Highland Avenue west of the project area. In addition, there are existing bike lanes on Walnut Street. Figure 9 illustrates the existing pedestrian facilities near the project. As illustrated in Figure 9, there are existing sidewalks on Highland Avenue and Walnut Street.

6.4 Existing Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 10 shows the existing lane geometrics and stop controls at the study intersections. Existing traffic volumes at study intersections are shown in Figure 11. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area intersections are summarized in Table C. Level of service calculation worksheets are contained in Appendix D. As shown in Table C, all study area intersections are currently operating at satisfactory levels of service, with the exception of the following:

- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

7.0 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.

7.1 Opening Year (2026) Roadway Conditions

Opening year roadway conditions are assumed to be the same as those under existing conditions.

7.2 Opening Year (2026) Transit Service

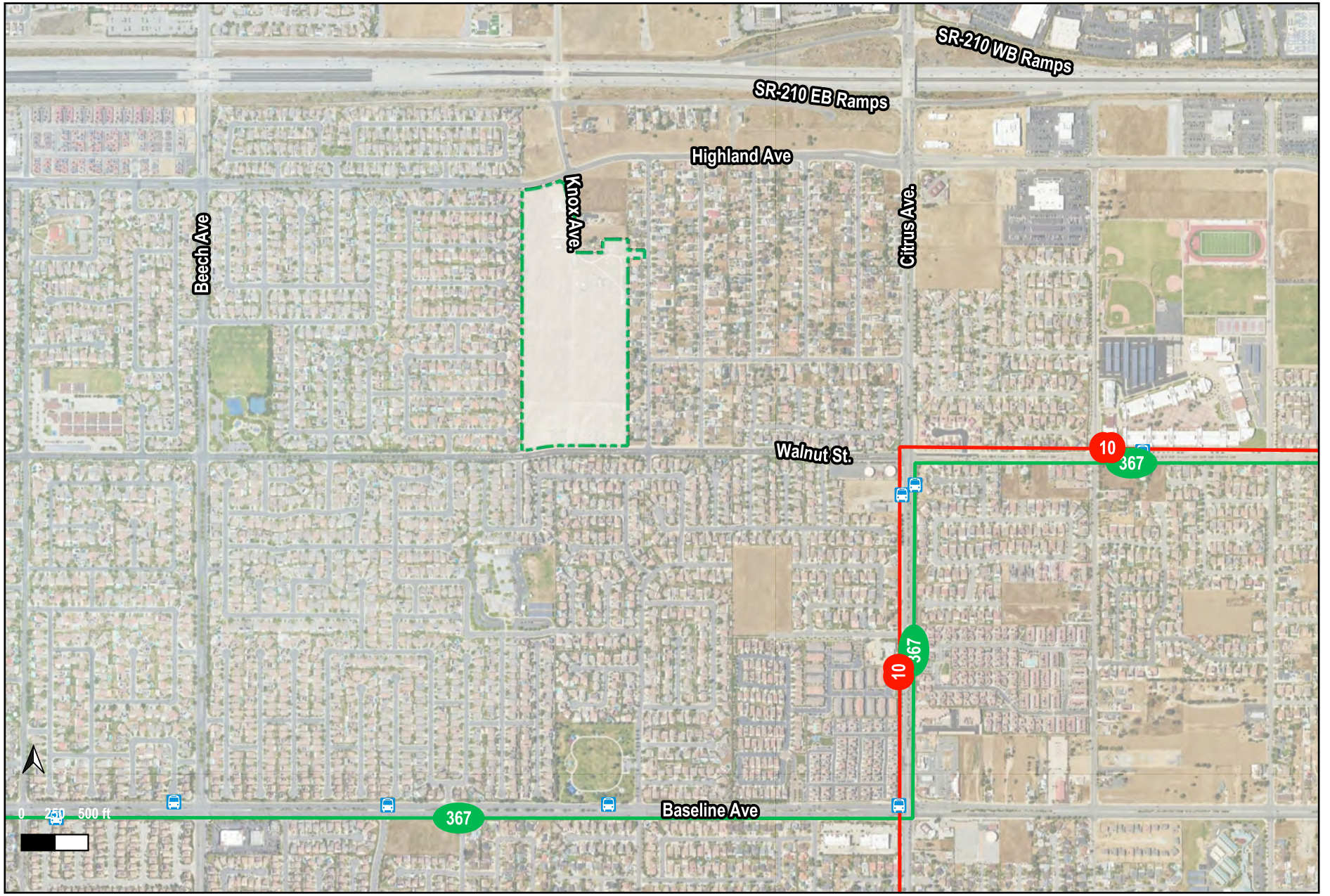
Transit service under opening year conditions is anticipated to remain the same as under existing conditions.

7.3 Opening Year (2026) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year conditions are anticipated to remain the same as under existing conditions. Figure 12 illustrates the proposed bike lanes throughout the city. As shown in Figure 12, there are no proposed bike lanes with the project study area.

7.4 Opening Year (2026) Without Project Levels of Service

An intersection level of service analysis was conducted for opening year (2026) without project conditions to determine circulation system performance. Opening year (2026) without project traffic volumes at study intersections are shown in



Legend

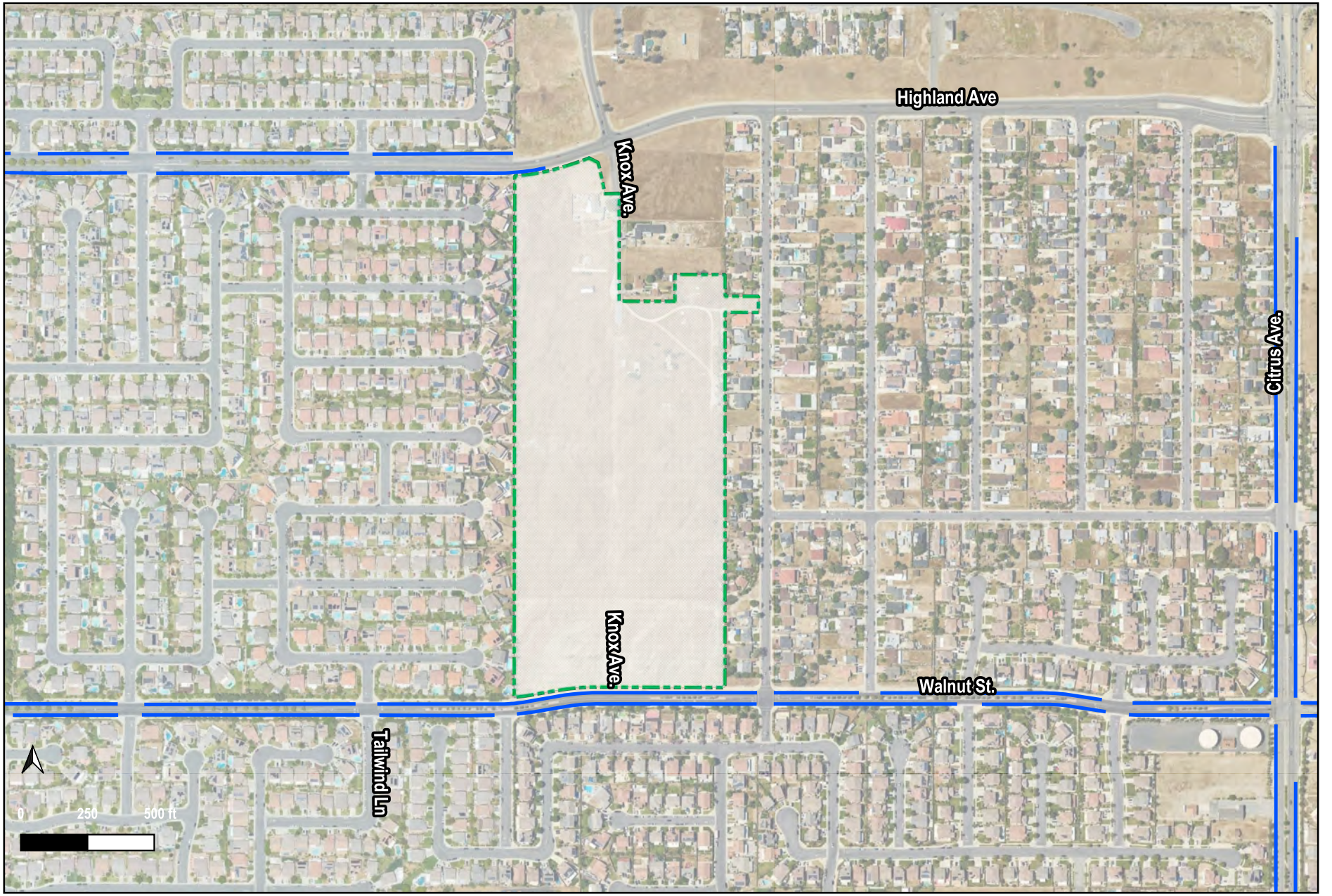
Project Boundary — Route 10 — Route 367

FIGURE 7

Walnut Street and Highland Ave Residential Transit Routes

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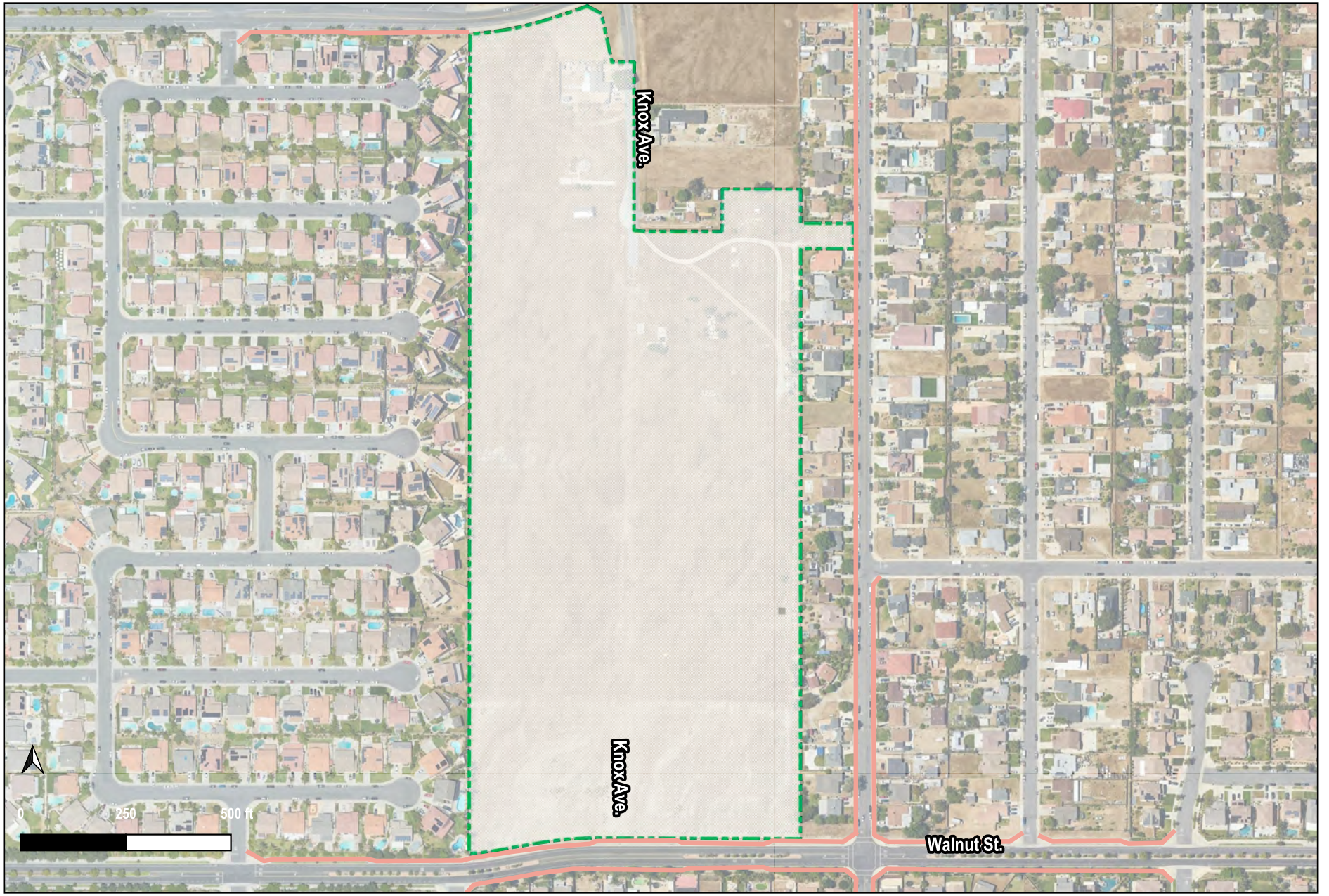
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Project Boundary Existing Bike Lanes

FIGURE 8
Walnut Street and Highland Ave Residential
Existing Bike Lanes

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Legend

Project Boundary Sidewalks

FIGURE 9

Walnut Street and Highland Avene Residential

Existing Pedestrian Facilities

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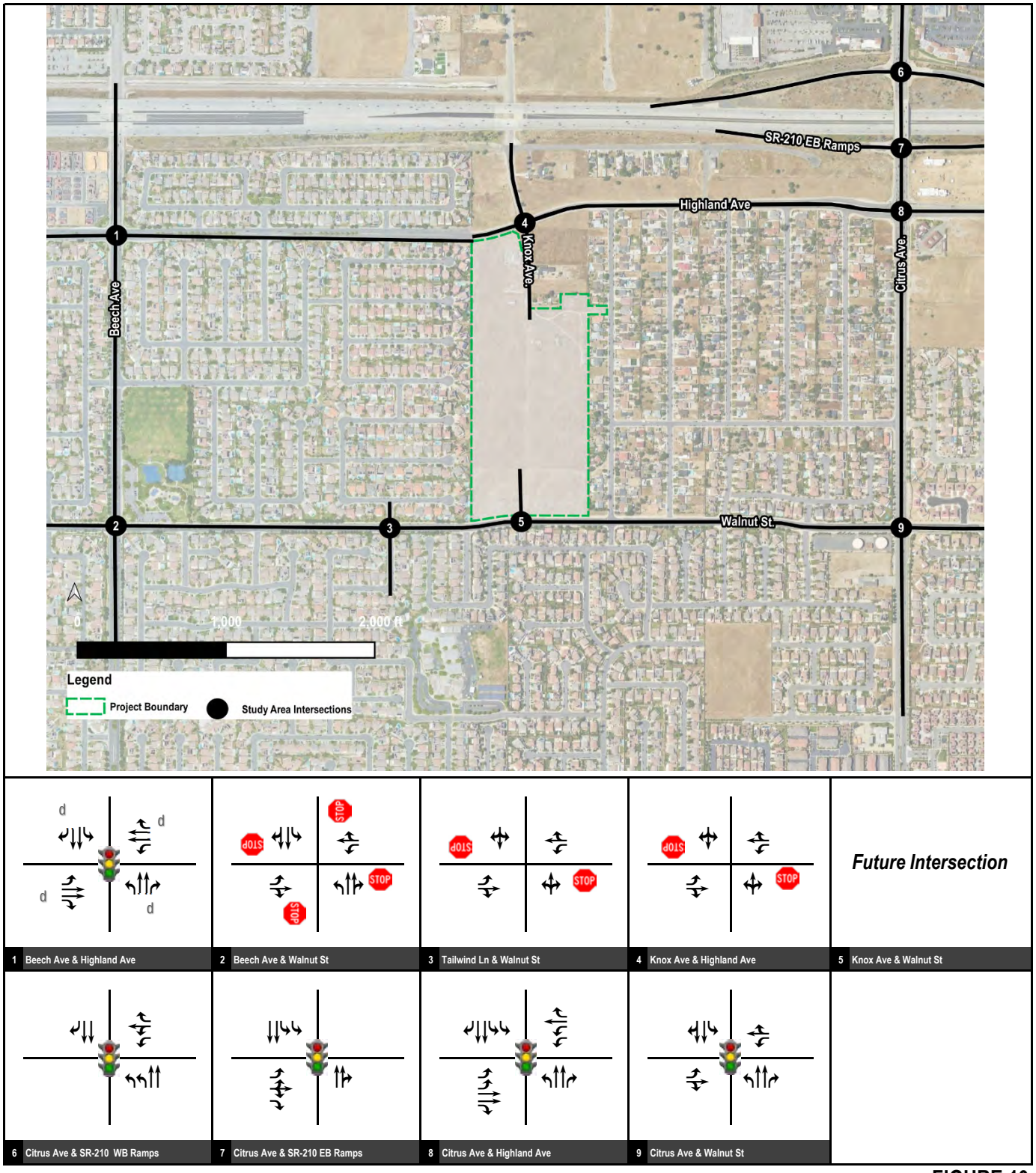


FIGURE 10

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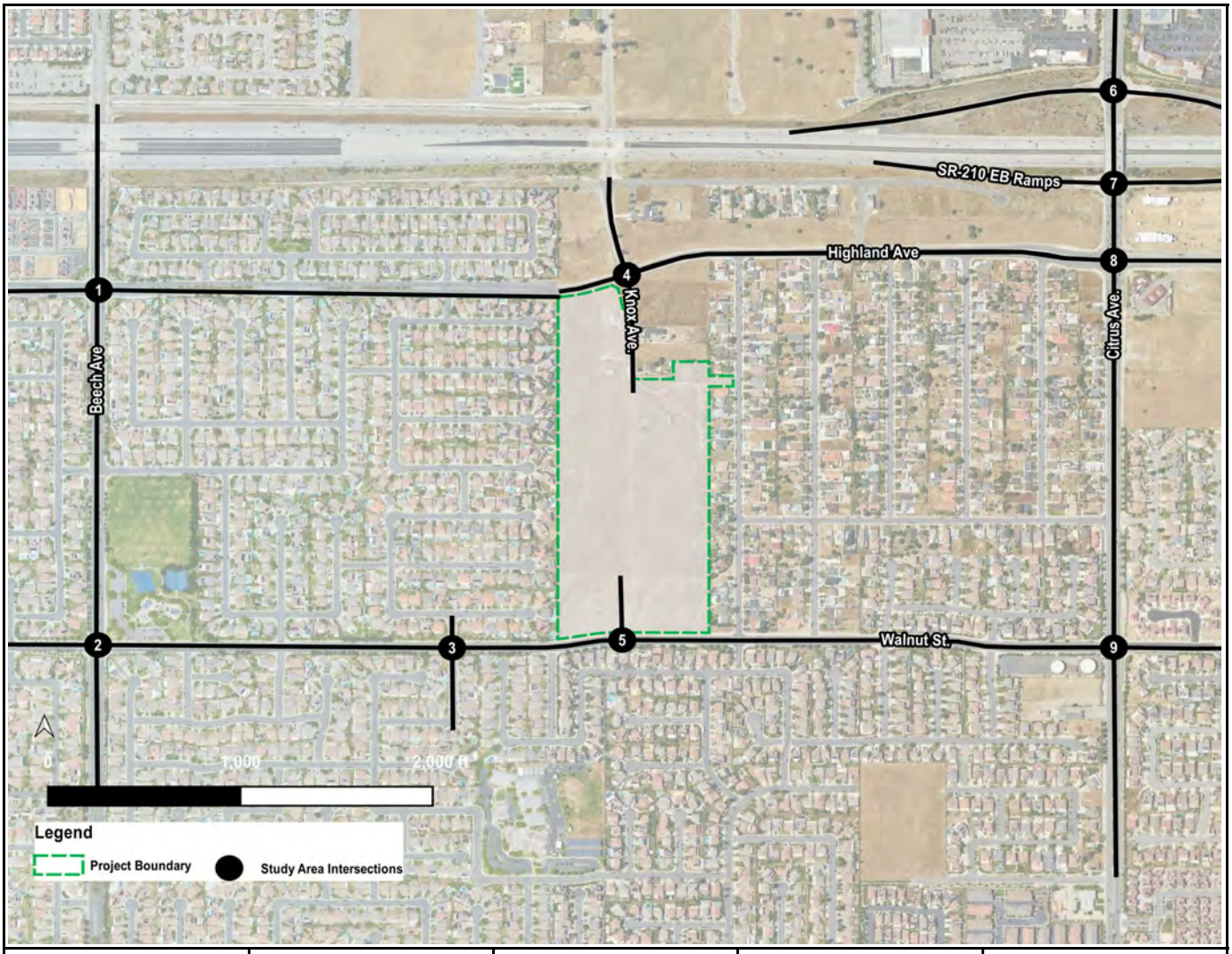
Signal d de-facto right

STOP Stop Sign

Walnut Street and Highland Avenue Residential
Existing Intersection Geometrics and Stop Control

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P:\DP - Fontana Walnut Residential\Analysis v3\Figure 10 Existing Intersection Geometrics and Stop Control 9/30/2025



126/70 ↲ 415/395 ↓ 49/105 ↳ 109/72 ⤷ 184/308 → 0/3 ⤶ 44/24 ⤺ ↑ ⤻ 555/370 73/77 ↰ 72/59 ← 203/138 ↖ 89/87	9/21 ↲ 332/382 ↓ 18/57 ↳ 43/44 ⤷ 32/80 → 15/23 ⤶ 20/19 ⤺ ↑ ⤻ 383/413 7/39 ↰ 44/43 ← 49/37 ↖ 31/17	14/22 ↲ 1/0 ↓ 12/6 ↳ 7/22 ⤷ 61/137 → 9/14 ⤶ 41/9 ⤺ ↑ ⤻ 1/1 157/22 ↰ 6/19 ← 107/81 ↖ 55/23	70/81 ↲ 199/98 ↳ 44/81 ⤷ 250/387 → 2/0 ⤶ 2/0 ⤺ ⤻ 4/1 ↰ 302/112 ← 209/224 ↖ 0/2	***Future Intersection***
1 Beech Ave & Highland Ave	**2** Beech Ave & Walnut St	**3** Tailwind Ln & Walnut St	**4** Knox Ave & Highland Ave	**5** Knox Ave & Walnut St
287/350 ↲ 755/687 ↓ 273/376 ⤺ ↑ 769/1068 ↰ 311/357 ← 7/4 ↖ 381/361	839/844 ↓ 297/204 ↳ 287/421 ⤷ 3/2 → 398/321 ⤶ 755/1023 ↑ ⤻ 467/367	128/168 ↲ 802/772 ↓ 307/226 ↳ 231/163 ⤷ 292/245 → 93/43 ⤶ 111/58 ⤺ ↑ ⤻ 705/870 83/81 ↰ 286/357 ← 248/170 ↖ 83/109	110/67 ↲ 822/704 ↓ 57/58 ↳ 89/50 ⤷ 104/69 → 36/16 ⤶ 44/39 ⤺ ↑ ⤻ 720/865 141/61 ↰ 86/37 ← 132/52 ↖ 61/7	
6 Citrus Ave & SR-210 WB Ramps	**7** Citrus Ave & SR-210 EB Ramps	**8** Citrus Ave & Highland Ave	**9** Citrus Ave & Walnut St	

FIGURE 11

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Walnut Street and Highland Avenue Residential
Existing Peak Hour Traffic Volumes

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 11 Existing Peak Hour Traffic Volumes (7/28/2025)

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Table C: Existing Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project				
				AM Peak Hour			PM Peak Hour	
				Delay	LOS		Delay	LOS	
1: Beech Ave & Highland Ave	C	Fontana	Signal	26.2	C		31.0	C	
2: Beech Ave & Walnut St	C	Fontana	AWSC	14.3	B		14.4	B	
3: Tailwind Ln & Walnut St	C	Fontana	AWSC	9.1	A		8.3	A	
4: Knox Ave & Highland Ave	C	Fontana	TWSC	41.9	E	*	25.5	D	*
5: Walnut St & Knox Ave	C	Fontana	TWSC	*Future Intersection*					
6: Citrus Ave & SR-210 WB Ramps	C	Caltrans	Signal	18.9	B		20.8	C	
7: Citrus Ave & SR-210 EB Ramps	C	Caltrans	Signal	14.6	B		13.4	B	
[1] 8: Citrus Ave & Highland Ave	C	Fontana	Signal	40.2	D	*	38.6	D	*
9: Citrus Ave & Walnut St	C	Fontana	Signal	16.0	B		18.3	B	

* Exceeds LOS Standard

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

LOS = Level of Service

[1] The signal timings for this intersection are based on data provided by the City from the *Peer Review of Traffic Oerations Analysis Report for the Reconfigure Citrus Avenue at Stata Route 210* by Iteris (November 7, 2024).

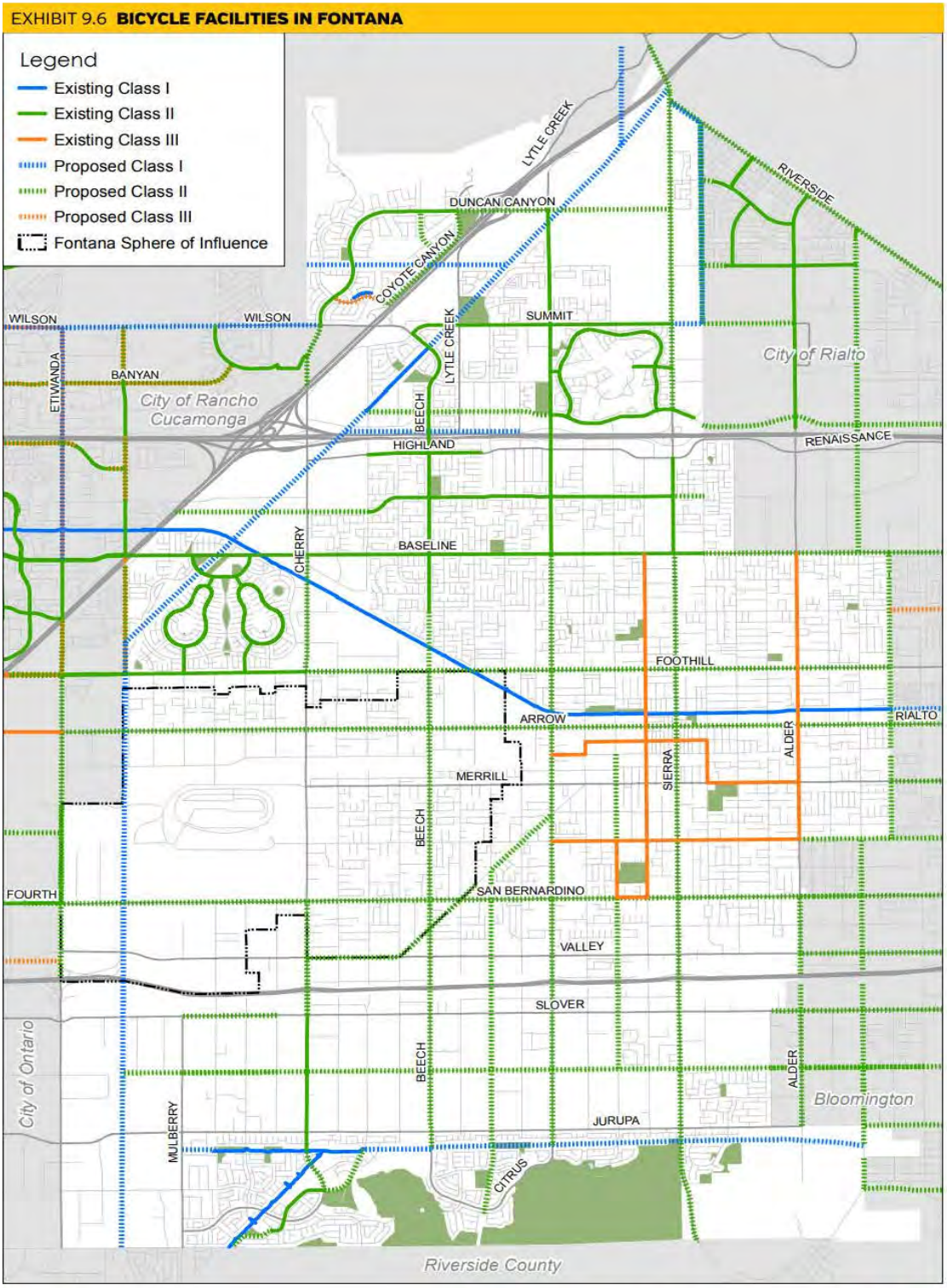


FIGURE 12
Walnut Street and Highland Avenue Residential
Proposed Bike Lanes

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Figure 13. Detailed volume development worksheets are included in Appendix C. Opening year (2026) without project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix D. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service, with the exception of the following:

- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

7.5 Opening Year (2026) With Project Levels of Service

An intersection level of service analysis was conducted for opening year (2026) with project conditions to determine circulation system performance. Opening year (2026) with project geometrics and stop controls at study intersections are shown in Figure 14. Opening year (2026) with project traffic volumes at study intersections are shown in Figure 15. Detailed volume development worksheets are included in Appendix C. Opening year (2026) with project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix D. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service, with the exception of the following:

- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

8.0 FUTURE BUILD-OUT YEAR (2050) CONDITIONS

This section discusses future build-out year (2050) transportation conditions in the study area.

8.1 Future Build-Out Year (2050) Roadway Conditions

Future build-out year (2050) roadway conditions are assumed to be the same as those under opening year conditions.

8.2 Future Build-Out Year (2050) Transit Service

Transit service under future build-out year (2050) conditions is anticipated to remain the same as under opening year conditions.

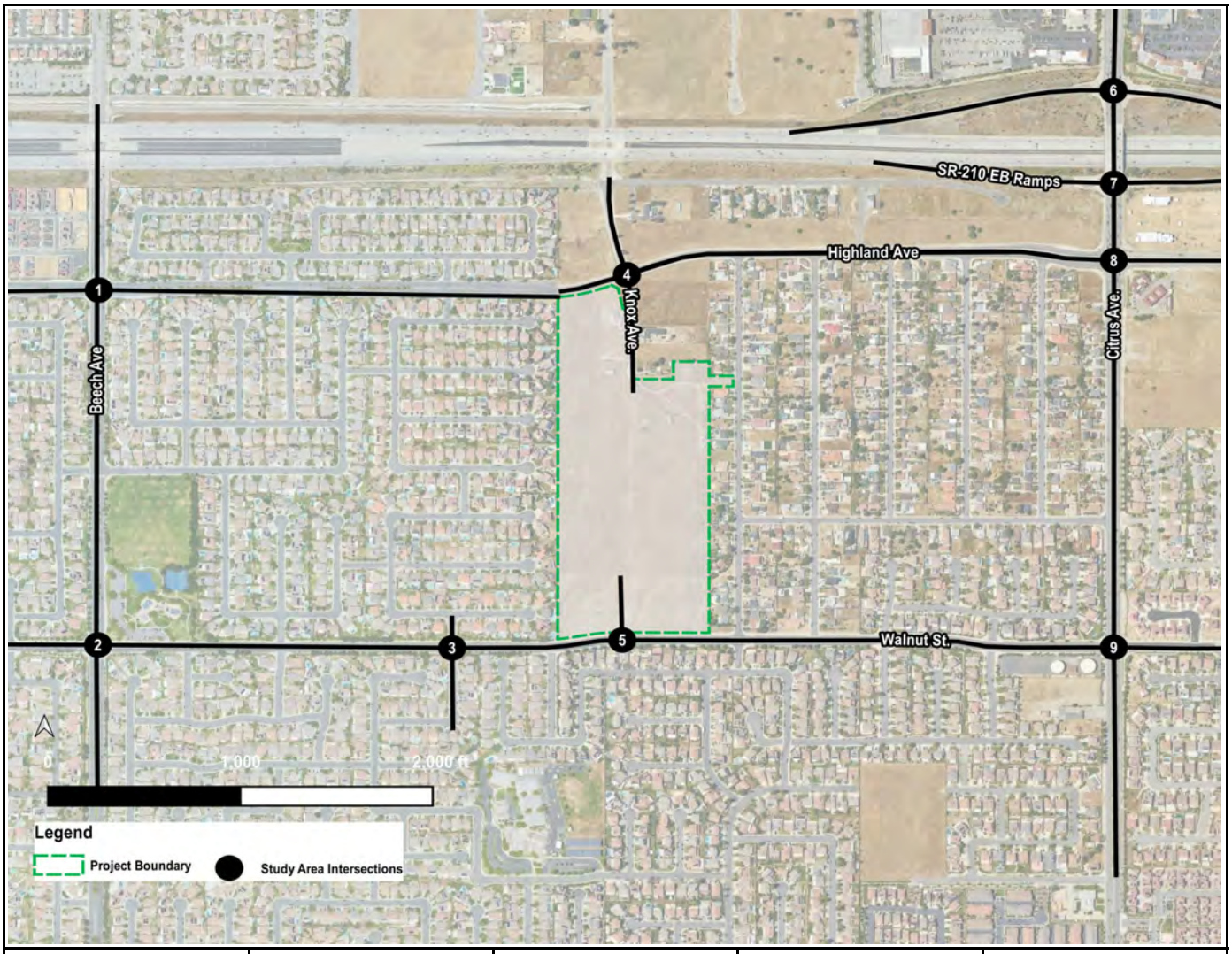
8.3 Future Build-Out Year (2050) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under future build-out year (2050) conditions are anticipated to remain the same as under opening year conditions.

8.4 Future Build-Out Year (2050) Without Project Levels of Service

An intersection level of service analysis was conducted for future build-out year (2050) without project conditions to determine circulation system performance. Future build-out year (2050) without project traffic volumes at study intersections are shown in Figure 16. Detailed volume development worksheets are included in Appendix C. Future build-out year (2050) without project levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix D. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Beech Avenue and Walnut Street (p.m. peak hour).
- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).



137/73 428/400 55/110 ↱ 75/63 ← 211/145 ↰ 89/88 112/79 ⤵ 44/25 ↑ ↱ 74/79 192/333 → 557/387 1/3 ⤶	12/21 347/389 20/58 ↱ 44/44 ← 52/37 ↰ 31/17 44/45 ⤵ 22/19 ↑ ↱ 7/40 32/81 → 387/434 15/23 ⤶	14/22 1/0 12/6 ↱ 6/19 ← 110/82 ↰ 55/23 7/22 ⤵ ↑ ↱ 62/139 → 41/9 1/1 9/14 ⤶ 157/22	72/81 212/103 ↱ 305/122 ← 219/236 ↰ 0/2 44/83 ⤵ ↰ ↱ 266/416 → 2/0 4/1 2/0 ⤶	***Future Intersection***
1 Beech Ave & Highland Ave	**2** Beech Ave & Walnut St	**3** Tailwind Ln & Walnut St	**4** Knox Ave & Highland Ave	**5** Knox Ave & Walnut St
301/353 782/693 ↱ 320/366 ← 7/4 ↰ 387/364 ⤵ ↑ 274/377 773/1089 ⤶	862/852 307/205 288/427 ⤵ ↑ ↱ 3/2 → 759/1039 468/372 405/327 ⤶	128/170 822/775 317/235 ↱ 288/370 ← 260/186 ↰ 90/115 231/166 ⤵ ↰ ↑ ↱ 314/273 → 112/61 708/876 86/88 99/44 ⤶	114/68 852/707 59/58 ↱ 86/37 ← 132/52 ↰ 61/7 89/52 ⤵ ↰ ↑ ↱ 104/71 → 44/41 723/883 142/61 36/17 ⤶	
6 Citrus Ave & SR-210 WB Ramps	**7** Citrus Ave & SR-210 EB Ramps	**8** Citrus Ave & Highland Ave	**9** Citrus Ave & Walnut St	

FIGURE 13

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Walnut Street and Highland Avenue Residential
Opening Year (2026) Without Project Peak Hour Traffic Volumes

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 13 Opening Year (2026) Without Project Peak Hour Traffic Volumes (7/28/2025)

Table D: Opening Year (2026) Without and With Project Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project AM Peak Hour Delay	Without Project AM Peak Hour LOS	Without Project PM Peak Hour Delay	Without Project PM Peak Hour LOS	With Project AM Peak Hour Delay	With Project AM Peak Hour LOS	With Project PM Peak Hour Delay	With Project PM Peak Hour LOS	Change In Delay AM Peak Hour	Change In Delay PM Peak Hour	Exceed City Significant Impact Threshold?
1: Beech Ave & Highland Ave	C	Fontana	Signal	26.5	C	31.4	C	27.2	C	31.9	C	0.7	0.5	No
2: Beech Ave & Walnut St	C	Fontana	AWSC	14.8	B	15.0	B	15.6	C	16.0	C	0.8	1.0	No
3: Tailwind Ln & Walnut St	C	Fontana	AWSC	9.1	A	8.3	A	9.4	A	8.8	A	0.3	0.5	No
4: Knox Ave & Highland Ave	C	Fontana	TWSC	54.4	F *	30.2	D *	83.5	F *	50.3	F *	29.1	20.1	**Yes**
5: Walnut St & Knox Ave	C	Fontana	TWSC	***Future Intersection***				11.8	B	11.2	B	-	-	-
6: Citrus Ave & SR-210 WB Ramps	C	Caltrans	Signal	19.0	B	20.9	C	19.3	B	21.1	C	0.3	0.2	-
7: Citrus Ave & SR-210 EB Ramps	C	Caltrans	Signal	14.6	B	13.4	B	14.4	B	13.4	B	-0.2	0.0	-
[1] 8: Citrus Ave & Highland Ave	C	Fontana	Signal	40.5	D *	39.7	D *	40.9	D *	39.8	D *	0.4	0.1	No
9: Citrus Ave & Walnut St	C	Fontana	Signal	16.1	B	18.4	B	17.9	B	19.7	B	1.8	1.3	No

* Exceeds LOS Standard

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

LOS = Level of Service

[1] The signal timings for this intersection are based on data provided by the City from the *Peer Review of Traffic Oerations Analysis Report for the Reconfigure Citrus Avenue at State Route 210* by Iteris (November 7, 2024).

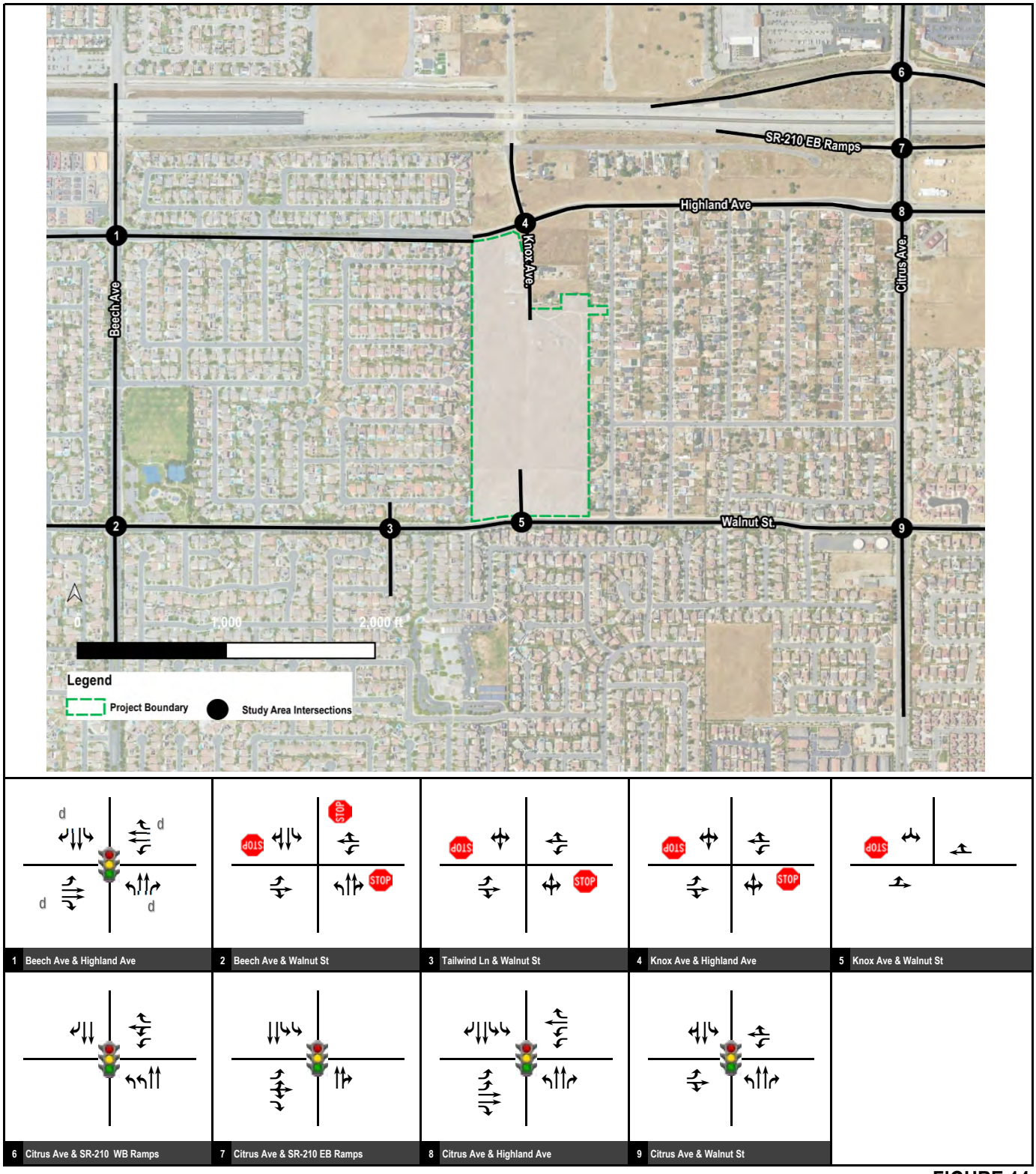


FIGURE 14

Legend

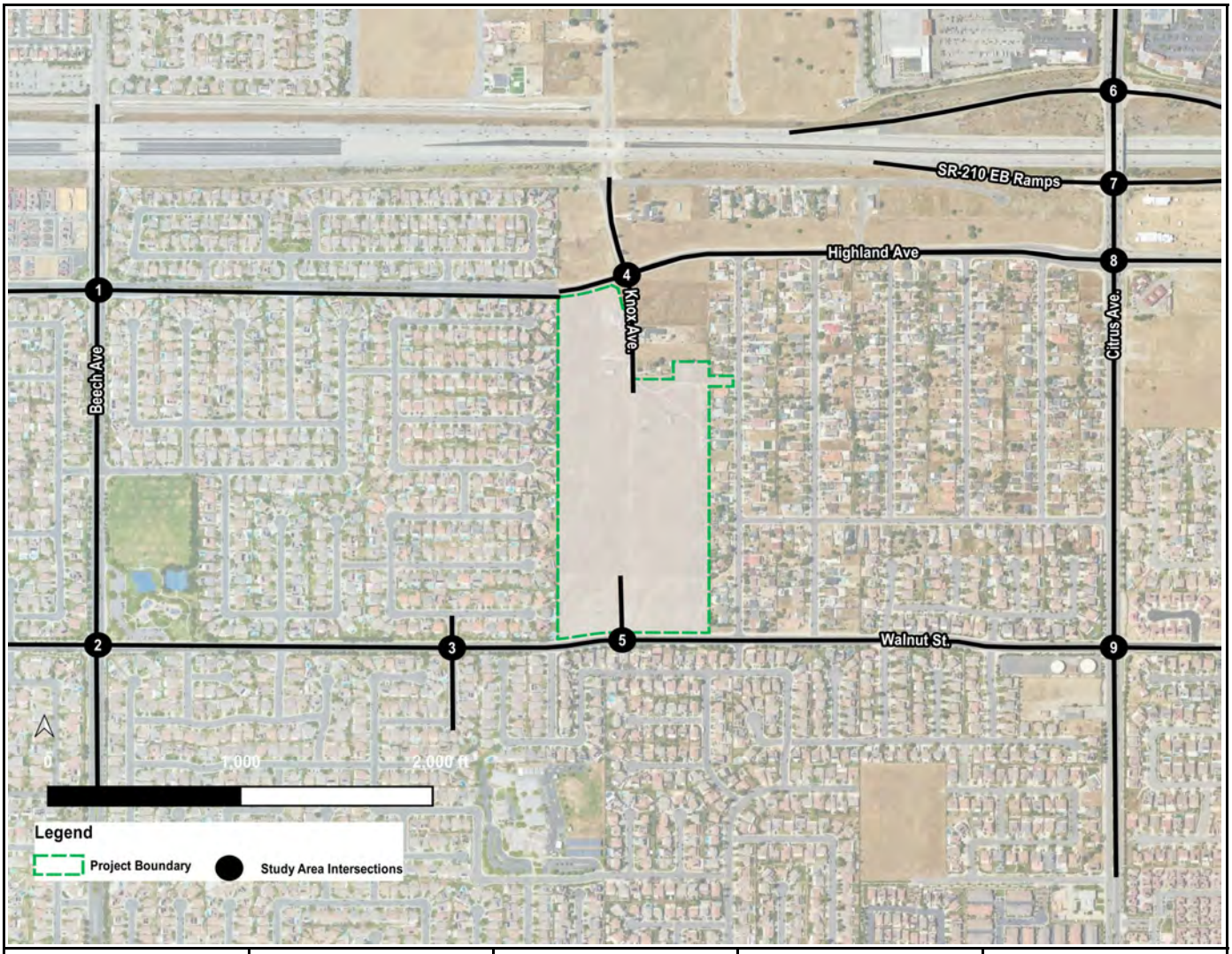
Signal d de-facto right

STOP Stop Sign

Walnut Street and Highland Avenue Residential
Opening Year (2026) With Project Intersection Geometrics and Stop Control

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P:\DP - Fontana Walnut Residential\Analysis v3\Figure 14 Opening Year (2026) With Project Intersection Geometrics and Stop Control 9/30/2025



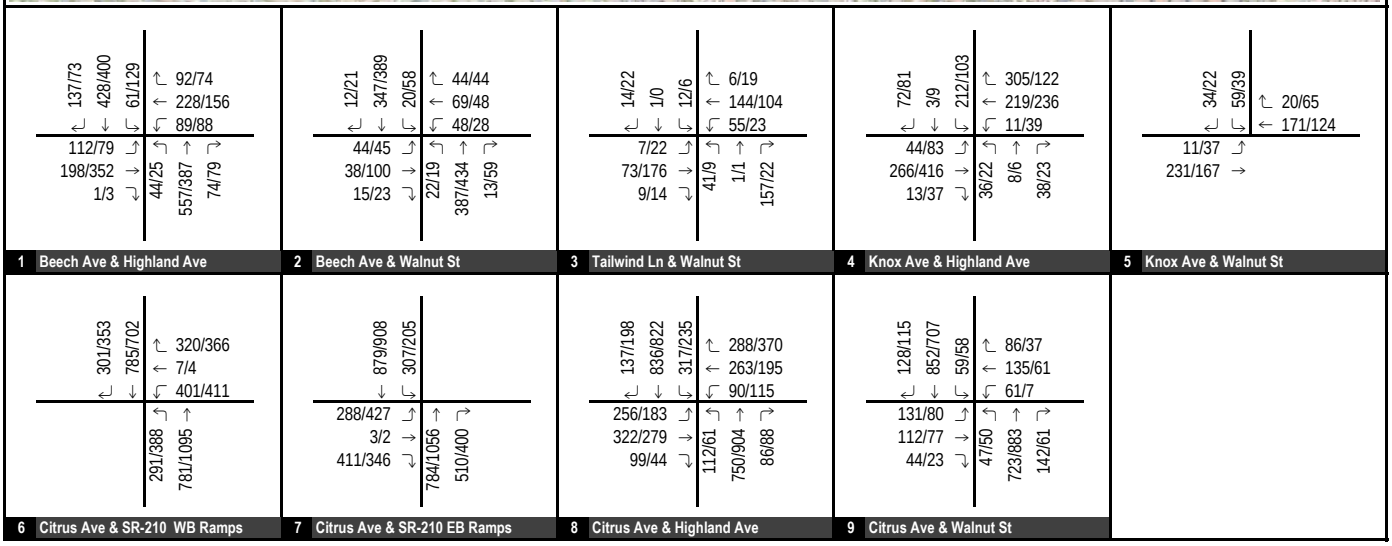


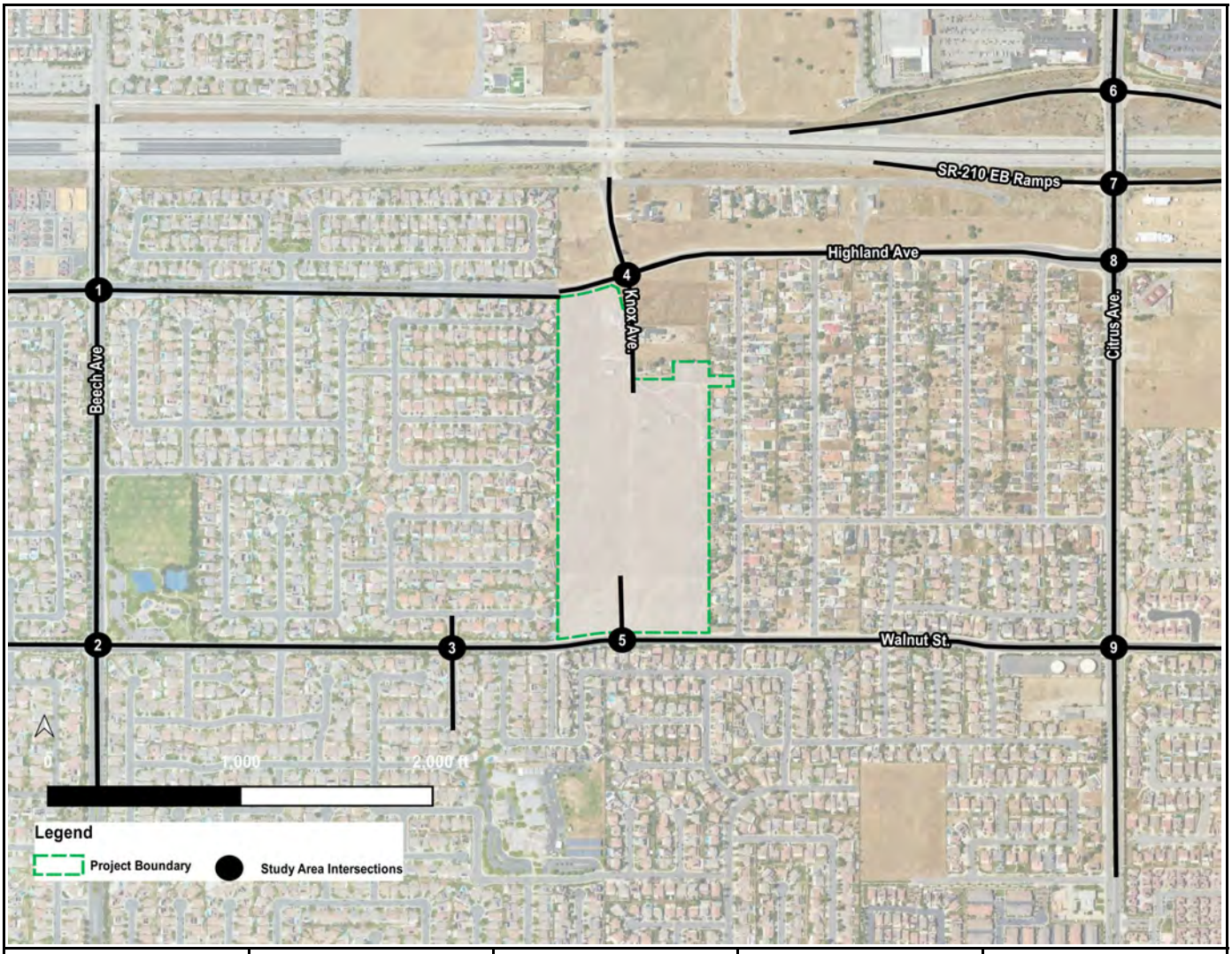
FIGURE 15

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Walnut Street and Highland Avenue Residential
Opening Year (2026) With Project Peak Hour Traffic Volumes

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 15 Opening Year (2026) With Project Peak Hour Traffic Volumes (7/28/2025)



271/115 ↲ 584/456 ↓ 125/173 ↳ 112/109 ↱ 310/225 ← 89/99 ↰ 146/169 ↳ 286/633 → 12/4 ↲ 45/34 ↰ ↑ ↱ 580/596 ↑ 88/108 ↱	44/24 ↲ 521/470 ↓ 38/68 ↳ 44/56 ↱ 93/39 ← 33/18 ↰ 51/63 ↳ 34/90 → 16/27 ↲ 43/24 ↰ ↑ ↱ 431/686 ↑ 7/50 ↱	14/22 ↲ 1/0 ↓ 12/6 ↳ 6/19 ↱ 141/93 ← 55/23 ↰ 7/22 ↳ 80/169 → 9/14 ↲ 41/9 ↰ ↑ ↱ 1/1 ↑ 157/22 ↱	100/85 ↲ 368/158 ↳ 340/236 ↱ 335/377 ← 0/2 ↰ 44/102 ↳ 461/759 → 2/0 ↲ 2/0 ↰ ↱ 4/1 ↱	***Future Intersection***
1 Beech Ave & Highland Ave	**2** Beech Ave & Walnut St	**3** Tailwind Ln & Walnut St	**4** Knox Ave & Highland Ave	**5** Knox Ave & Walnut St
470/384 ↲ 1102/761 ↓ 424/477 ↱ 10/4 ← 463/400 ↰ 292/389 ↰ ↑ 820/1340 ↑	1141/947 ↓ 424/214 ↳ 301/496 ↳ 3/2 → 491/396 ↲ 811/1233 ↑ 478/436 ↱	133/192 ↲ 1062/811 ↓ 437/341 ↳ 316/523 ↱ 401/384 ← 170/183 ↰ 232/198 ↳ 584/605 → 174/60 ↲ 125/97 ↰ ↑ ↱ 740/948 ↑ 128/178 ↱	156/86 ↲ 1211/747 ↓ 77/61 ↳ 86/39 ↱ 133/57 ← 64/7 ↰ 91/77 ↳ 109/90 → 38/24 ↲ 46/59 ↰ ↑ ↱ 756/1100 ↑ 148/66 ↱	
6 Citrus Ave & SR-210 WB Ramps	**7** Citrus Ave & SR-210 EB Ramps	**8** Citrus Ave & Highland Ave	**9** Citrus Ave & Walnut St	

FIGURE 16

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Walnut Street and Highland Avenue Residential
Future Build-out Year (2050) Without Project Peak Hour Traffic Volumes

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 16 Future Build-out Year (2050) Without Project Peak Hour Traffic Volumes (7/28/2025)

Table E: Future Build-out Year (2050) Without and With Project Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project AM Peak Hour Delay	Without Project AM Peak Hour LOS	Without Project PM Peak Hour Delay	Without Project PM Peak Hour LOS	With Project AM Peak Hour Delay	With Project AM Peak Hour LOS	With Project PM Peak Hour Delay	With Project PM Peak Hour LOS	Change In Delay AM Peak Hour	Change In Delay PM Peak Hour	Exceed City Significant Impact Threshold?
1: Beech Ave & Highland Ave	C	Fontana	Signal	29.7	C	34.3	C	30.2	C	34.6	C	0.5	0.3	No
2: Beech Ave & Walnut St	C	Fontana	AWSC	19.0	C	36.7	E *	20.3	C	41.4	E *	1.3	4.7	**Yes**
3: Tailwind Ln & Walnut St	C	Fontana	AWSC	8.9	A	8.5	A	9.2	A	8.9	A	0.3	0.4	No
4: Knox Ave & Highland Ave	C	Fontana	TWSC	>100	F *	>100	F *	>100	F *	>100	F *	197.6	405.0	**Yes**
5: Walnut St & Knox Ave	C	Fontana	TWSC	*Future Intersection*				12.1	B	11.4	B	-	-	-
6: Citrus Ave & SR-210 WB Ramps	C	Caltrans	Signal	22.1	C	21.6	C	22.4	C	21.7	C	0.3	0.1	-
7: Citrus Ave & SR-210 EB Ramps	C	Caltrans	Signal	15.5	B	13.7	B	15.4	B	18.2	B	-0.1	4.5	-
[1] 8: Citrus Ave & Highland Ave	C	Fontana	Signal	48.3	D *	60.7	E *	40.9	D *	60.8	E *	-7.4	0.1	No
9: Citrus Ave & Walnut St	C	Fontana	Signal	18.3	B	19.2	B	20.7	C	20.4	C	2.4	1.2	No

* Exceeds LOS Standard

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

LOS = Level of Service

The signal timings for this intersection are based on data provided by the City from the *Peer Review of Traffic Oerations Analysis Report for the Reconfigure Citrus Avenue at State Route 210* by Iteris (November 7, 2024).

8.5 Future Build-Out Year (2050) With Project Levels of Service

An intersection level of service analysis was conducted for future build-out year (2050) with project conditions to determine circulation system performance. Future build-out year (2050) with project traffic volumes at study intersections are shown in Figure 17. Detailed volume development worksheets are included in Appendix C. Future build-out year (2050) with project levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix D. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Beech Avenue and Walnut Street (p.m. peak hour).
- Knox Avenue and Highland Avenue (a.m. and p.m. peak hours).
- Citrus Avenue and Highland Avenue (a.m. and p.m. peak hours).

9.0 CIRCULATION IMPROVEMENTS

Consistent with the City's guidelines, circulation improvements have been recommended for every analysis location where the LOS standard is not met. In addition, only feasible circulation improvements have been recommended. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

9.1 Opening Year (2026) With Project Circulation Improvements

Under opening year (2026) with project conditions, the following circulation improvements are recommended:

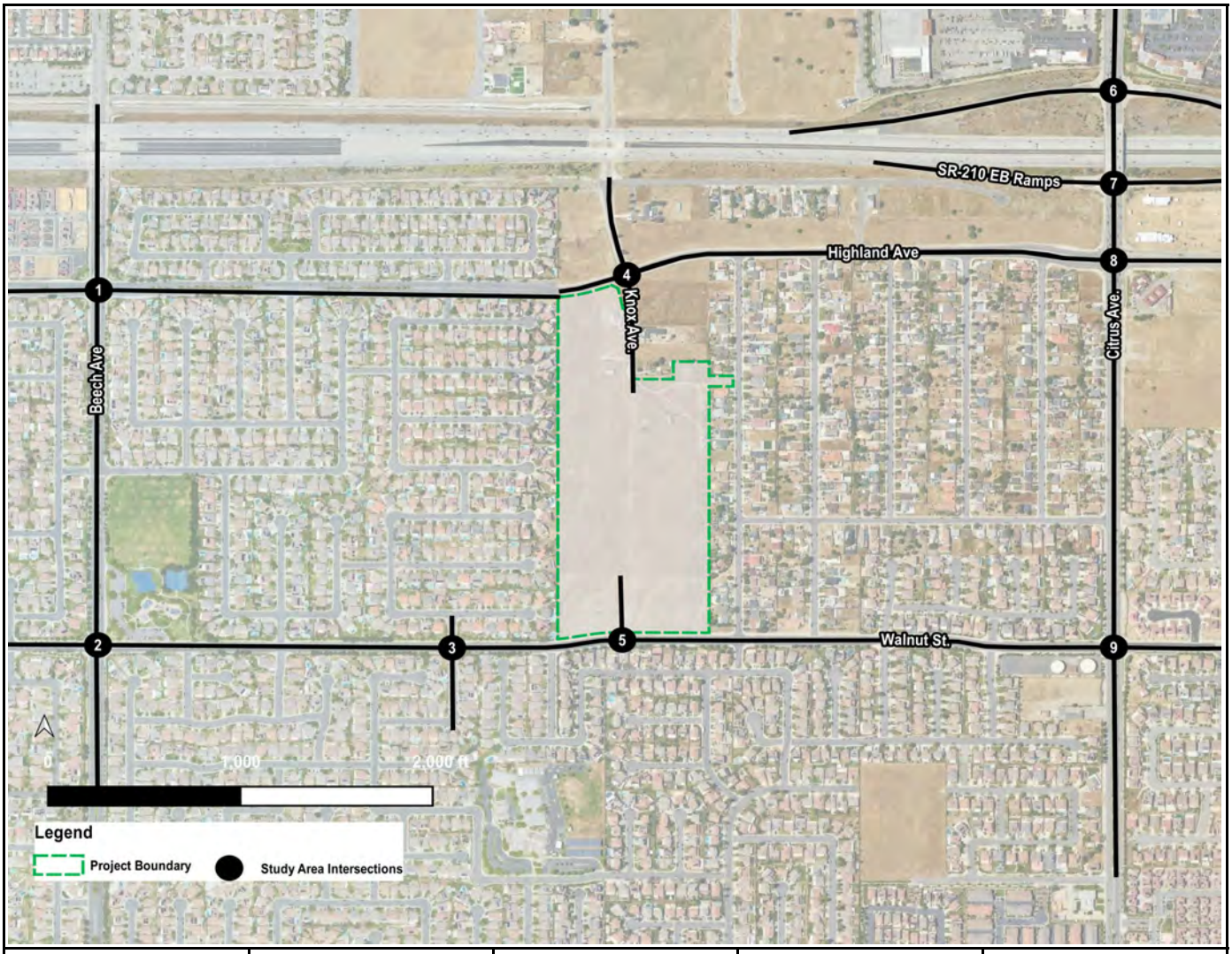
- Knox Avenue and Highland Avenue: Install a traffic signal. Based on discussion with City staff, the project will construct the traffic signal and be credited against the Circulation fees.
- Citrus Avenue and Highland Avenue: This intersection operates at unsatisfactory LOS under without project conditions. The intersection is therefore considered a cumulatively deficient intersection since the project related increase in delay is less than the City threshold and improvements have been recommended to maintain LOS C per the City's guidelines. The recommended improvement is to optimize the signal timing and cycle length. It should be noted that the City is currently designing the Citrus Avenue Widening at SR-210 Project. This project intends to improve traffic flow on Citrus Avenue by widening the east portion of Citrus Avenue and will add a dedicated right-turn lane onto the Eastbound SR-210, between the SR-210 eastbound on-ramp intersection and Highland Avenue.

The resulting levels of service for opening year (2026) with project with improvement conditions are included in Table F. Figure 18 illustrates the recommended improvements.

9.2 Future Build-Out Year (2050) With Project Circulation Improvements

Under future build-out year (2050) with project conditions, the following circulation improvements are recommended:

- Beech Avenue and Walnut Street: Install a traffic signal. This traffic signal is included in the City's Adopted Capital Improvement Program and is anticipated to require the payment of DIF fees. In addition, a peak hour signal warrant was conducted and is shown in Figure 19. As shown in Figure 19, the peak hour warrant is met in the p.m. peak hour.
- Knox Avenue and Highland Avenue: Install a traffic signal. Add one eastbound and one westbound through lane. It should be noted that this intersection also operates at unsatisfactory LOS under without project conditions. In addition, the highest delay is for the southbound left-turn movements which operate at 866.5 seconds in the a.m. peak hour and 1003.5 seconds in the p.m. peak hour. This traffic signal is included in the City's Adopted Capital Improvement Program. The widening of Highland Avenue from two lanes to four lanes is included in the SANBAG Nexus Study. Based on discussion with City staff, the project will construct the traffic signal and be credited against the Circulation fees. A peak hour signal warrant was conducted and is shown in Figure 20. As shown in Figure 20 the peak hour warrant is met in the a.m. and p.m. peak hours.



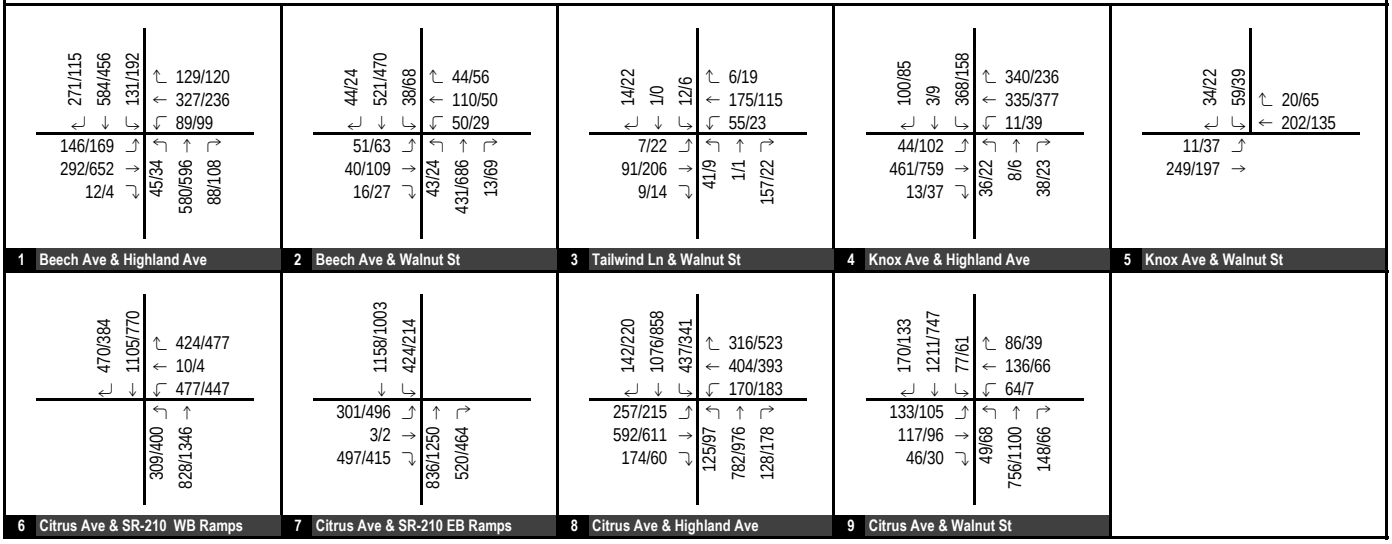


FIGURE 17

XXXX / YYYY AM / PM Peak Hour Volume (In PCEs)

Walnut Street and Highland Avenue Residential
Future Build-out Year (2050) With Project Peak Hour Traffic Volumes

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 17 Future Build-out Year (2050) With Project Peak Hour Traffic Volumes (7/28/2025)

Table F: Opening Year (2026) With Project With Improvements Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	With Project AM Peak Hour Delay	LOS		With Project PM Peak Hour Delay	LOS		Control	With Project With Improvements AM Peak Hour Delay	LOS	With Project With Improvements PM Peak Hour Delay	LOS	Change In Delay AM Peak Hour	Change In Delay PM Peak Hour
4: Knox Ave & Highland Ave	C	Fontana	TWSC	83.5	F	*	50.3	F	*	Signal	27.9	C	25.1	C	-55.6	-25.2
8: Citrus Ave & Highland Ave	C	Fontana	Signal	40.9	D	*	39.8	D	*	Signal	31.8	C	31.5	C	-9.1	-8.3

* Exceeds LOS Standard

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

LOS = Level of Service

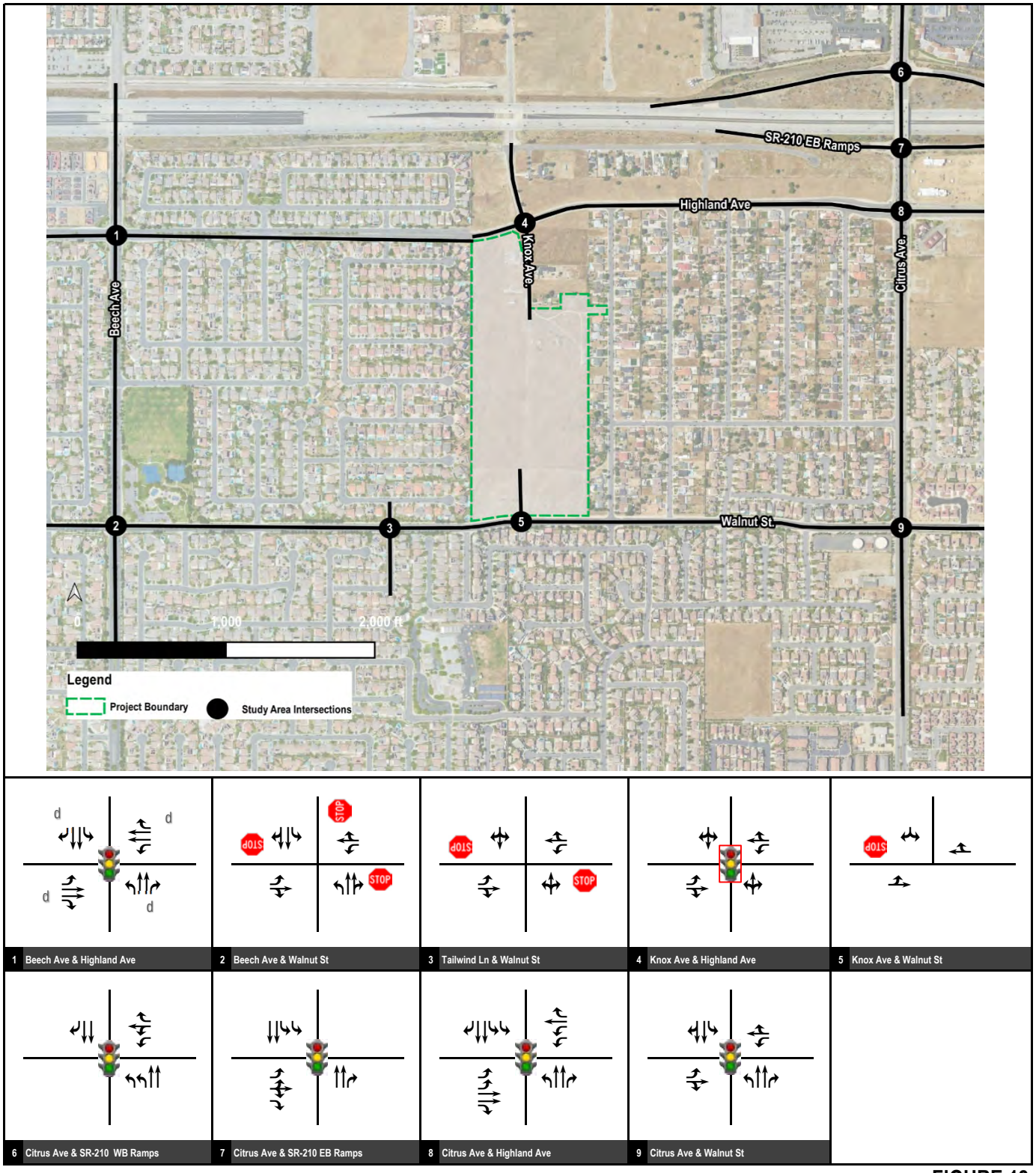


FIGURE 18

Legend

Signal | Circulation Improvements | d de-facto right | Stop Sign

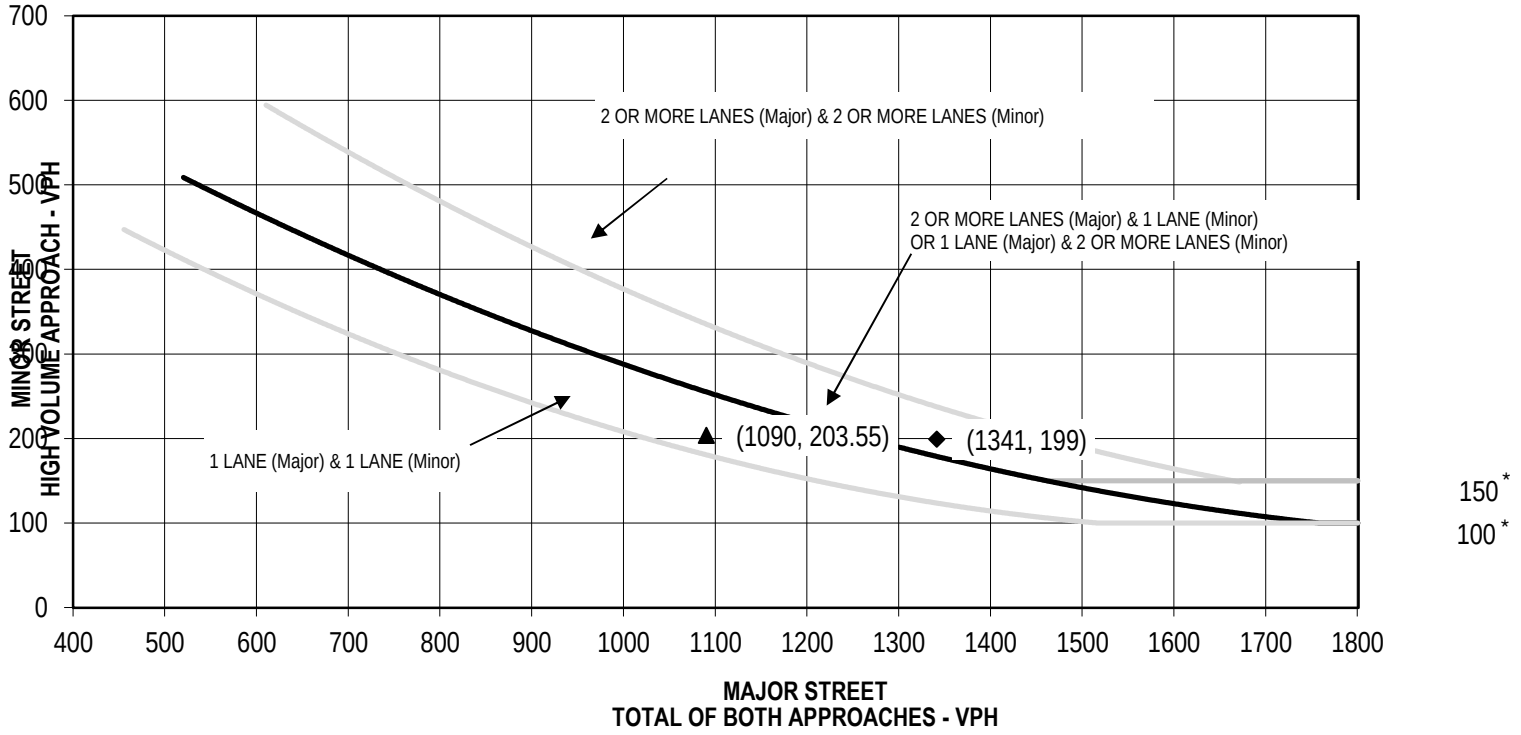
Walnut Street and Highland Avenue Residential

Opening Year (2026) With Project With Improvements Intersection Geometrics and Stop Control

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P:\DP - Fontana Walnut Residential\Analysis v3\Figure 18 Opening Year (2026) With Project With Improvements Intersection Geometrics and Stop Control
9/30/2025

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES REVISION 6 2014 EDITION, FIGURE 4C-3

FIGURE 19

▲ AM Peak Hour

◆ PM Peak Hour

Walnut Street and Highland Avenue Residential

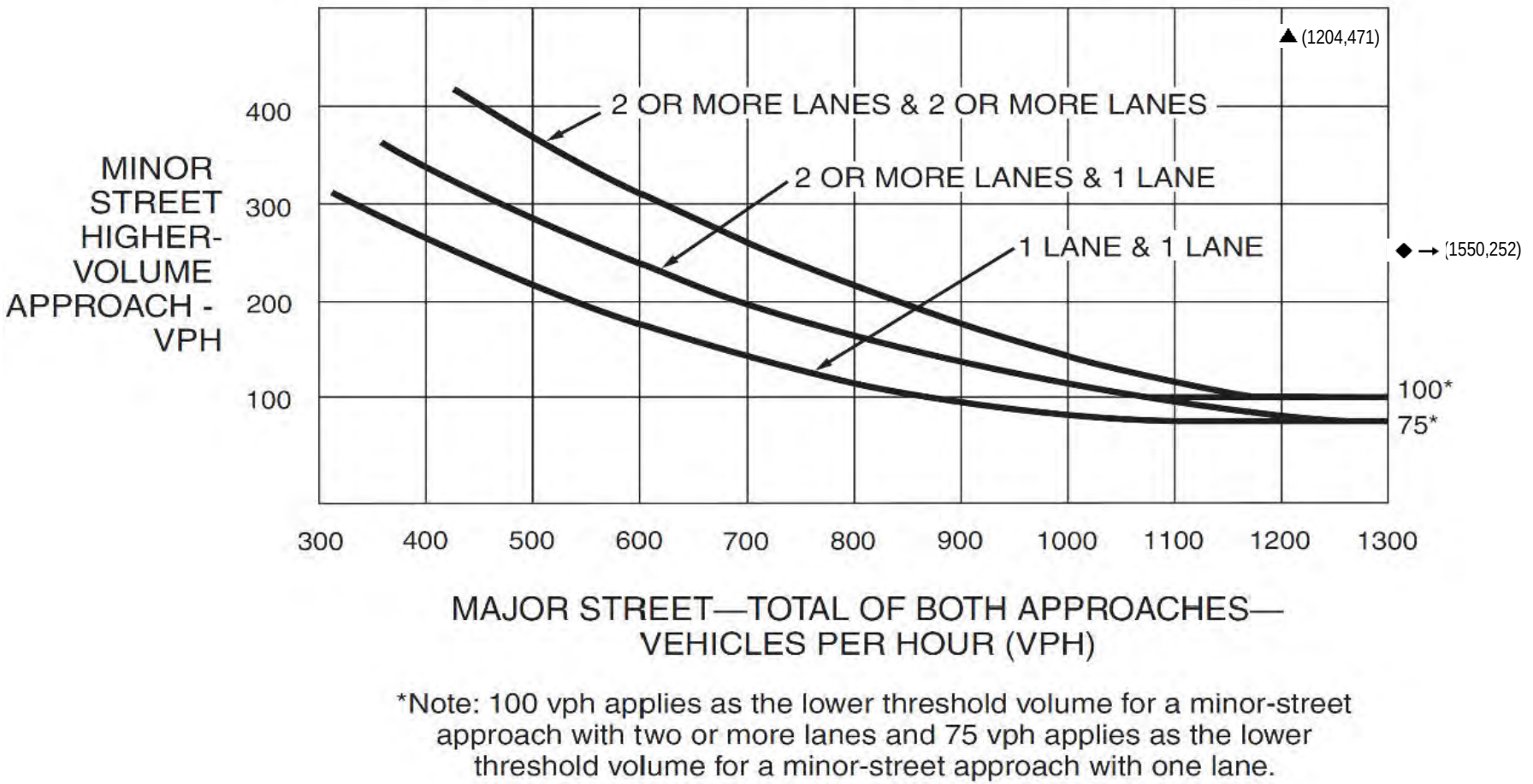
Future Build-Out Year (2050) With Project Peak Hour Signal Warrant for Beech Avenue & Walnut Street

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the transportation solutions company...

P:\DP - Fontana Walnut Residential\Analysis v2\Figure 19 Future Build-Out Year (2050) With Project Peak Hour Signal Warrant for Beech Avenue & Walnut Street (7/28/2025)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES REVISION 6 2014 EDITION, FIGURE 4C-3

FIGURE 20

▲ AM Peak Hour

◆ PM Peak Hour

Walnut Street and Highland Avenue Residential

Future Build-Out Year (2050) With Project Peak Hour Signal Warrant for Knox Avenue & Highland Avenue

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 20 Future Build-Out Year (2050) With Project Peak Hour Signal Warrant for Knox Avenue & Highland Avenue (7/28/2025)

- Citrus Avenue and Highland Avenue: This intersection operates at unsatisfactory LOS under without project conditions. The intersection is therefore considered a cumulatively deficient intersection since the project related increase in delay is less than the City threshold and improvements have been recommended to maintain LOS C per the City's guidelines. The recommended improvement is to optimize the signal timing and cycle length. It should be noted that the City is currently designing the Citrus Avenue Widening at SR-210 Project. This project intends to improve traffic flow on Citrus Avenue by widening the east portion of Citrus Avenue and will add a dedicated right-turn lane onto the Eastbound SR-210, between the SR-210 eastbound on-ramp intersection and Highland Avenue.

The resulting levels of service for future build-out year (2050) with project with improvement conditions are included in Table G. Figure 21 illustrates the recommended improvements.

10.0 KNOX AVENUE AND WALNUT STREET QUEUING ANALYSIS

A queuing analysis was conducted for the eastbound left-turn at the intersection of Knox Avenue and Walnut Street to determine if project traffic would cause backups on Walnut Street. Table H shows the queuing analysis for the eastbound left-turn under future build-out year (2050). As shown in Table H, the eastbound left-turn would have a maximum of one vehicle queued under future build-out year (2050) with project conditions.

11.0 KNOX AVENUE EXTENSION

The City's General Plan identifies the Knox Avenue Extension as a special study area. To evaluate if extending Knox Avenue would result in substantial changes to traffic patterns, the SBTAM was run with the extension. Figures 22, 23 and 24 show the year 2040 traffic volumes on the Knox Avenue Extension for the a.m. peak period, p.m. peak period, and daily. As seen on the figures, the traffic volumes on Knox Avenue are negligible. Therefore, it is our professional recommendation that the extension of Knox Avenue is not required, and it will not result in significant changes to traffic patterns in the area.

12.0 SUMMARY & CONCLUSIONS

The project proposes the construction of 169 multi-family dwelling units and 224 single-family dwelling units. The project opening year is anticipated to be 2026. Access to the project will be provided via two driveways. Driveway 1 is located on Highland Avenue and is a full-access driveway. Driveway 2 is located on Walnut Street and is a full-access driveway. Under existing and opening year (2026) conditions, two intersections are forecast to operate at unsatisfactory levels of service. Under future build-out year (2050) conditions, four intersections are forecast to operate at unsatisfactory levels of service. With the implementation of the circulation improvements, all intersections are forecast to operate at satisfactory levels of service. A queuing analysis was conducted for the eastbound left-turn at the intersection of Knox Avenue and Walnut Street and shows a maximum of one vehicle queued under future build-out year (2050) with project conditions.

Table G: Future Build-Out Year (2050) With Project With Improvements Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	With Project AM Peak Hour Delay	With Project AM Peak Hour LOS	With Project PM Peak Hour Delay	With Project PM Peak Hour LOS	Control	With Project With Improvements AM Peak Hour Delay	With Project With Improvements AM Peak Hour LOS	With Project With Improvements PM Peak Hour Delay	With Project With Improvements PM Peak Hour LOS	Change In Delay AM Peak Hour	Change In Delay PM Peak Hour	Exceed City Significant Impact Threshold?
2: Beech Ave & Walnut St	C	Fontana	AWSC	20.3	C	41.4	E *	Signal	19.2	B	18.7	B	-1.1	-22.7	No
4: Knox Ave & Highland Ave	C	Fontana	TWSC	>100	F *	>100	F *	Signal	27.2	C	21.6	C	-839.3	-981.7	No
8: Citrus Ave & Highland Ave	C	Fontana	Signal	40.9	D *	60.8	E *	Signal	34.9	C	32.1	C	-6.0	-28.7	No

* Exceeds LOS Standard

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

LOS = Level of Service

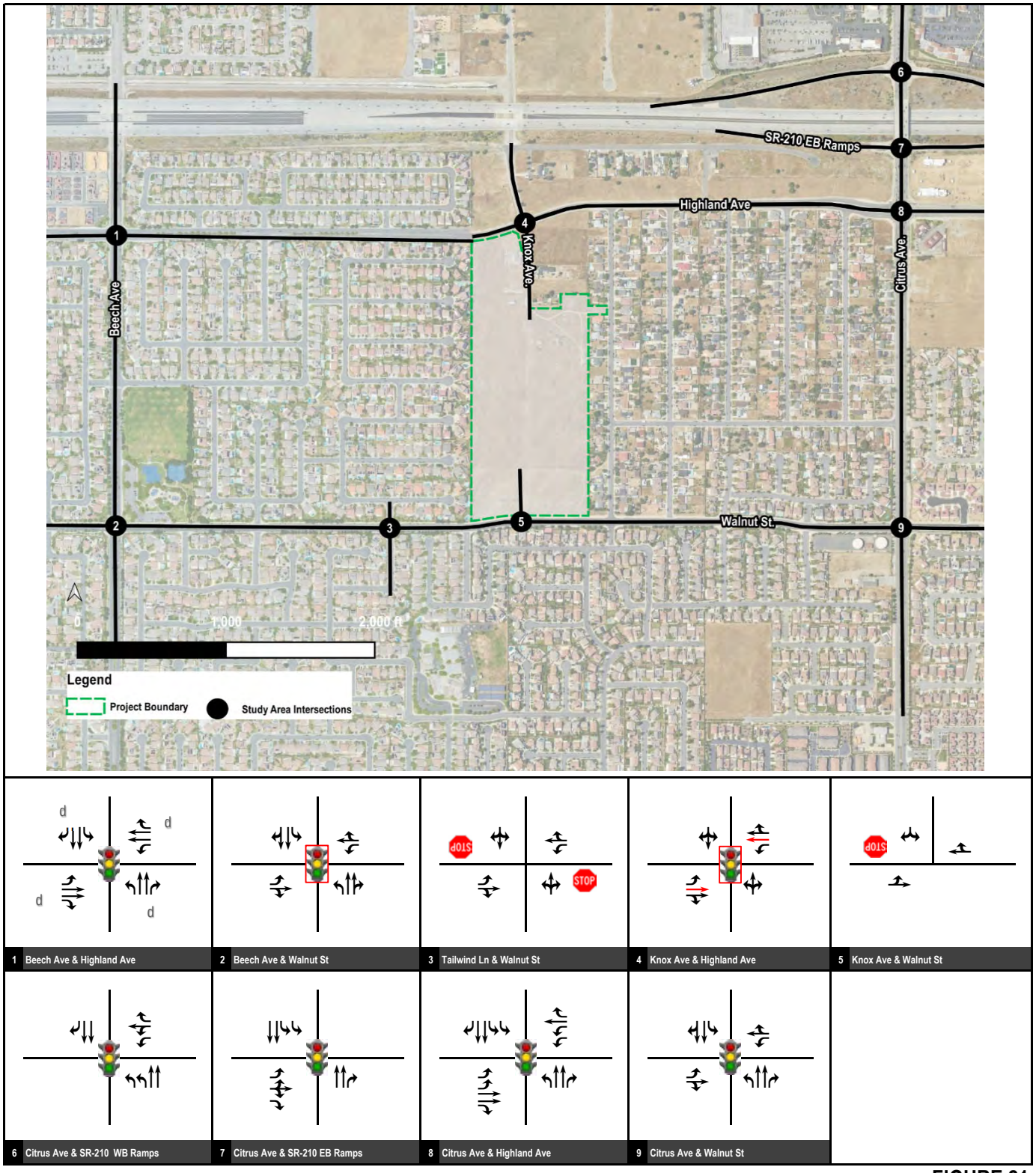


FIGURE 21

Legend

Signal | Circulation Improvements | STOP Stop Sign | d de-facto right

Walnut Street and Highland Avenue Residential

Future Build-out Year (2050) With Project With Improvements Intersection Geometrics and Stop Control

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P:\DP - Fontana Walnut Residential\Analysis v3\Figure 21 Future Build-out Year (2050) With Project With Improvements Intersection Geometrics and Stop Control 9/30/2025

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Table H: Future Build-Out Year (2050) With Project Queues

Intersection	Movement	With Project	
		AM Peak Hour	PM Peak Hour
		Queue Length[1]	Queue Length[1]
5 . Knox Ave & Walnut St			
	EBTL	25	25

Notes:

Queues reported are 95th Percentile queue lengths per movement in feet.

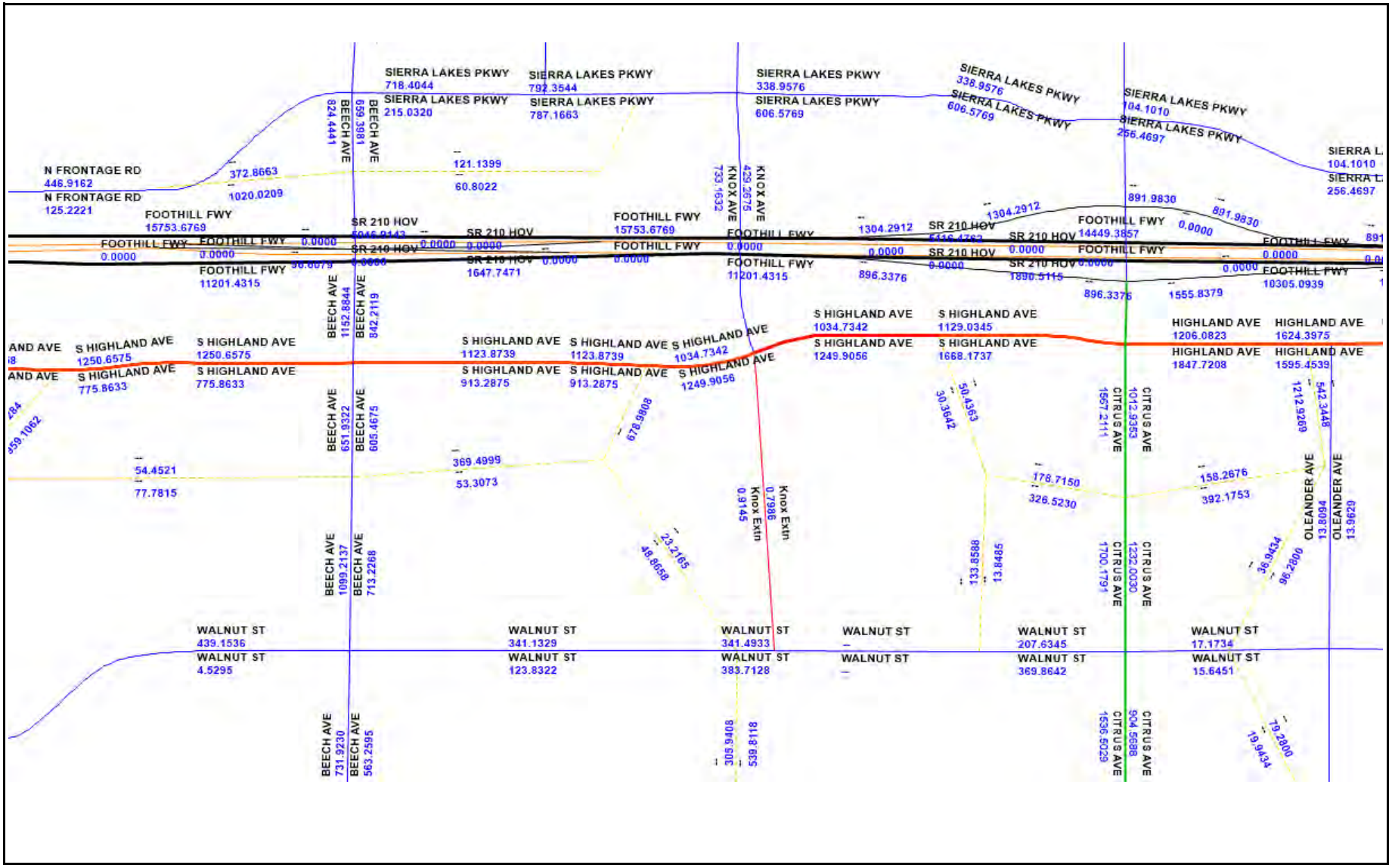


FIGURE 22

Walnut Street and Highland Avenue Residential
Future Year SBTAM Knox Avenue Extension (AM Peak Period)

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 22 Future Year SBTAM Knox Avenue Extension (AM Peak Period) (7/28/2025)

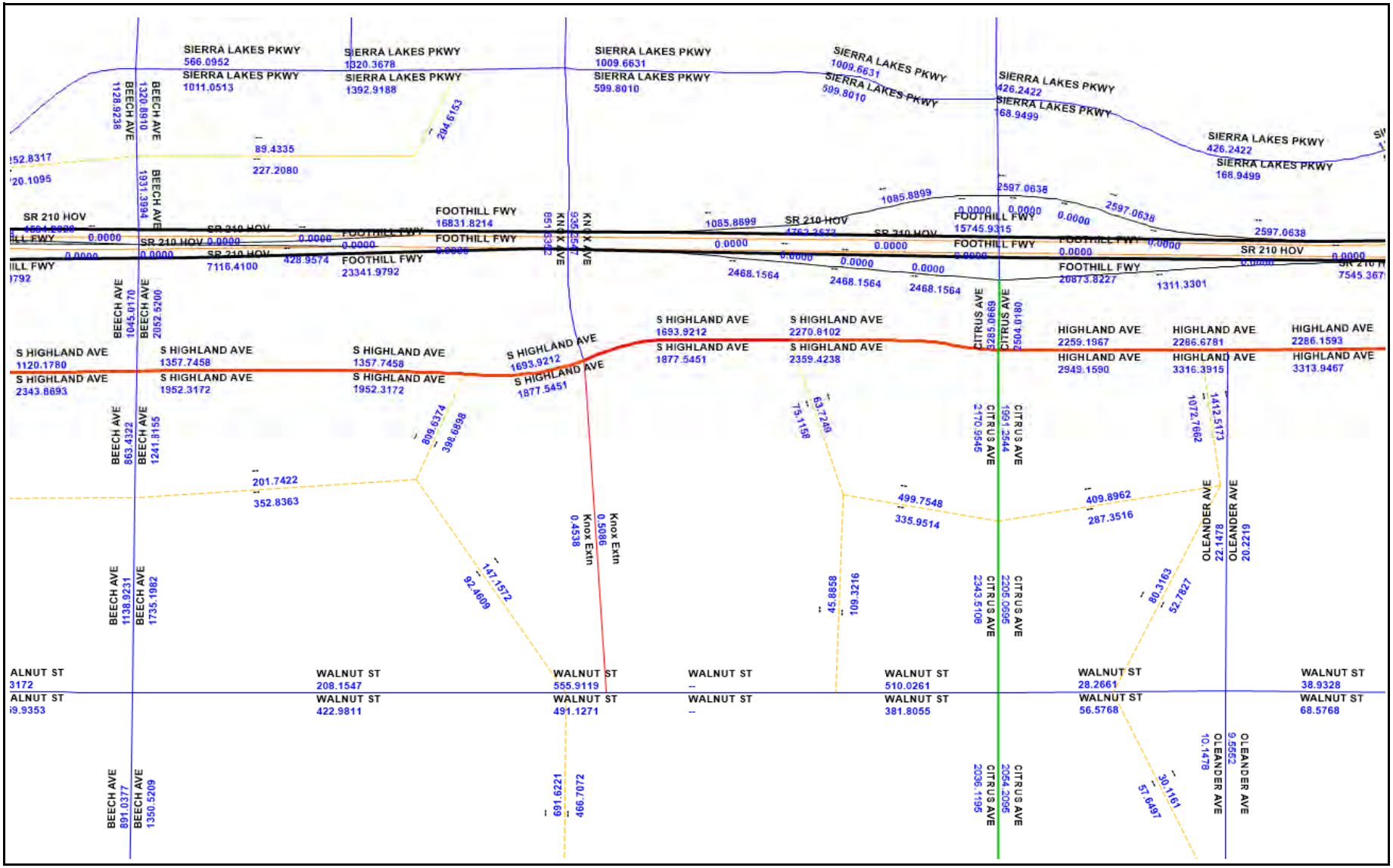


FIGURE 23

Walnut Street and Highland Avenue Residential
Future Year SBTAM Knox Avenue Extension (PM Peak Period)

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 23 Future Year SBTAM Knox Avenue Extension (PM Peak Period) (7/28/2025)

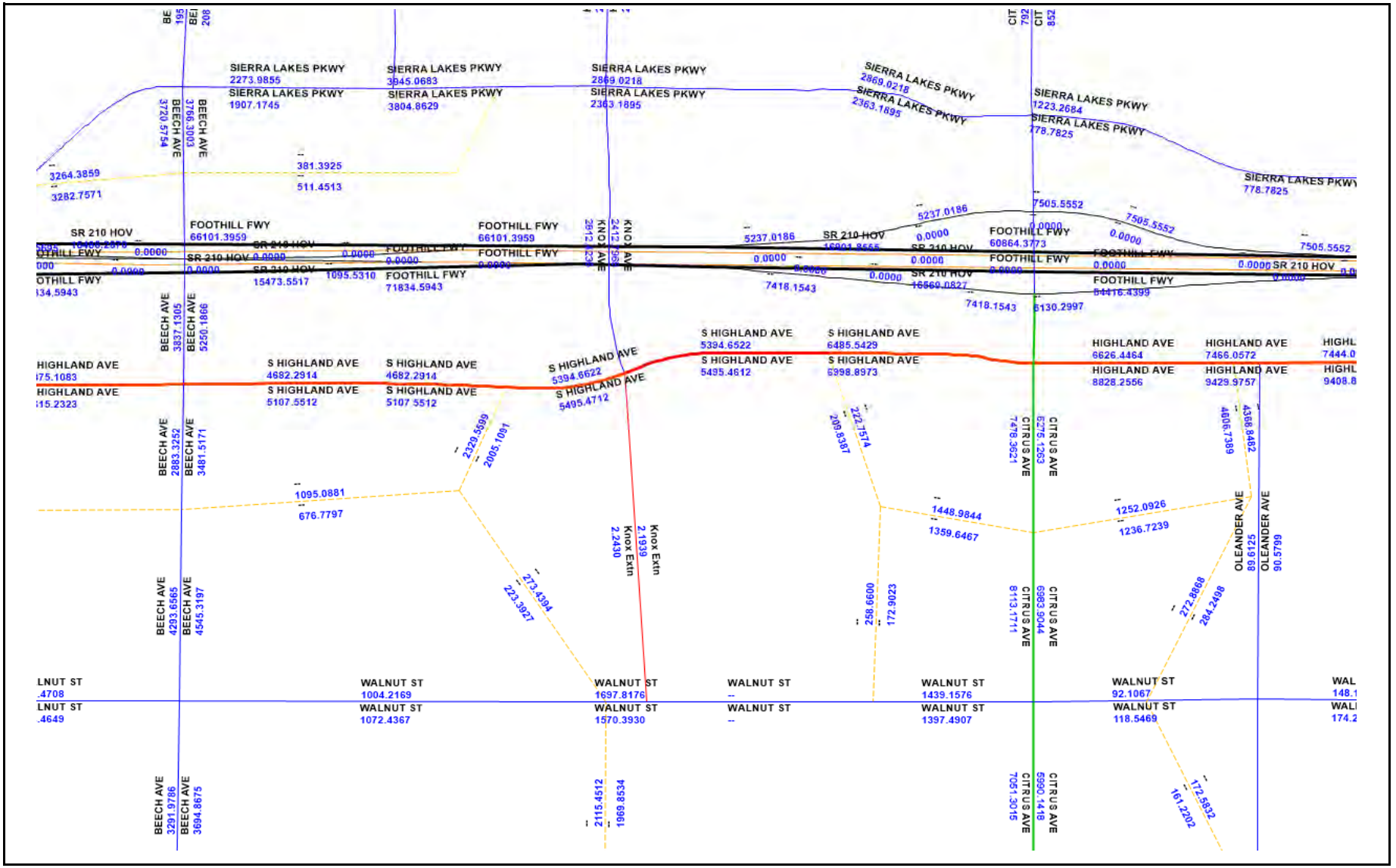


FIGURE 24

Walnut Street and Highland Avenue Residential
Future Year SBTAM Knox Avenue Extension (Daily)

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P:\DP - Fontana Walnut Residential\Analysis v2\Figure 24 Future Year SBTAM Knox Avenue Extension (Daily) (7/28/2025)

APPENDIX A:
APPROVED SCOPING AGREEMENT

Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Fontana Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the SBCTA Congestion Management Plan (CMP) Guidelines Updated 2016.

Case No. ETS24-00014
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Walnut St. & S. Highland Ave. Residential
Project Address: Between Walnut St & S. Highland Ave. & West of Almeria Ave.
Project Description: 169 Attached Townhomes & 224 Detached Condominiums

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

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

Current GP Land Use	MF	Proposed Land Use	MF
Current Zoning	R-4	Proposed Zoning	R-4

Current Trip Generation	In	Out	Total	Proposed Trip Generation	In	Out	Total
AM Trips					57	168	225
PM Trips					187	110	297

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

A pass-by trip discount is allowed for appropriate land uses per ITE trip generation handbook 3rd edition. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure. (Attach table for detailed trip generation)

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

C. Background Traffic

Project Opening & Future Build-Out Year:

Annual Ambient Growth Rate: %

Phase Year(s)
Other area projects to be analyzed:

Model/Forecast methodology Please see Attachment 1 for model/forecast methodology.

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

1. Beech Avenue & Highland Avenue.
2. Beech Avenue & Walnut Street.
3. Tailwind Lane & Walnut Street.
4. Knox Avenue & Highland Avenue.
5. Knox Avenue & Walnut Street.
6. Knox Avenue & Walnut Street.
7. Citrus Avenue & SR-210 Eastbound Ramps.
8. Citrus Avenue & Highland Avenue.
9. Citrus Avenue & Walnut Street.
10. _____

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

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

E. Other Jurisdictional Impacts

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

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

G. 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)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

_____

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts_____

Recommended by:

Robert Aguirre _____ 10/24/24
Consultant's Representative Date

Approved Scoping Agreement:

_____
City of Fontana Traffic Engineer Date

ETS24-00014

Scoping Agreement Submitted on _____

Revised on _____

INTRODUCTION

This scope of work proposes to evaluate the potential traffic and circulation impacts associated with the Walnut Street and Highland Avenue residential project. The proposed project site is located between Walnut Street and Highland Avenue and west of Almeria Avenue in the City of Fontana, California. The project includes residential townhomes and condominiums.

The City of Fontana *Traffic Impact Analysis TIA Guidelines (Guidelines) for Vehicle Miles Traveled (VMT) and Level of Service Assessment (October 21, 2020)* includes standardized criteria and established thresholds of significance for analyzing transportation impacts for CEQA. The City also maintains LOS policies as part of the General Plan and discretionary review process. Therefore, the following scope of work includes an evaluation of LOS and VMT impacts for the proposed project.

PROJECT DESCRIPTION

The project site is located between Walnut Street and South Highland Avenue and west of Almeria Avenue. The project includes the construction of the following:

- 169 attached townhomes.
- 224 detached condominiums.

Access to the project will be provided via the existing full-access intersection of Knox Avenue and South Highland Avenue to the north, and a new full-access driveway via Knox Avenue and Walnut Street to the south. Figure 1 illustrates the project site plan.

STUDY AREA

The study area is based on the City Guidelines, which requires the analysis of intersections with more than 50 peak hour project trips. The following study intersections will be included in the analysis:

1. Beech Avenue & Highland Avenue.
2. Beech Avenue & Walnut Street.
3. Tailwind Lane & Walnut Street.
4. Knox Avenue & Highland Avenue.
5. Knox Avenue & Walnut Street.
6. Citrus Avenue & SR-210 Westbound Ramps.
7. Citrus Avenue & SR-210 Eastbound Ramps.
8. Citrus Avenue & Highland Avenue.
9. Citrus Avenue & Walnut Street.

The study area intersections are shown in Figure 2.

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 Conditions.
- Existing plus Project Conditions.
- Opening Year without Project Conditions.
- Opening Year with Project Conditions.
- Opening Year with Project Conditions With Mitigation (if necessary).
- Future Build-out Year Without Project Conditions.

- Future Build-out Year With Project Conditions.
- Future Build-out Year With Project Conditions With Mitigation (if necessary).

PROJECT TRIP GENERATION

The trip generation for the proposed project was developed based on rates included in the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). The rates included are Land Use 210 "Single-Family Detached Housing" and Land Use 220 "Multifamily Housing (Low-Rise).

Table A shows the total trip generation for the proposed project. As shown in Table A, the project is anticipated to generate 225 a.m. peak hour trips, 297 p.m. peak hour trips, and 3,251 daily trips.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution for residential uses is based on local and regional destinations. The trip distribution is shown in Figure 3. The resulting trip assignment for the a.m. and p.m. peak hours are shown in Figure 4.

EXISTING TRAFFIC VOLUMES

Existing traffic conditions will be based on existing a.m. and p.m. peak period traffic counts.

FUTURE TRAFFIC VOLUMES

The opening year without project traffic volumes will be developed through application of growth rates to the existing without project traffic volumes and adding approved and pending project trips. Based on discussion with City staff, data from the Westgate traffic studies should be used to develop opening year traffic volumes. Translutions requests that the City provide the Westgate traffic studies data to develop the opening year without project traffic volumes.

The forecast year volumes will be developed by using forecast volumes obtained from the SBTAM and will be post-processed using methodologies consistent with National Cooperative Highway Research Program Report 255 (NCHRP-255). Based on discussion with City staff, the SBTAM does not include the realignment of Victoria Street west of Cherry Avenue with Walnut Street east of Cherry Avenue. The forecast year volumes will be compared to the opening year volumes. If the forecast year volumes are lower than the opening year volumes, the opening year volumes with a growth of 5 percent will be applied to develop the final forecast year volumes.

INTERSECTION ANALYSIS METHODOLOGY

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

KNOX AVENUE TRAFFIC IMPACT ANALYSIS

Based on the City's General Plan Circulation Element, Knox Avenue from Highland Avenue to Walnut Street is located in an area that requires a traffic impact analysis to determine street alignment and classification. Translutions reviewed the forecast year SBTAM and the Knox Avenue segment from Highland Avenue to Walnut Street is not included in the model. Translutions will add the Knox Avenue segment and re-run the model. A comparison of the volumes without and with the Knox Avenue segment will be evaluated at the intersections of Beech Avenue/Highland Avenue, Beech Avenue/Walnut Street, Knox Avenue/Highland Avenue, Knox Avenue/Walnut Street, Citrus Avenue/Highland Avenue, and Citrus Avenue/Walnut Street. If the volume change is minimal, an LOS analysis will not be conducted.

KNOX AVENUE AND HIGHLAND AVENUE WARRANT ANALYSIS

A signal/all-way stop warrant at the intersection of Knox Avenue and Highland Avenue will be conducted if it is determined that the intersection is forecast to operate at unsatisfactory levels of service.

KNOX AVENUE AND WALNUT STREET IMPROVEMENTS

Based on discussion with City staff, Walnut Street is planned to have a median that prevents left-turn ingress/egress. If the LOS and Queuing analysis at Knox Avenue and Walnut Street shows that the intersection will operate at unsatisfactory conditions, Translutions may recommend restricting left-turn ingress/egress or other circulation improvements.

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 – Study Area Intersections

Table A – Project Trip Generation

Figure 3 – Project Trip Distribution

Figure 4 – Project Trip Assignment

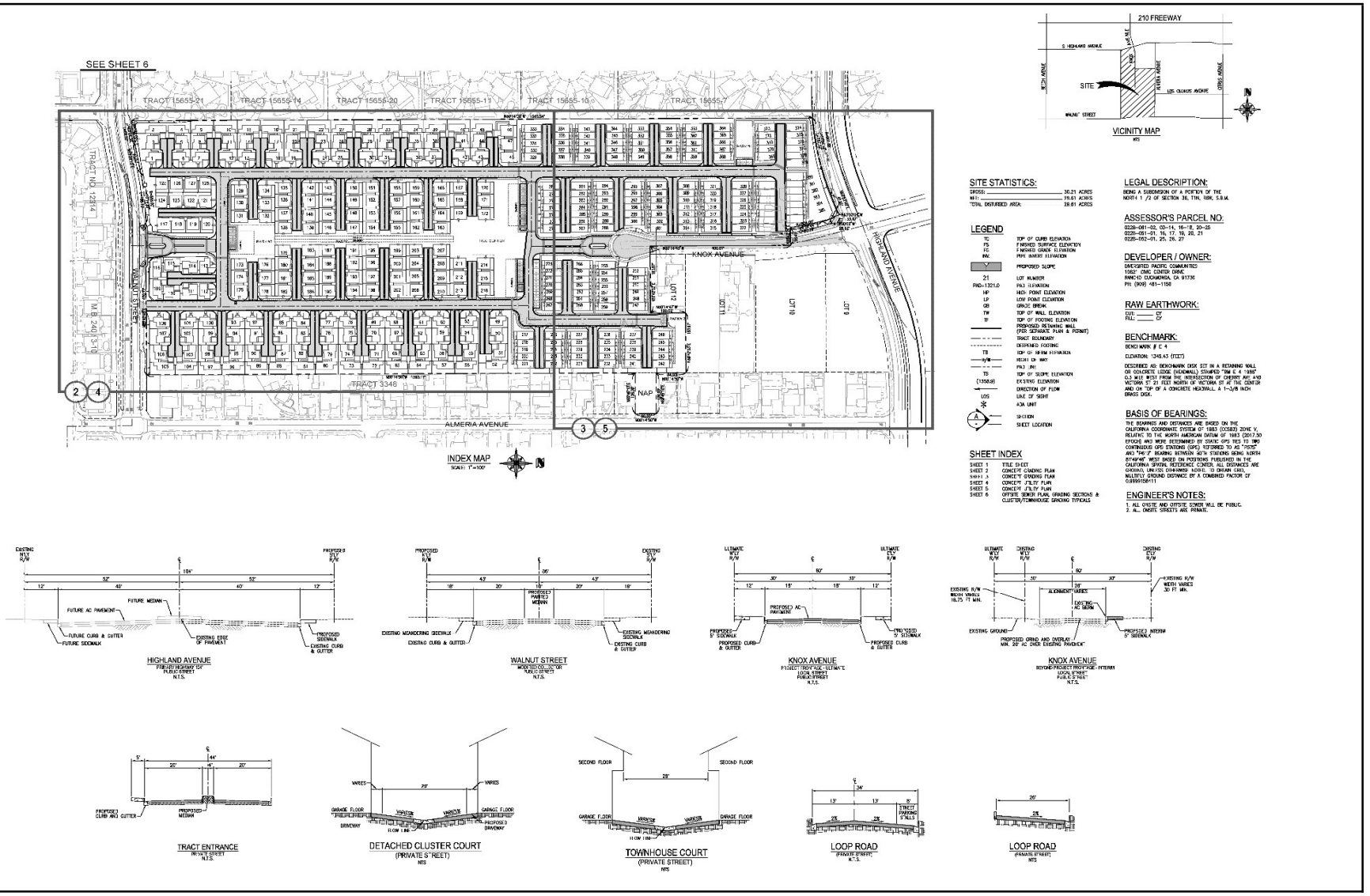
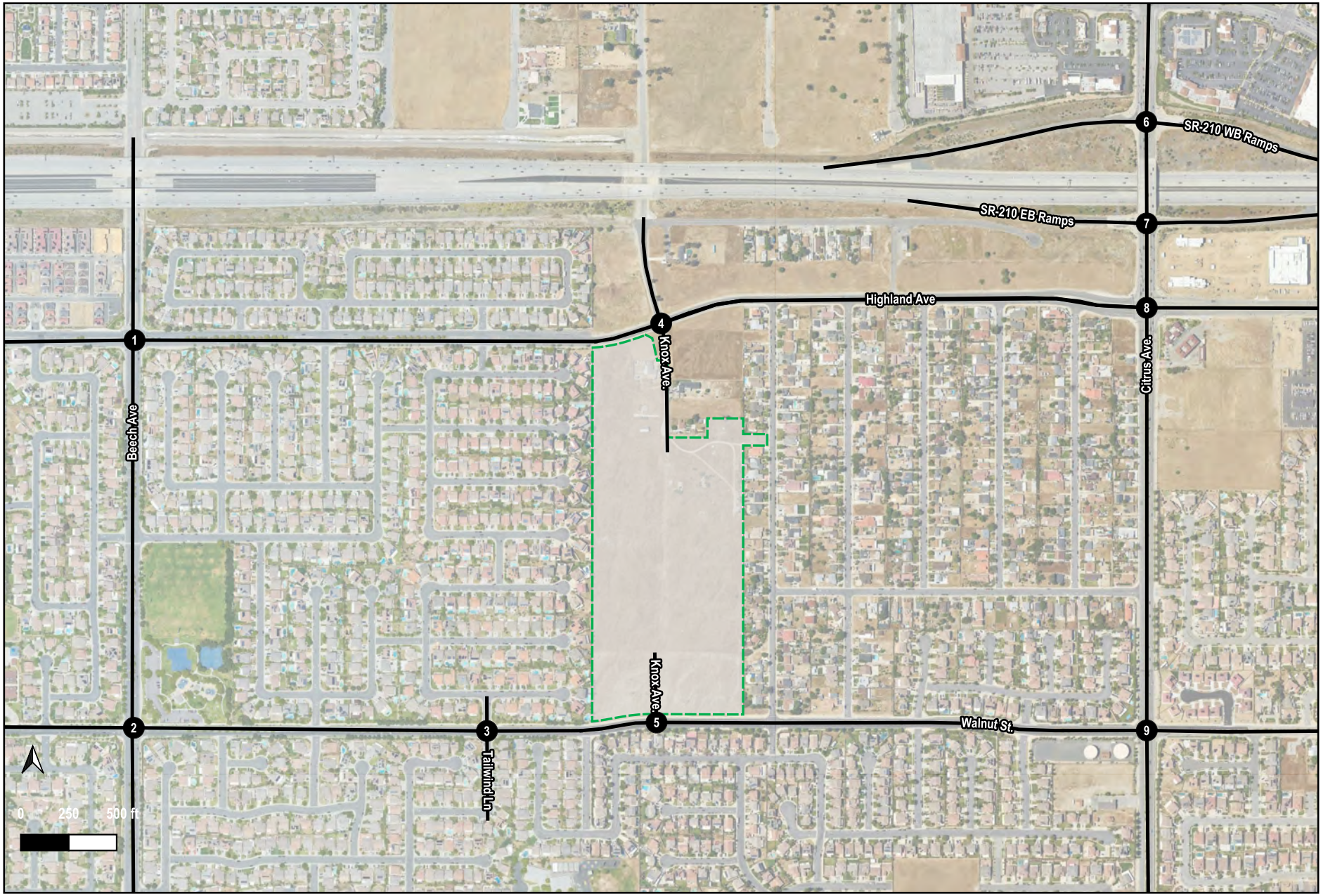


FIGURE 1

Walnut St and S. Highland Ave Residential
Site Plan

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Legend

Project Boundary

Study Area Intersections

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FIGURE 2

Walnut Street and South Highland Ave Residential
Study Area Intersections

G:\DP - Fontana Walnut Residential\Reports\Study Area Intersections JPEG.qgz (10-24-2024)

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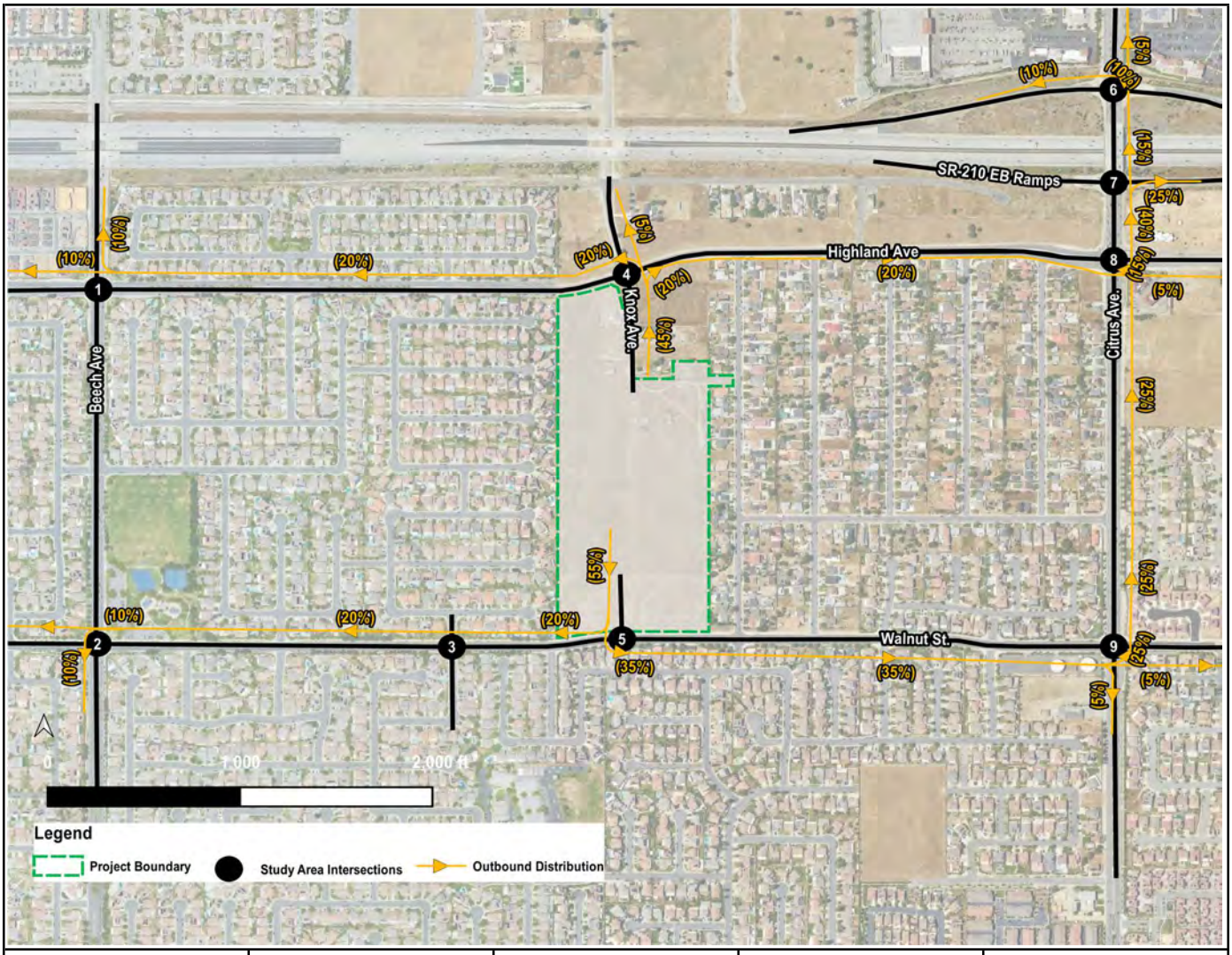
Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Multi-Family Housing								
Trip Generation Rates [1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	169 DU	16	52	68	54	32	86	1,139
Single-Family Residential								
Trip Generation Rates [2]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation	224 DU	41	116	157	133	78	211	2,112
Total Trip Generation		**57**	**168**	**225**	**187**	**110**	**297**	**3,251**

Notes: DU = Dwelling Unit

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

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



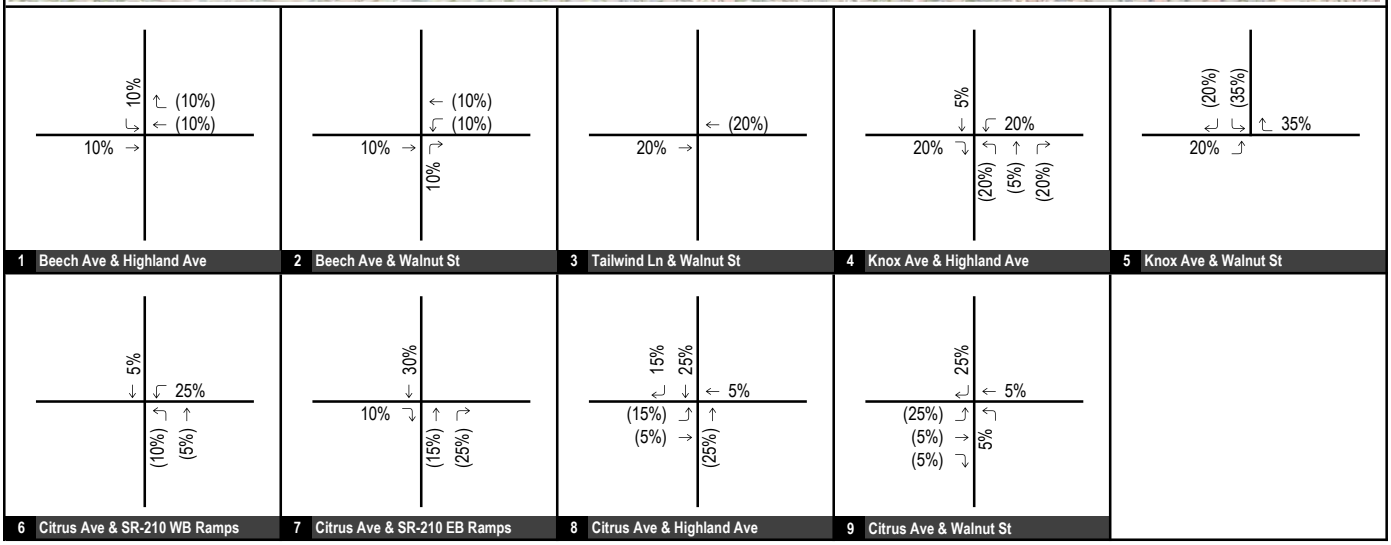
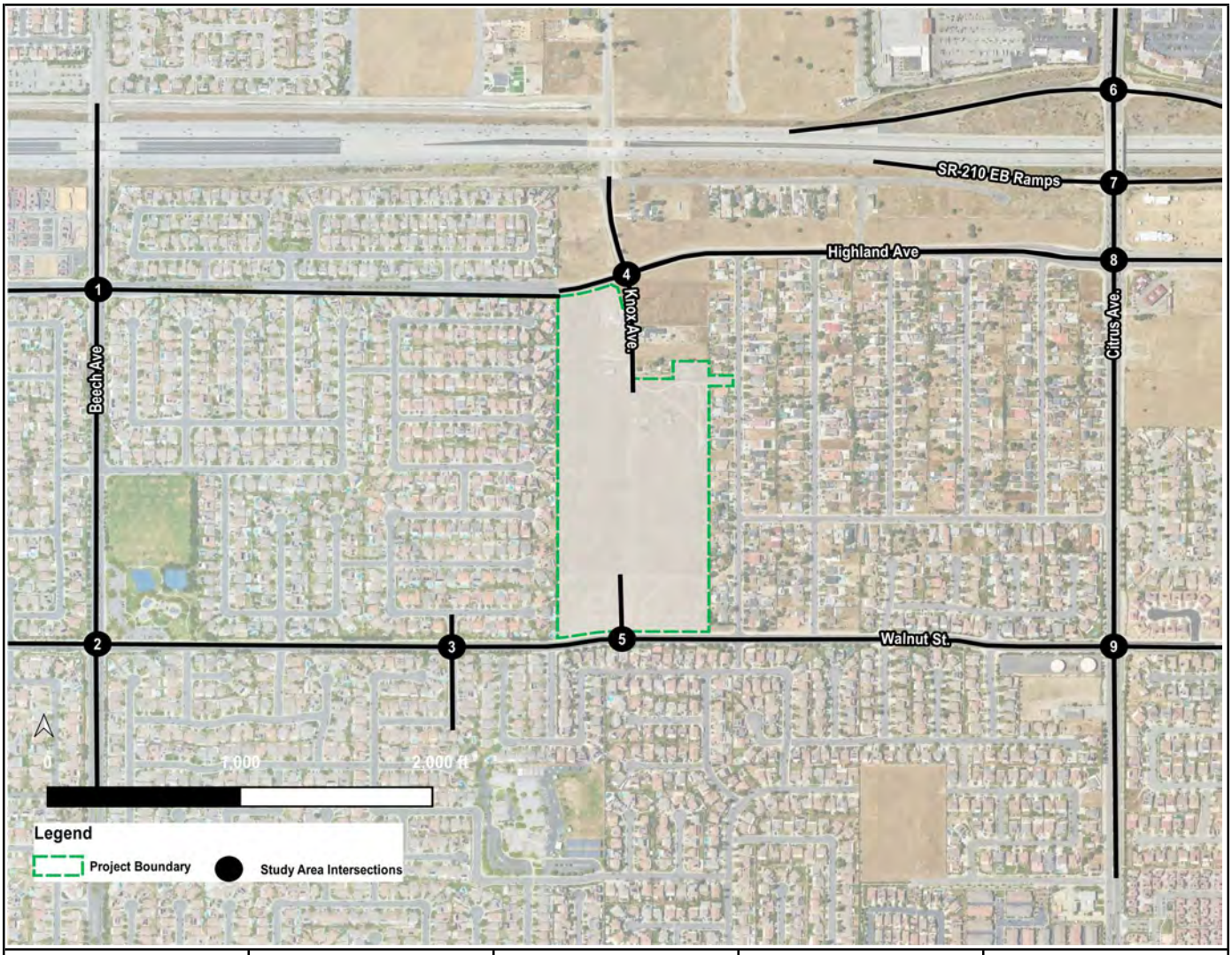


FIGURE 3

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

Walnut St and S. Highland Ave Residential
Project Trip Distribution

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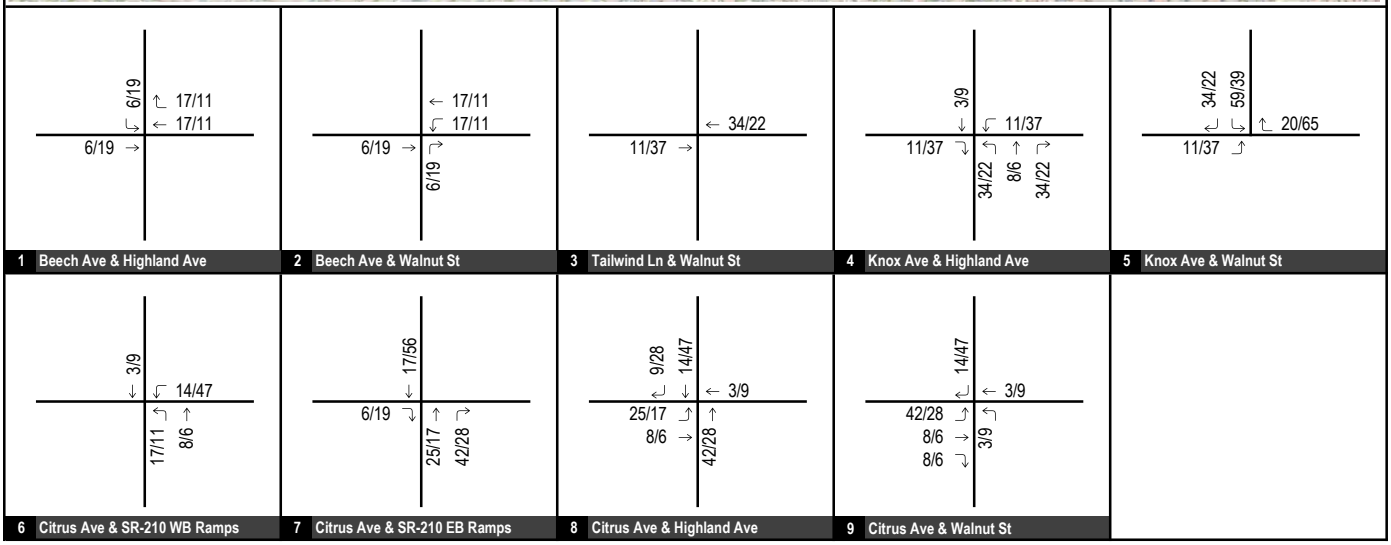


FIGURE 4

XX/YY AM/PM Peak Hour Project Trips

Walnut St and S. Highland Ave Residential Project Trip Assignment

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APPENDIX B:
TRAFFIC COUNTS

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

City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

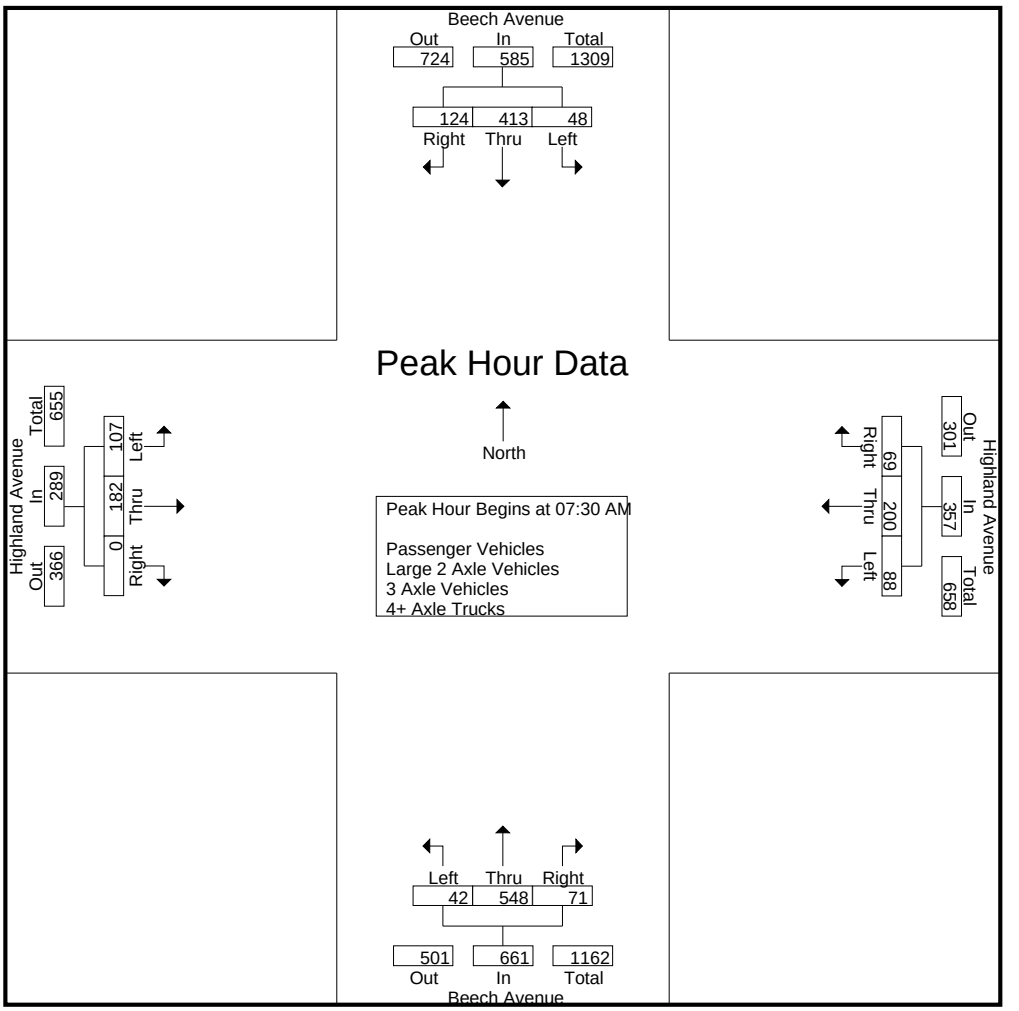
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	50	13	67	9	28	8	45	3	77	13	93	10	26	1	37	242
07:15 AM	7	80	22	109	17	46	21	84	8	62	18	88	23	36	0	59	340
07:30 AM	10	85	30	125	19	66	12	97	16	104	24	144	22	26	0	48	414
07:45 AM	13	94	51	158	25	60	26	111	11	113	16	140	32	42	0	74	483
Total	34	309	116	459	70	200	67	337	38	356	71	465	87	130	1	218	1479
08:00 AM	7	125	24	156	30	39	13	82	6	145	18	169	31	63	0	94	501
08:15 AM	18	109	19	146	14	35	18	67	9	186	13	208	22	51	0	73	494
08:30 AM	7	90	12	109	13	36	10	59	4	78	9	91	20	32	0	52	311
08:45 AM	5	43	9	57	8	23	16	47	7	69	5	81	11	18	1	30	215
Total	37	367	64	468	65	133	57	255	26	478	45	549	84	164	1	249	1521
Grand Total	71	676	180	927	135	333	124	592	64	834	116	1014	171	294	2	467	3000
Apprch %	7.7	72.9	19.4		22.8	56.2	20.9		6.3	82.2	11.4		36.6	63	0.4		
Total %	2.4	22.5	6	30.9	4.5	11.1	4.1	19.7	2.1	27.8	3.9	33.8	5.7	9.8	0.1	15.6	
Passenger Vehicles	70	668	176	914	132	327	121	580	62	823	114	999	167	289	2	458	2951
% Passenger Vehicles	98.6	98.8	97.8	98.6	97.8	98.2	97.6	98	96.9	98.7	98.3	98.5	97.7	98.3	100	98.1	98.4
Large 2 Axle Vehicles	1	7	4	12	2	2	3	7	2	11	1	14	4	5	0	9	42
% Large 2 Axle Vehicles	1.4	1	2.2	1.3	1.5	0.6	2.4	1.2	3.1	1.3	0.9	1.4	2.3	1.7	0	1.9	1.4
3 Axle Vehicles	0	1	0	1	1	4	0	5	0	0	1	1	0	0	0	0	7
% 3 Axle Vehicles	0	0.1	0	0.1	0.7	1.2	0	0.8	0	0	0.9	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	10	85	30	125	19	**66**	12	97	**16**	104	**24**	144	22	26	0	48	414
07:45 AM	13	94	**51**	**158**	25	60	**26**	**111**	11	113	16	140	**32**	42	0	74	483
08:00 AM	7	**125**	24	156	**30**	39	13	82	6	145	18	169	31	**63**	0	**94**	**501**
08:15 AM	**18**	109	19	146	14	35	18	67	9	**186**	13	**208**	22	51	0	73	494
Total Volume	48	413	124	585	88	200	69	357	42	548	71	661	107	182	0	289	1892
% App. Total	8.2	70.6	21.2		24.6	56	19.3		6.4	82.9	10.7		37	63	0		
PHF	.667	.826	.608	.926	.733	.758	.663	.804	.656	.737	.740	.794	.836	.722	.000	.769	.944

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	10	85	30	125	17	46	21	84	**16**	104	**24**	144	**32**	42	0	74
+15 mins.	13	94	**51**	**158**	19	**66**	12	97	11	113	16	140	31	**63**	0	**94**
+30 mins.	7	**125**	24	156	25	60	**26**	**111**	6	145	18	169	22	51	0	73
+45 mins.	**18**	109	19	146	**30**	39	13	82	9	**186**	13	**208**	20	32	0	52
Total Volume	48	413	124	585	91	211	72	374	42	548	71	661	105	188	0	293
% App. Total	8.2	70.6	21.2		24.3	56.4	19.3		6.4	82.9	10.7		35.8	64.2	0	
PHF	.667	.826	.608	.926	.758	.799	.692	.842	.656	.737	.740	.794	.820	.746	.000	.779

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

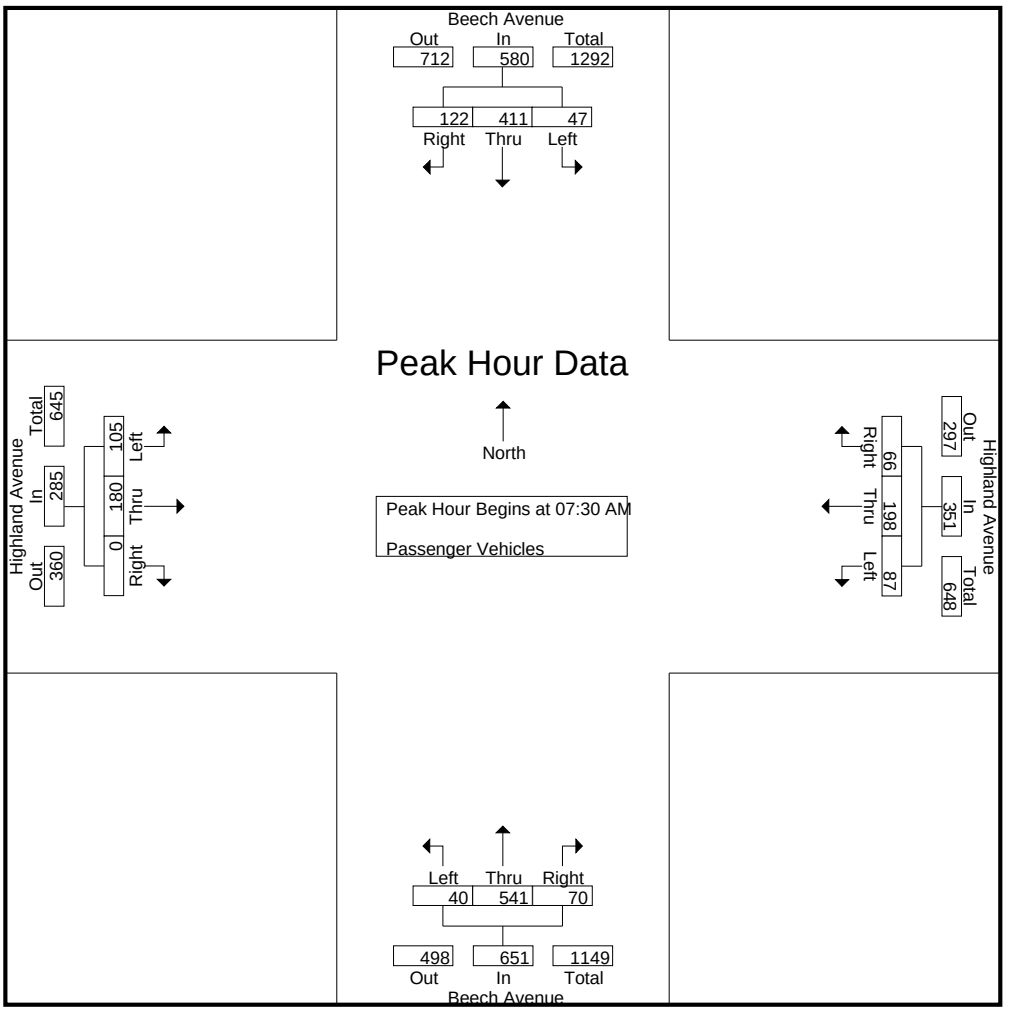
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	48	13	65	8	26	8	42	3	76	12	91	9	24	1	34	232
07:15 AM	7	79	22	108	16	45	21	82	8	62	18	88	23	35	0	58	336
07:30 AM	10	84	28	122	19	66	10	95	15	101	24	140	21	25	0	46	403
07:45 AM	12	93	51	156	24	59	26	109	11	112	16	139	32	41	0	73	477
Total	33	304	114	451	67	196	65	328	37	351	70	458	85	125	1	211	1448
08:00 AM	7	125	24	156	30	38	13	81	5	144	17	166	30	63	0	93	496
08:15 AM	18	109	19	146	14	35	17	66	9	184	13	206	22	51	0	73	491
08:30 AM	7	88	11	106	13	36	10	59	4	76	9	89	19	32	0	51	305
08:45 AM	5	42	8	55	8	22	16	46	7	68	5	80	11	18	1	30	211
Total	37	364	62	463	65	131	56	252	25	472	44	541	82	164	1	247	1503
Grand Total	70	668	176	914	132	327	121	580	62	823	114	999	167	289	2	458	2951
Apprch %	7.7	73.1	19.3		22.8	56.4	20.9		6.2	82.4	11.4		36.5	63.1	0.4		
Total %	2.4	22.6	6	31	4.5	11.1	4.1	19.7	2.1	27.9	3.9	33.9	5.7	9.8	0.1	15.5	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	10	84	28	122	19	**66**	10	95	**15**	101	**24**	140	21	25	0	46	403
07:45 AM	12	93	**51**	**156**	24	59	**26**	**109**	11	112	16	139	**32**	41	0	73	477
08:00 AM	7	**125**	24	156	**30**	38	13	81	5	144	17	166	30	**63**	0	**93**	**496**
08:15 AM	**18**	109	19	146	14	35	17	66	9	**184**	13	**206**	22	51	0	73	491
Total Volume	47	411	122	580	87	198	66	351	40	541	70	651	105	180	0	285	1867
% App. Total	8.1	70.9	21		24.8	56.4	18.8		6.1	83.1	10.8		36.8	63.2	0		
PHF	.653	.822	.598	.929	.725	.750	.635	.805	.667	.735	.729	.790	.820	.714	.000	.766	.941

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
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.	10	84	28	122	19	**66**	10	95	**15**	101	**24**	140	21	25	0	46
+15 mins.	12	93	**51**	**156**	24	59	**26**	**109**	11	112	16	139	**32**	41	0	73
+30 mins.	7	**125**	24	156	**30**	38	13	81	5	144	17	166	30	**63**	0	**93**
+45 mins.	**18**	109	19	146	14	35	17	66	9	**184**	13	**206**	22	51	0	73
Total Volume	47	411	122	580	87	198	66	351	40	541	70	651	105	180	0	285
% App. Total	8.1	70.9	21		24.8	56.4	18.8		6.1	83.1	10.8		36.8	63.2	0	
PHF	.653	.822	.598	.929	.725	.750	.635	.805	.667	.735	.729	.790	.820	.714	.000	.766

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

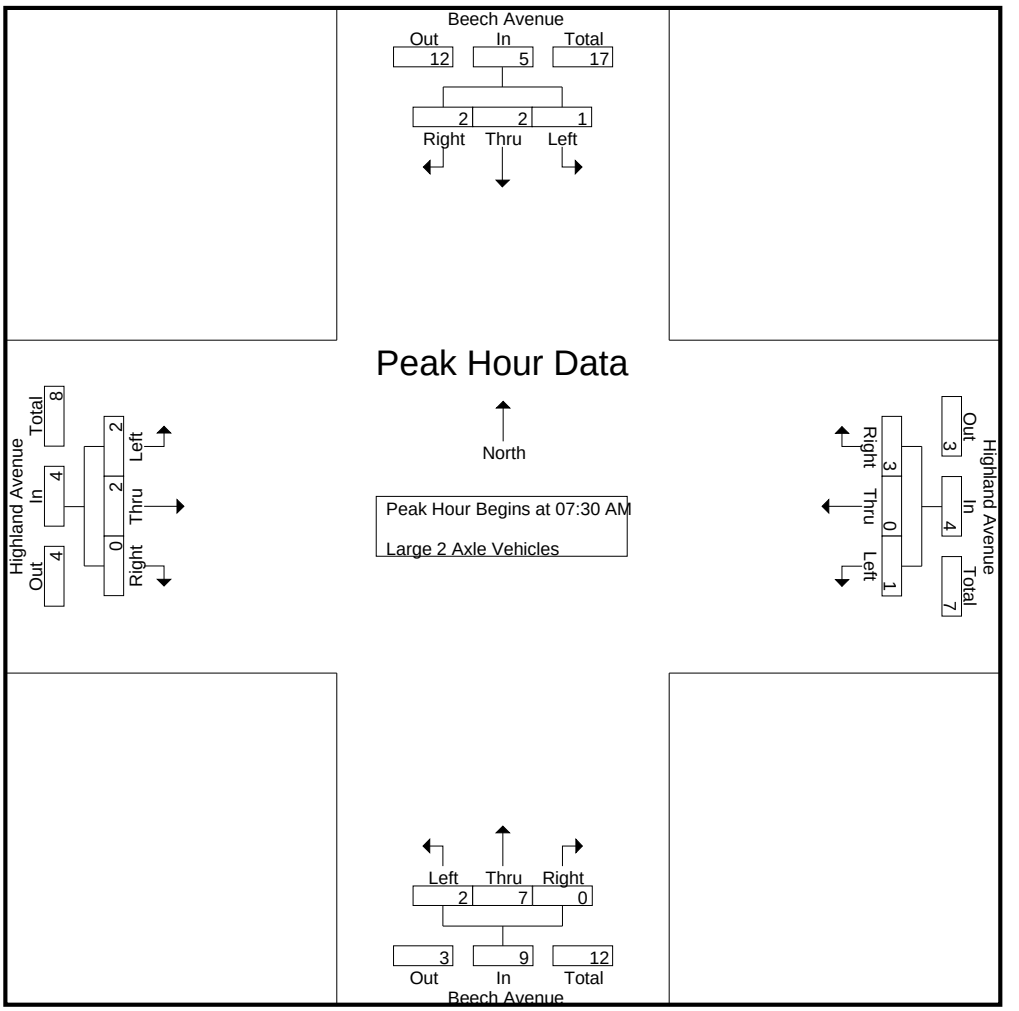
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	2	0	2	0	1	1	2	1	2	0	3	8
07:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:30 AM	0	1	2	3	0	0	2	2	1	3	0	4	1	1	0	2	11
07:45 AM	1	1	0	2	1	0	0	1	0	1	0	1	0	1	0	1	5
Total	1	4	2	7	2	2	2	6	1	5	1	7	2	5	0	7	27
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
08:30 AM	0	2	1	3	0	0	0	0	0	2	0	2	1	0	0	1	6
08:45 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	3	2	5	0	0	1	1	1	6	0	7	2	0	0	2	15
Grand Total	1	7	4	12	2	2	3	7	2	11	1	14	4	5	0	9	42
Apprch %	8.3	58.3	33.3		28.6	28.6	42.9		14.3	78.6	7.1		44.4	55.6	0		
Total %	2.4	16.7	9.5	28.6	4.8	4.8	7.1	16.7	4.8	26.2	2.4	33.3	9.5	11.9	0	21.4	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	**1**	**2**	**3**	0	0	**2**	**2**	**1**	**3**	0	**4**	**1**	**1**	0	**2**	**11**
07:45 AM	**1**	1	0	2	**1**	0	0	1	0	1	0	1	0	1	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
Total Volume	1	2	2	5	1	0	3	4	2	7	0	9	2	2	0	4	22
% App. Total	20	40	40		25	0	75		22.2	77.8	0		50	50	0		
PHF	.250	.500	.250	.417	.250	.000	.375	.500	.500	.583	.000	.563	.500	.500	.000	.500	.500

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	**2**	**3**	0	0	**2**	**2**	**1**	**3**	0	**4**	**1**	**1**	0	**2**
+15 mins.	**1**	1	0	2	**1**	0	0	1	0	1	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1
+45 mins.	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0
Total Volume	1	2	2	5	1	0	3	4	2	7	0	9	2	2	0	4
% App. Total	20	40	40		25	0	75		22.2	77.8	0		50	50	0	
PHF	.250	.500	.250	.417	.250	.000	.375	.500	.500	.583	.000	.563	.500	.500	.000	.500

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

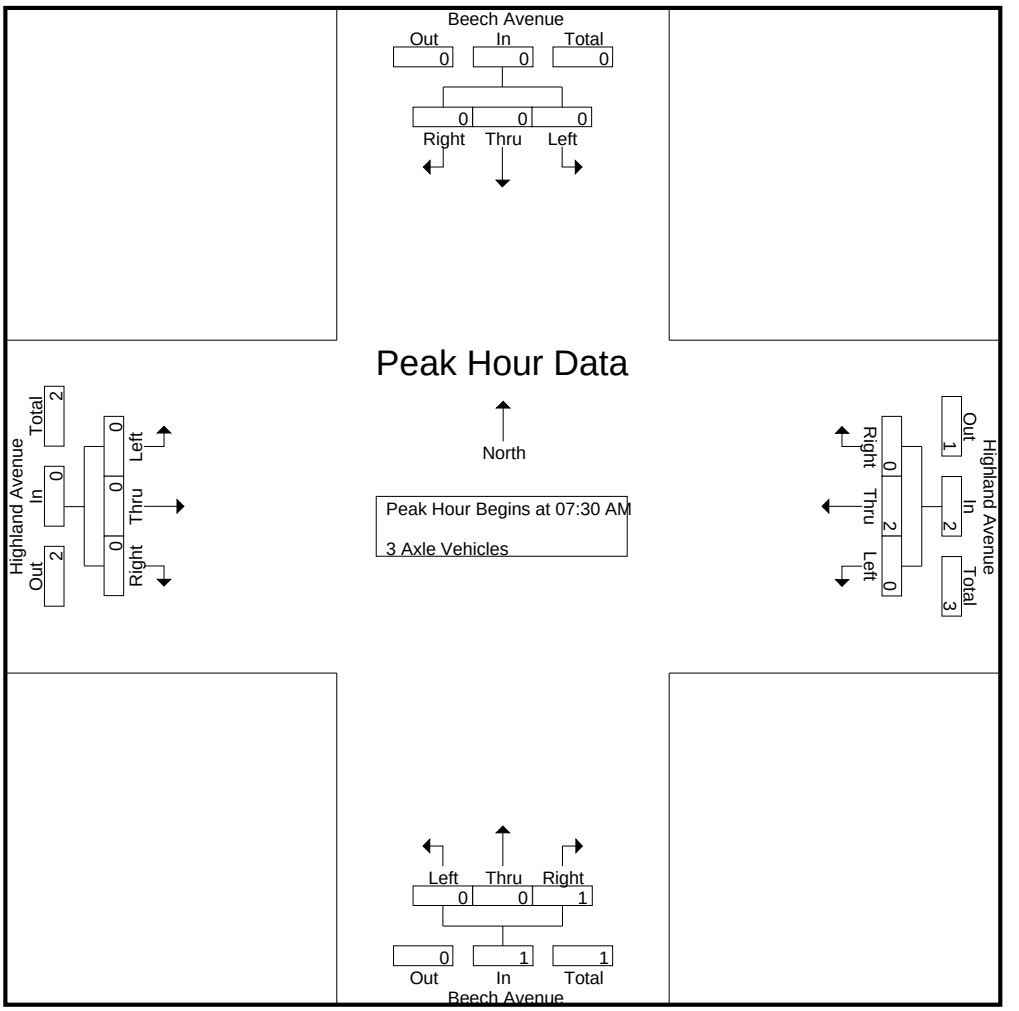
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	2	0	3	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Grand Total	0	1	0	1	1	4	0	5	0	0	1	1	0	0	0	0	7
Apprch %	0	100	0		20	80	0		0	0	100		0	0	0		
Total %	0	14.3	0	14.3	14.3	57.1	0	71.4	0	0	14.3	14.3	0	0	0	0	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.375

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0
+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	1	0	1	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

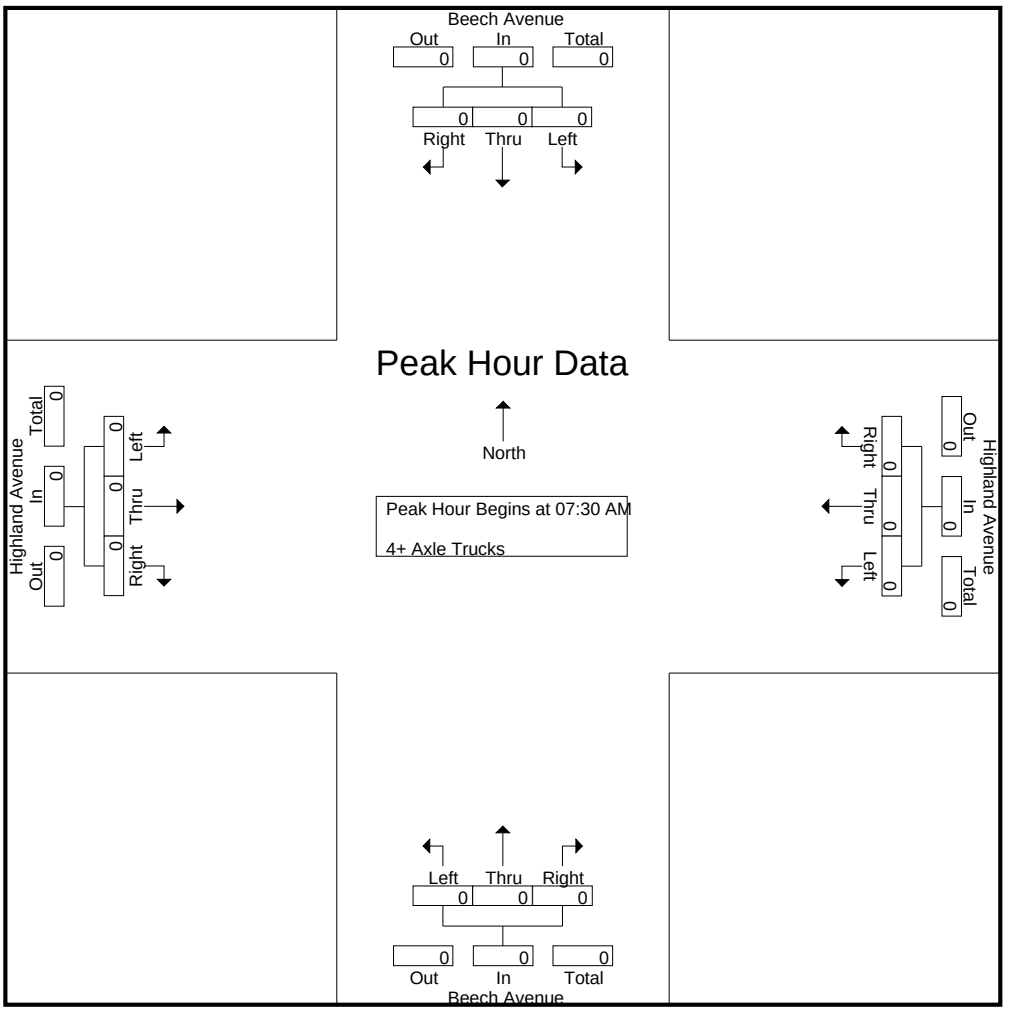
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High AM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High PM
Site Code : 99924433
Start Date : 5/15/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

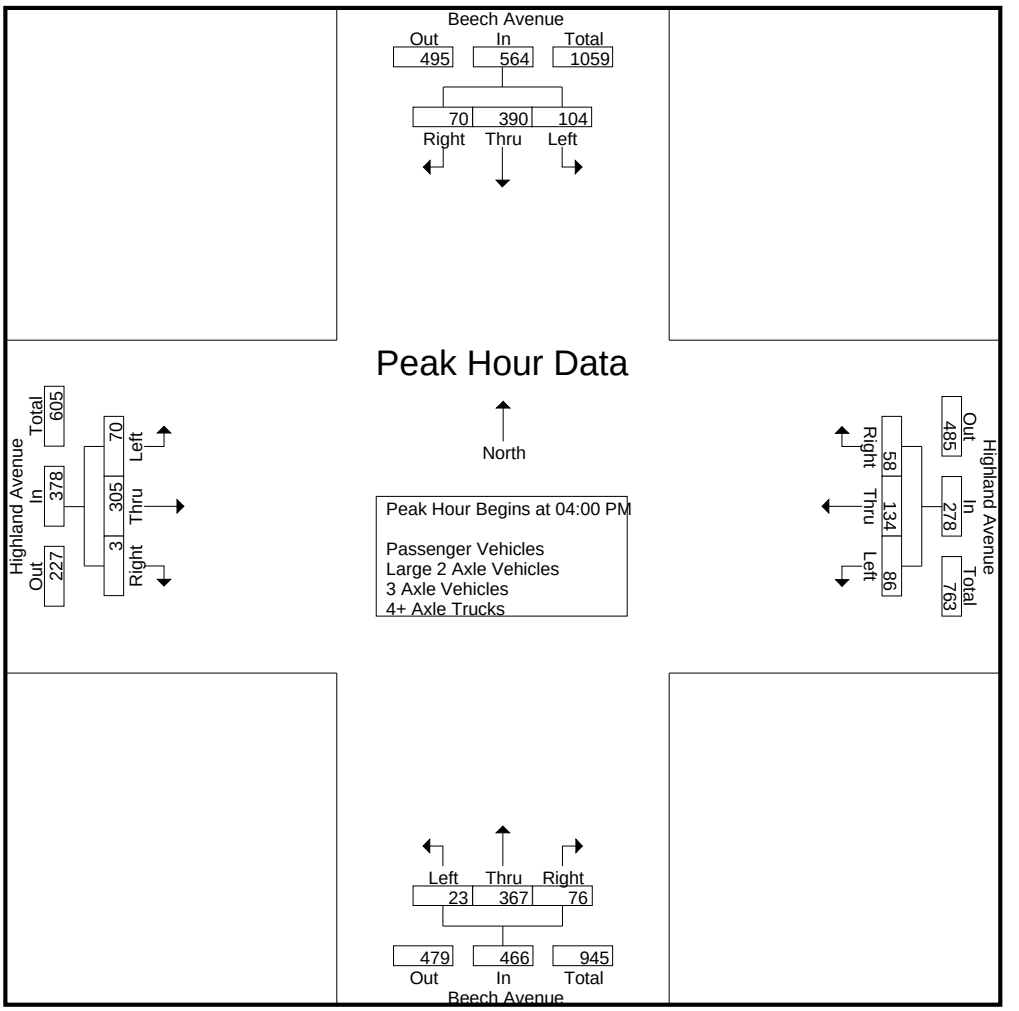
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	95	13	127	21	35	15	71	8	90	19	117	10	84	0	94	409
04:15 PM	23	98	14	135	19	28	14	61	2	95	23	120	25	68	1	94	410
04:30 PM	32	101	21	154	22	31	18	71	8	98	16	122	20	85	0	105	452
04:45 PM	30	96	22	148	24	40	11	75	5	84	18	107	15	68	2	85	415
Total	104	390	70	564	86	134	58	278	23	367	76	466	70	305	3	378	1686
05:00 PM	30	82	28	140	19	39	18	76	6	82	13	101	15	55	1	71	388
05:15 PM	15	96	11	122	18	33	21	72	8	79	12	99	26	78	0	104	397
05:30 PM	25	78	21	124	15	34	16	65	4	82	21	107	9	67	0	76	372
05:45 PM	20	82	28	130	19	40	8	67	4	102	16	122	17	66	2	85	404
Total	90	338	88	516	71	146	63	280	22	345	62	429	67	266	3	336	1561
Grand Total	194	728	158	1080	157	280	121	558	45	712	138	895	137	571	6	714	3247
Apprch %	18	67.4	14.6		28.1	50.2	21.7		5	79.6	15.4		19.2	80	0.8		
Total %	6	22.4	4.9	33.3	4.8	8.6	3.7	17.2	1.4	21.9	4.3	27.6	4.2	17.6	0.2	22	
Passenger Vehicles	193	725	156	1074	155	275	120	550	44	708	136	888	134	566	6	706	3218
% Passenger Vehicles	99.5	99.6	98.7	99.4	98.7	98.2	99.2	98.6	97.8	99.4	98.6	99.2	97.8	99.1	100	98.9	99.1
Large 2 Axle Vehicles	1	1	1	3	2	3	1	6	1	4	1	6	3	5	0	8	23
% Large 2 Axle Vehicles	0.5	0.1	0.6	0.3	1.3	1.1	0.8	1.1	2.2	0.6	0.7	0.7	2.2	0.9	0	1.1	0.7
3 Axle Vehicles	0	1	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% 3 Axle Vehicles	0	0.1	0.6	0.2	0	0.7	0	0.4	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0.7	0.1	0	0	0	0	0.1

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	19	95	13	127	21	35	15	71	**8**	90	19	117	10	84	0	94	409
04:15 PM	23	98	14	135	19	28	14	61	2	95	**23**	120	**25**	68	1	94	410
04:30 PM	**32**	**101**	21	**154**	22	31	**18**	71	8	**98**	16	**122**	20	**85**	0	**105**	**452**
04:45 PM	30	96	**22**	148	**24**	**40**	11	**75**	5	84	18	107	15	68	**2**	85	415
Total Volume	104	390	70	564	86	134	58	278	23	367	76	466	70	305	3	378	1686
% App. Total	18.4	69.1	12.4		30.9	48.2	20.9		4.9	78.8	16.3		18.5	80.7	0.8		
PHF	.813	.965	.795	.916	.896	.838	.806	.927	.719	.936	.826	.955	.700	.897	.375	.900	.933

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N/S: Beech Avenue
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File Name : 01_FON_Bee_High PM
Site Code : 99924433
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	23	98	14	135	22	31	18	71	**8**	90	19	117	10	84	0	94
+15 mins.	**32**	**101**	21	**154**	**24**	**40**	11	75	2	95	**23**	120	**25**	68	1	94
+30 mins.	30	96	22	148	19	39	18	**76**	8	**98**	16	**122**	20	**85**	0	**105**
+45 mins.	30	82	**28**	140	18	33	**21**	72	5	84	18	107	15	68	**2**	85
Total Volume	115	377	85	577	83	143	68	294	23	367	76	466	70	305	3	378
% App. Total	19.9	65.3	14.7		28.2	48.6	23.1		4.9	78.8	16.3		18.5	80.7	0.8	
PHF	.898	.933	.759	.937	.865	.894	.810	.967	.719	.936	.826	.955	.700	.897	.375	.900

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File Name : 01_FON_Bee_High PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

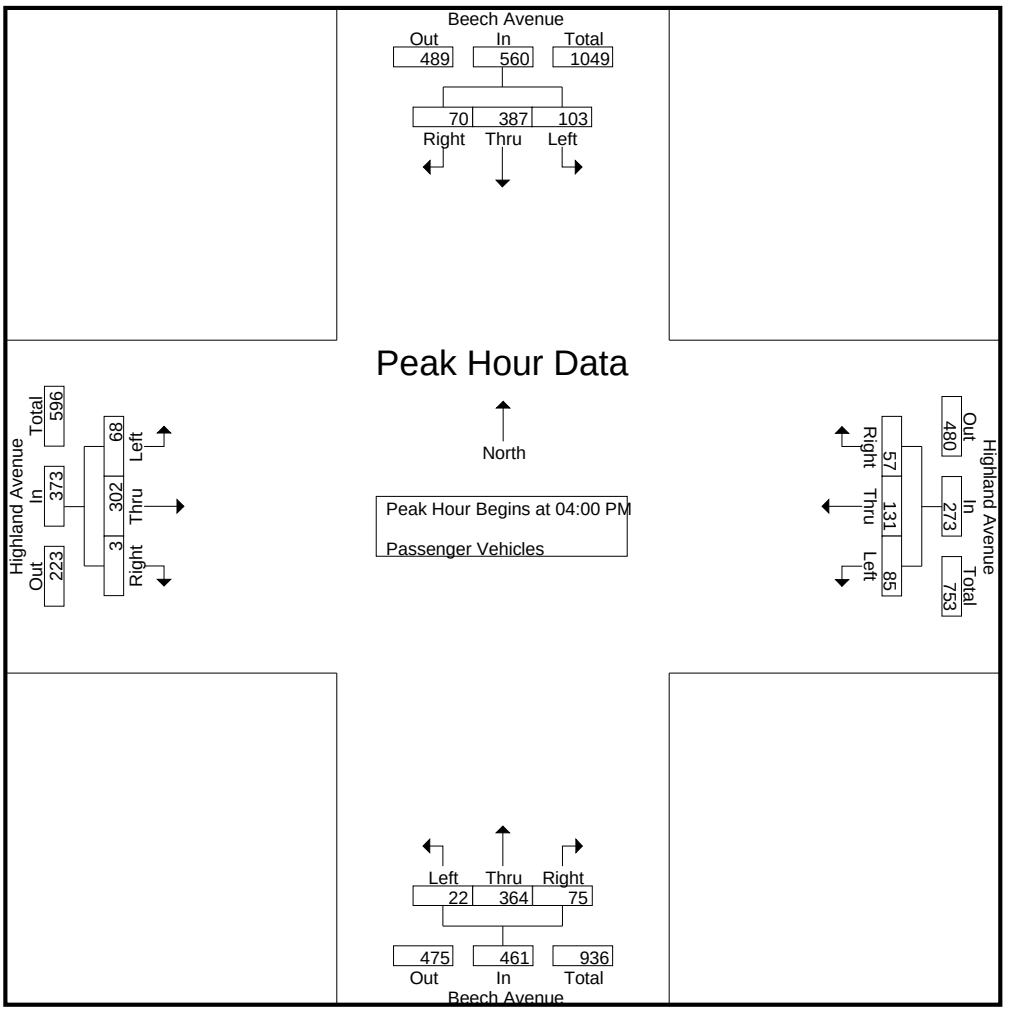
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	95	13	126	21	32	14	67	8	89	18	115	10	83	0	93	401
04:15 PM	23	97	14	134	19	28	14	61	1	94	23	118	24	67	1	92	405
04:30 PM	32	99	21	152	21	31	18	70	8	97	16	121	19	84	0	103	446
04:45 PM	30	96	22	148	24	40	11	75	5	84	18	107	15	68	2	85	415
Total	103	387	70	560	85	131	57	273	22	364	75	461	68	302	3	373	1667
05:00 PM	30	82	26	138	19	39	18	76	6	82	12	100	15	55	1	71	385
05:15 PM	15	96	11	122	18	31	21	70	8	79	12	99	26	77	0	103	394
05:30 PM	25	78	21	124	14	34	16	64	4	82	21	107	9	66	0	75	370
05:45 PM	20	82	28	130	19	40	8	67	4	101	16	121	16	66	2	84	402
Total	90	338	86	514	70	144	63	277	22	344	61	427	66	264	3	333	1551
Grand Total	193	725	156	1074	155	275	120	550	44	708	136	888	134	566	6	706	3218
Apprch %	18	67.5	14.5		28.2	50	21.8		5	79.7	15.3		19	80.2	0.8		
Total %	6	22.5	4.8	33.4	4.8	8.5	3.7	17.1	1.4	22	4.2	27.6	4.2	17.6	0.2	21.9	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	18	95	13	126	21	32	14	67	**8**	89	18	115	10	83	0	93	401
04:15 PM	23	97	14	134	19	28	14	61	1	94	**23**	118	**24**	67	1	92	405
04:30 PM	**32**	**99**	21	**152**	21	31	**18**	70	8	**97**	16	**121**	19	**84**	0	**103**	**446**
04:45 PM	30	96	**22**	148	**24**	**40**	11	**75**	5	84	18	107	15	68	**2**	85	415
Total Volume	103	387	70	560	85	131	57	273	22	364	75	461	68	302	3	373	1667
% App. Total	18.4	69.1	12.5		31.1	48	20.9		4.8	79	16.3		18.2	81	0.8		
PHF	.805	.977	.795	.921	.885	.819	.792	.910	.688	.938	.815	.952	.708	.899	.375	.905	.934

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Site Code : 99924433
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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.	18	95	13	126	21	32	14	67	**8**	89	18	115	10	83	0	93
+15 mins.	23	97	14	134	19	28	14	61	1	94	**23**	118	**24**	67	1	92
+30 mins.	**32**	**99**	21	**152**	21	31	**18**	70	8	**97**	16	**121**	19	**84**	0	**103**
+45 mins.	30	96	**22**	148	**24**	**40**	11	**75**	5	84	18	107	15	68	**2**	85
Total Volume	103	387	70	560	85	131	57	273	22	364	75	461	68	302	3	373
% App. Total	18.4	69.1	12.5		31.1	48	20.9		4.8	79	16.3		18.2	81	0.8	
PHF	.805	.977	.795	.921	.885	.819	.792	.910	.688	.938	.815	.952	.708	.899	.375	.905

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City of Fontana
N/S: Beech Avenue
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File Name : 01_FON_Bee_High PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

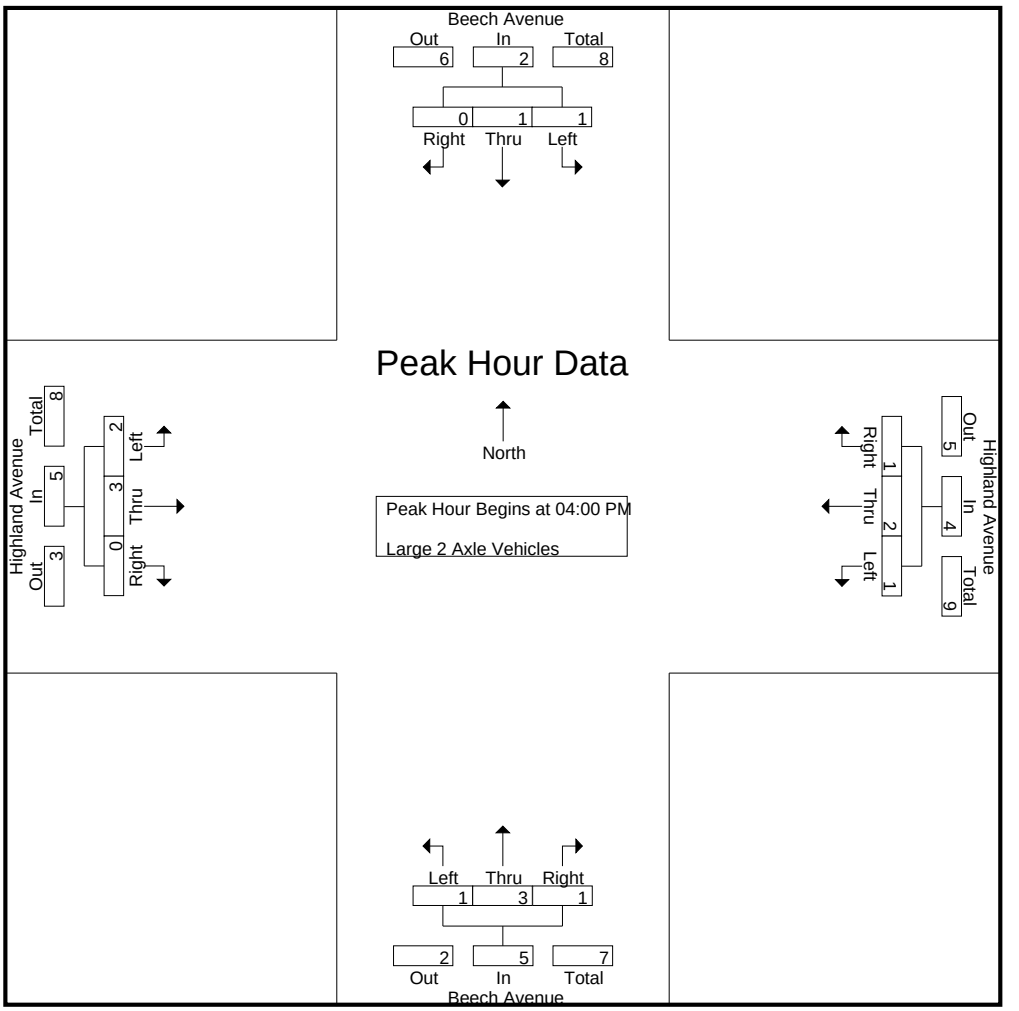
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	1	3	0	1	1	2	0	1	0	1	7
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	1	0	2	4
04:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	1	1	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	1	2	1	4	1	3	1	5	2	3	0	5	16
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	1	1	1	1	0	2	0	1	0	1	1	2	0	3	7
Grand Total	1	1	1	3	2	3	1	6	1	4	1	6	3	5	0	8	23
Apprch %	33.3	33.3	33.3		33.3	50	16.7		16.7	66.7	16.7		37.5	62.5	0		
Total %	4.3	4.3	4.3	13	8.7	13	4.3	26.1	4.3	17.4	4.3	26.1	13	21.7	0	34.8	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	**1**	0	0	**1**	0	**2**	**1**	**3**	0	**1**	**1**	**2**	0	**1**	0	1	**7**
04:15 PM	0	0	0	0	0	0	0	0	**1**	1	0	2	**1**	1	0	**2**	4
04:30 PM	0	**1**	0	1	**1**	0	0	1	0	1	0	1	1	1	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	1	2	1	4	1	3	1	5	2	3	0	5	16
% App. Total	50	50	0		25	50	25		20	60	20		40	60	0		
PHF	.250	.250	.000	.500	.250	.250	.250	.333	.250	.750	.250	.625	.500	.750	.000	.625	.571

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City of Fontana
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File Name : 01_FON_Bee_High PM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	**2**	**1**	**3**	0	**1**	**1**	**2**	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	0	**1**	1	0	2	**1**	1	0	**2**
+30 mins.	0	**1**	0	1	**1**	0	0	1	0	1	0	1	1	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	1	2	1	4	1	3	1	5	2	3	0	5
% App. Total	50	50	0		25	50	25		20	60	20		40	60	0	
PHF	.250	.250	.000	.500	.250	.250	.250	.333	.250	.750	.250	.625	.500	.750	.000	.625

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City of Fontana
N/S: Beech Avenue
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File Name : 01_FON_Bee_High PM
Site Code : 99924433
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Groups Printed- 3 Axle Vehicles

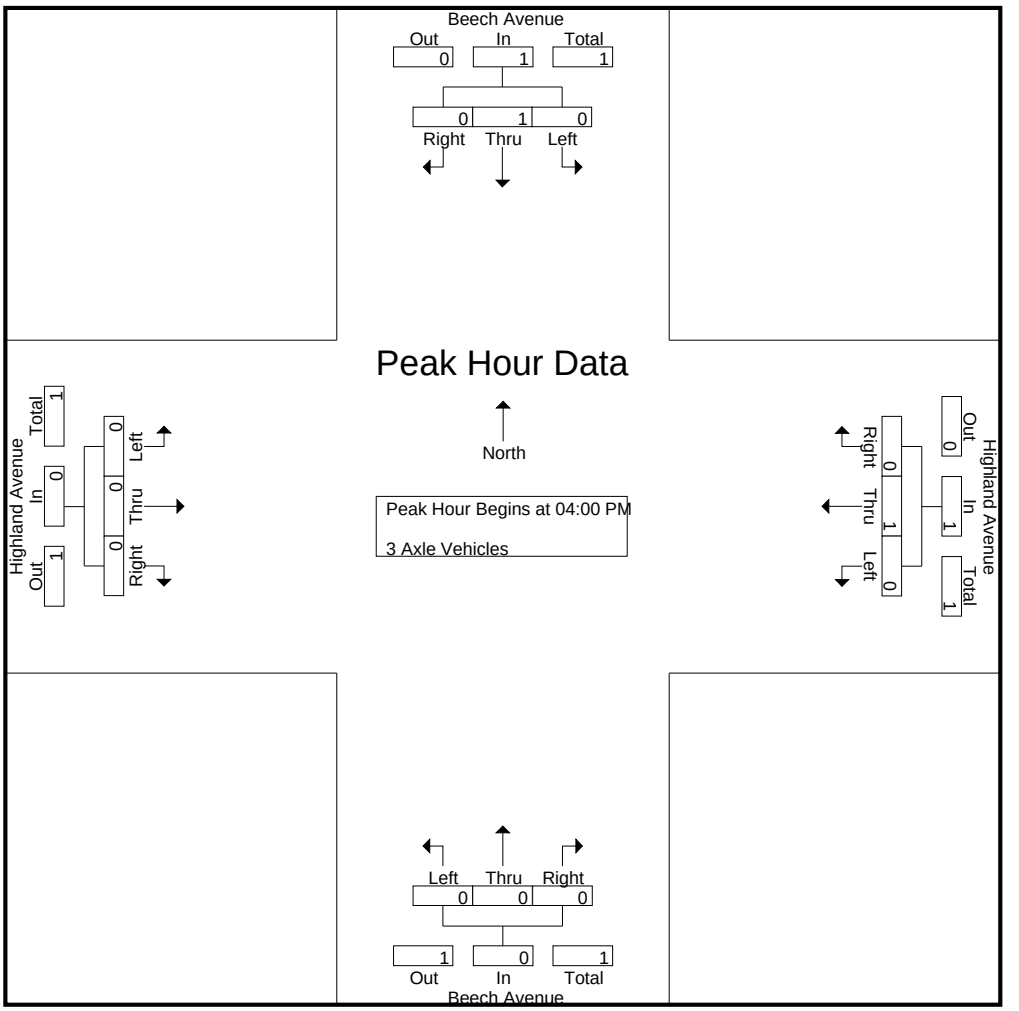
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	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	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
Apprch %	0	50	50		0	100	0		0	0	0		0	0	0		
Total %	0	25	25	50	0	50	0	50	0	0	0	0	0	0	0	0	

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	0	**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	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

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

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Groups Printed- 4+ Axle Trucks

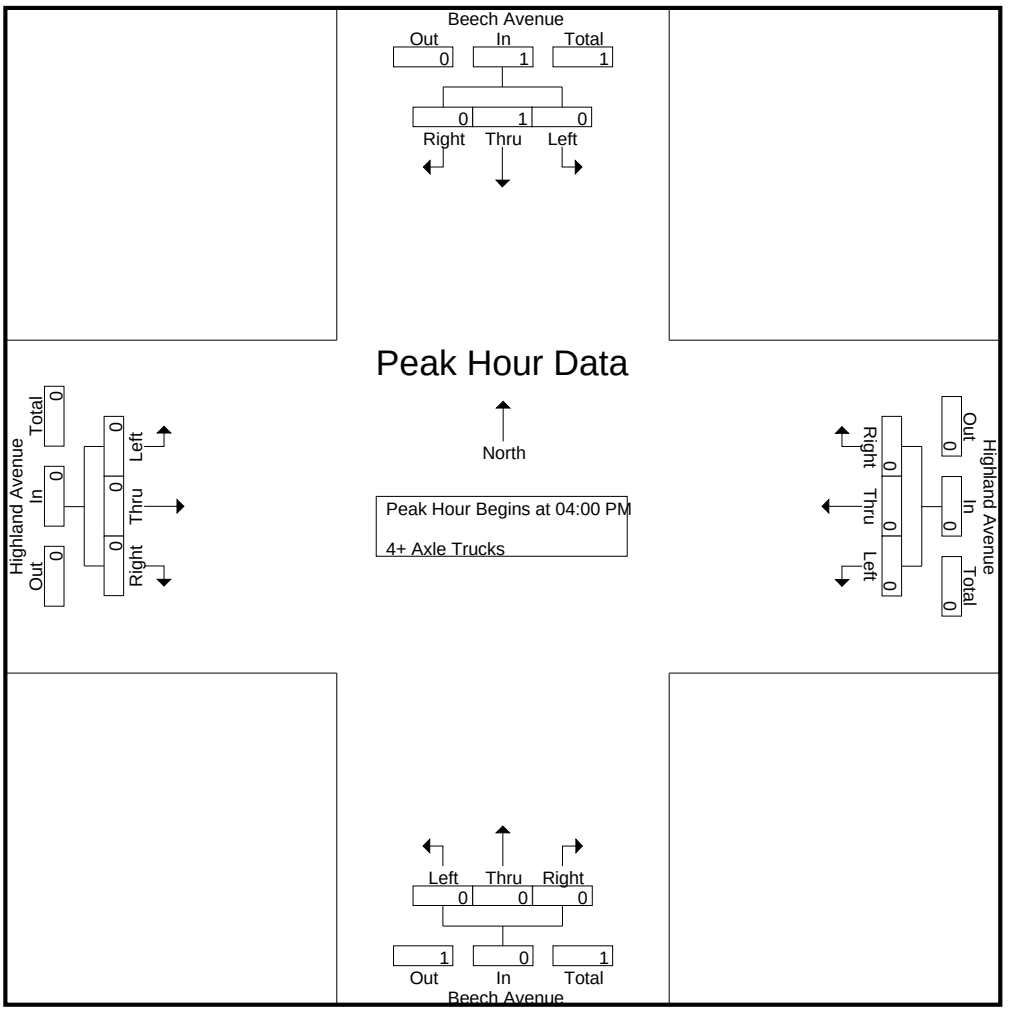
	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0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

	Beech Avenue Southbound				Highland Avenue Westbound				Beech Avenue Northbound				Highland 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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Fontana
N/S: Beech Avenue
E/W: Highland Avenue
Weather: Clear

File Name : 01_FON_Bee_High PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

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

Location: Fontana
N/S: Beech Avenue
E/W: Highland Avenue

Date: 5/15/2024
Day: Wednesday

PEDESTRIANS

	North Leg Beech Avenue Pedestrians	East Leg Highland Avenue Pedestrians	South Leg Beech Avenue Pedestrians	West Leg Highland Avenue Pedestrians	
7:00 AM	1	0	1	1	3
7:15 AM	1	1	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	1	2	0	3
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	2	0	2
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	2	4	7	1	14

	North Leg Beech Avenue Pedestrians	East Leg Highland Avenue Pedestrians	South Leg Beech Avenue Pedestrians	West Leg Highland Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	0	1	0	1	2
4:45 PM	4	0	0	0	4
5:00 PM	0	0	0	2	2
5:15 PM	0	1	0	1	2
5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	5	3	0	6	14

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Location: Fontana
N/S: Beech Avenue
E/W: Highland Avenue

Date: 5/15/2024
Day: Wednesday

BICYCLES

	Southbound Beech Avenue			Westbound Highland Avenue			Northbound Beech Avenue			Eastbound Highland Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	1	0	0	3	0	0	0	0	6

	Southbound Beech Avenue			Westbound Highland Avenue			Northbound Beech Avenue			Eastbound Highland Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	0	0	0	1	0	0	0	0	3

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

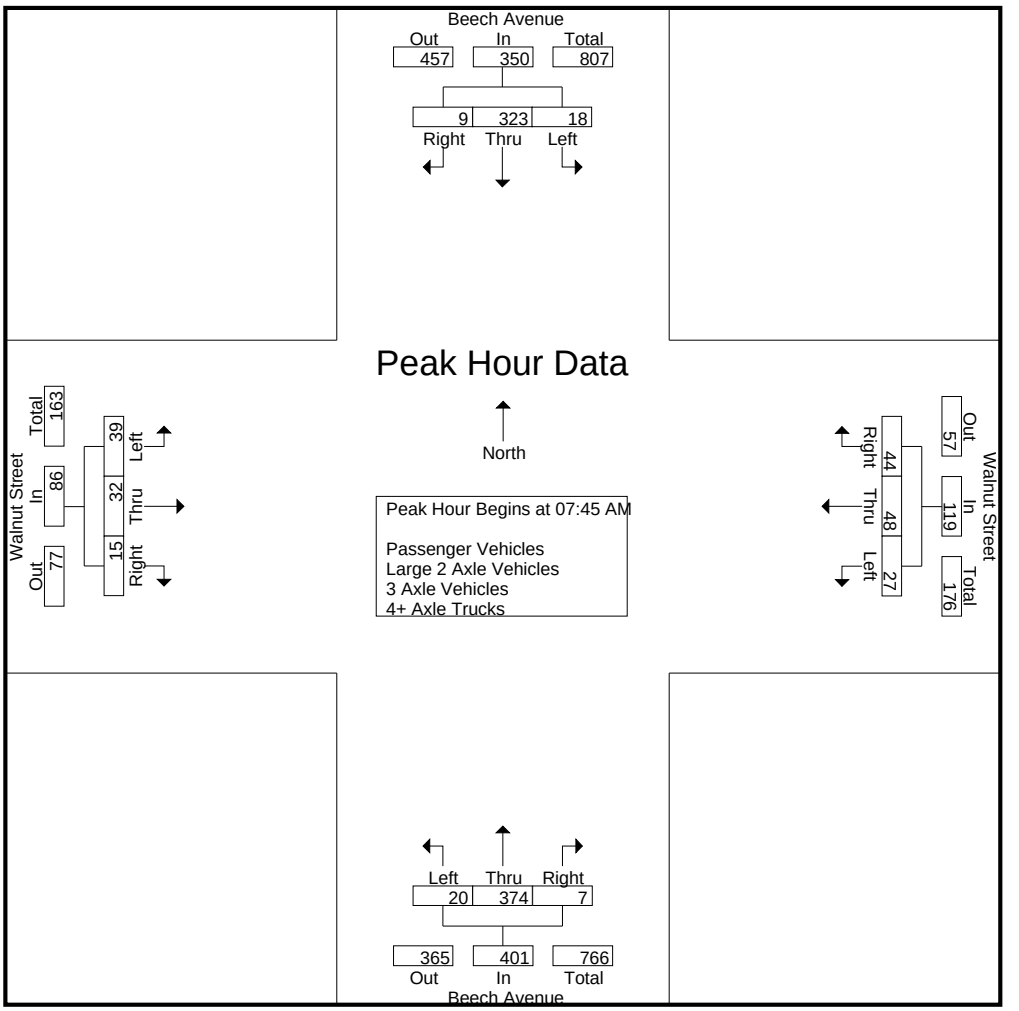
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	38	0	41	6	6	7	19	0	61	0	61	2	3	4	9	130
07:15 AM	6	41	3	50	12	9	4	25	2	52	0	54	7	8	1	16	145
07:30 AM	5	50	4	59	6	16	8	30	1	48	2	51	6	5	4	15	155
07:45 AM	4	80	1	85	10	12	13	35	2	68	3	73	14	5	4	23	216
Total	18	209	8	235	34	43	32	109	5	229	5	239	29	21	13	63	646
08:00 AM	3	81	1	85	9	14	9	32	8	141	1	150	9	7	2	18	285
08:15 AM	6	93	6	105	4	16	12	32	6	108	1	115	11	8	5	24	276
08:30 AM	5	69	1	75	4	6	10	20	4	57	2	63	5	12	4	21	179
08:45 AM	11	43	5	59	3	14	4	21	6	63	3	72	2	5	2	9	161
Total	25	286	13	324	20	50	35	105	24	369	7	400	27	32	13	72	901
Grand Total	43	495	21	559	54	93	67	214	29	598	12	639	56	53	26	135	1547
Apprch %	7.7	88.6	3.8		25.2	43.5	31.3		4.5	93.6	1.9		41.5	39.3	19.3		
Total %	2.8	32	1.4	36.1	3.5	6	4.3	13.8	1.9	38.7	0.8	41.3	3.6	3.4	1.7	8.7	
Passenger Vehicles	43	486	21	550	49	92	66	207	29	589	11	629	51	52	26	129	1515
% Passenger Vehicles	100	98.2	100	98.4	90.7	98.9	98.5	96.7	100	98.5	91.7	98.4	91.1	98.1	100	95.6	97.9
Large 2 Axle Vehicles	0	6	0	6	4	1	0	5	0	8	0	8	3	1	0	4	23
% Large 2 Axle Vehicles	0	1.2	0	1.1	7.4	1.1	0	2.3	0	1.3	0	1.3	5.4	1.9	0	3	1.5
3 Axle Vehicles	0	1	0	1	1	0	1	2	0	1	1	2	2	0	0	2	7
% 3 Axle Vehicles	0	0.2	0	0.2	1.9	0	1.5	0.9	0	0.2	8.3	0.3	3.6	0	0	1.5	0.5
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	80	1	85	**10**	12	**13**	**35**	2	68	**3**	73	**14**	5	4	23	216
08:00 AM	3	81	1	85	9	14	9	32	**8**	**141**	1	**150**	9	7	2	18	**285**
08:15 AM	**6**	**93**	**6**	**105**	4	**16**	12	32	6	108	1	115	11	8	**5**	**24**	276
08:30 AM	5	69	1	75	4	6	10	20	4	57	2	63	5	**12**	4	21	179
Total Volume	18	323	9	350	27	48	44	119	20	374	7	401	39	32	15	86	956
% App. Total	5.1	92.3	2.6		22.7	40.3	37		5	93.3	1.7		45.3	37.2	17.4		
PHF	.750	.868	.375	.833	.675	.750	.846	.850	.625	.663	.583	.668	.696	.667	.750	.896	.839

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	4	80	1	85	6	**16**	8	30	2	68	**3**	73	**14**	5	4	23
+15 mins.	3	81	1	85	**10**	12	**13**	**35**	**8**	**141**	1	**150**	9	7	2	18
+30 mins.	**6**	**93**	**6**	**105**	9	14	9	32	6	108	1	115	11	8	**5**	**24**
+45 mins.	5	69	1	75	4	16	12	32	4	57	2	63	5	**12**	4	21
Total Volume	18	323	9	350	29	58	42	129	20	374	7	401	39	32	15	86
% App. Total	5.1	92.3	2.6		22.5	45	32.6		5	93.3	1.7		45.3	37.2	17.4	
PHF	.750	.868	.375	.833	.725	.906	.808	.921	.625	.663	.583	.668	.696	.667	.750	.896

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

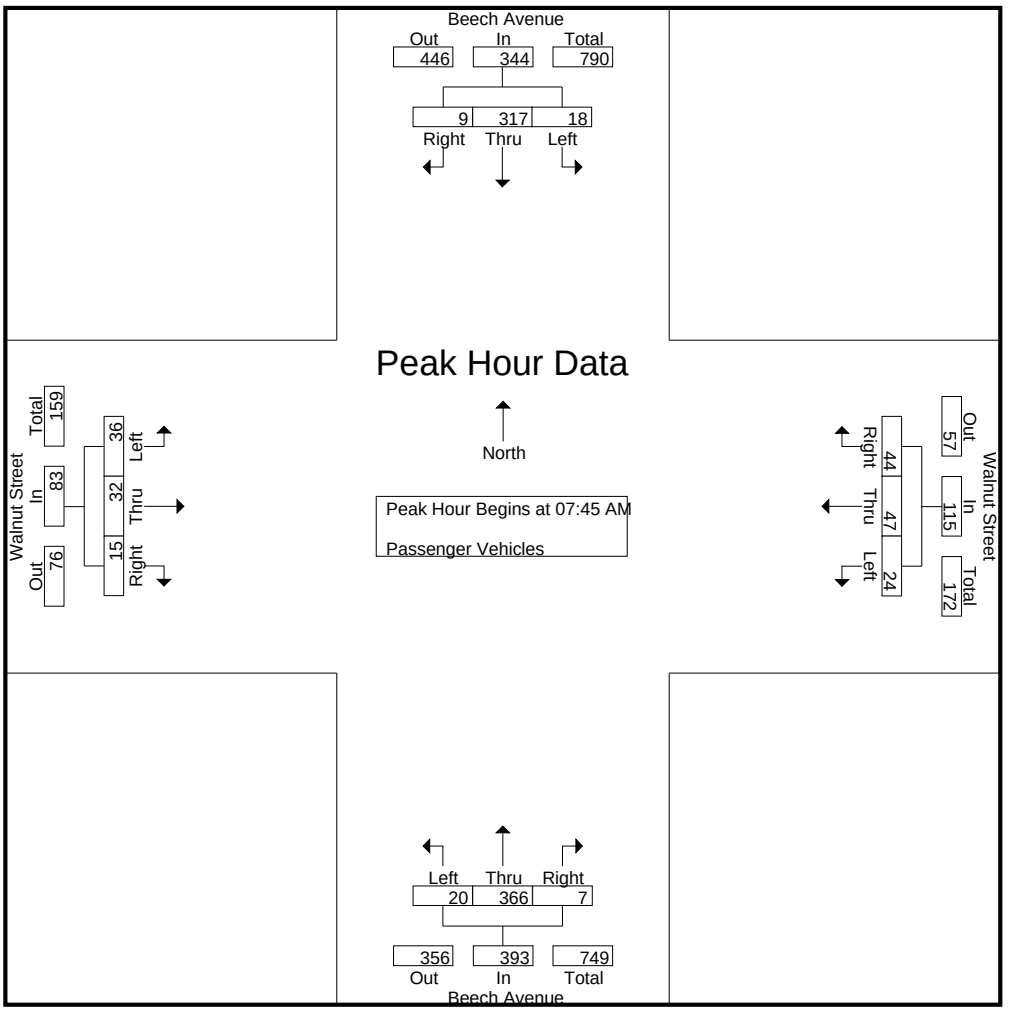
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	35	0	38	6	6	7	19	0	60	0	60	2	3	4	9	126
07:15 AM	6	41	3	50	10	9	3	22	2	52	0	54	6	7	1	14	140
07:30 AM	5	50	4	59	6	16	8	30	1	48	2	51	5	5	4	14	154
07:45 AM	4	80	1	85	9	11	13	33	2	64	3	69	13	5	4	22	209
Total	18	206	8	232	31	42	31	104	5	224	5	234	26	20	13	59	629
08:00 AM	3	78	1	82	8	14	9	31	8	140	1	149	8	7	2	17	279
08:15 AM	6	92	6	104	4	16	12	32	6	105	1	112	11	8	5	24	272
08:30 AM	5	67	1	73	3	6	10	19	4	57	2	63	4	12	4	20	175
08:45 AM	11	43	5	59	3	14	4	21	6	63	2	71	2	5	2	9	160
Total	25	280	13	318	18	50	35	103	24	365	6	395	25	32	13	70	886
Grand Total	43	486	21	550	49	92	66	207	29	589	11	629	51	52	26	129	1515
Apprch %	7.8	88.4	3.8		23.7	44.4	31.9		4.6	93.6	1.7		39.5	40.3	20.2		
Total %	2.8	32.1	1.4	36.3	3.2	6.1	4.4	13.7	1.9	38.9	0.7	41.5	3.4	3.4	1.7	8.5	

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	80	1	85	**9**	11	**13**	**33**	2	64	**3**	69	**13**	5	4	22	209
08:00 AM	3	78	1	82	8	14	9	31	**8**	**140**	1	**149**	8	7	2	17	**279**
08:15 AM	**6**	**92**	**6**	**104**	4	**16**	12	32	6	105	1	112	11	8	**5**	**24**	272
08:30 AM	5	67	1	73	3	6	10	19	4	57	2	63	4	**12**	4	20	175
Total Volume	18	317	9	344	24	47	44	115	20	366	7	393	36	32	15	83	935
% App. Total	5.2	92.2	2.6		20.9	40.9	38.3		5.1	93.1	1.8		43.4	38.6	18.1		
PHF	.750	.861	.375	.827	.667	.734	.846	.871	.625	.654	.583	.659	.692	.667	.750	.865	.838

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	4	80	1	85	**9**	11	**13**	**33**	2	64	**3**	69	**13**	5	4	22
+15 mins.	3	78	1	82	8	14	9	31	**8**	**140**	1	**149**	8	7	2	17
+30 mins.	**6**	**92**	**6**	**104**	4	**16**	12	32	6	105	1	112	11	8	**5**	**24**
+45 mins.	5	67	1	73	3	6	10	19	4	57	2	63	4	**12**	4	20
Total Volume	18	317	9	344	24	47	44	115	20	366	7	393	36	32	15	83
% App. Total	5.2	92.2	2.6		20.9	40.9	38.3		5.1	93.1	1.8		43.4	38.6	18.1	
PHF	.750	.861	.375	.827	.667	.734	.846	.871	.625	.654	.583	.659	.692	.667	.750	.865

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
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Groups Printed- Large 2 Axle Vehicles

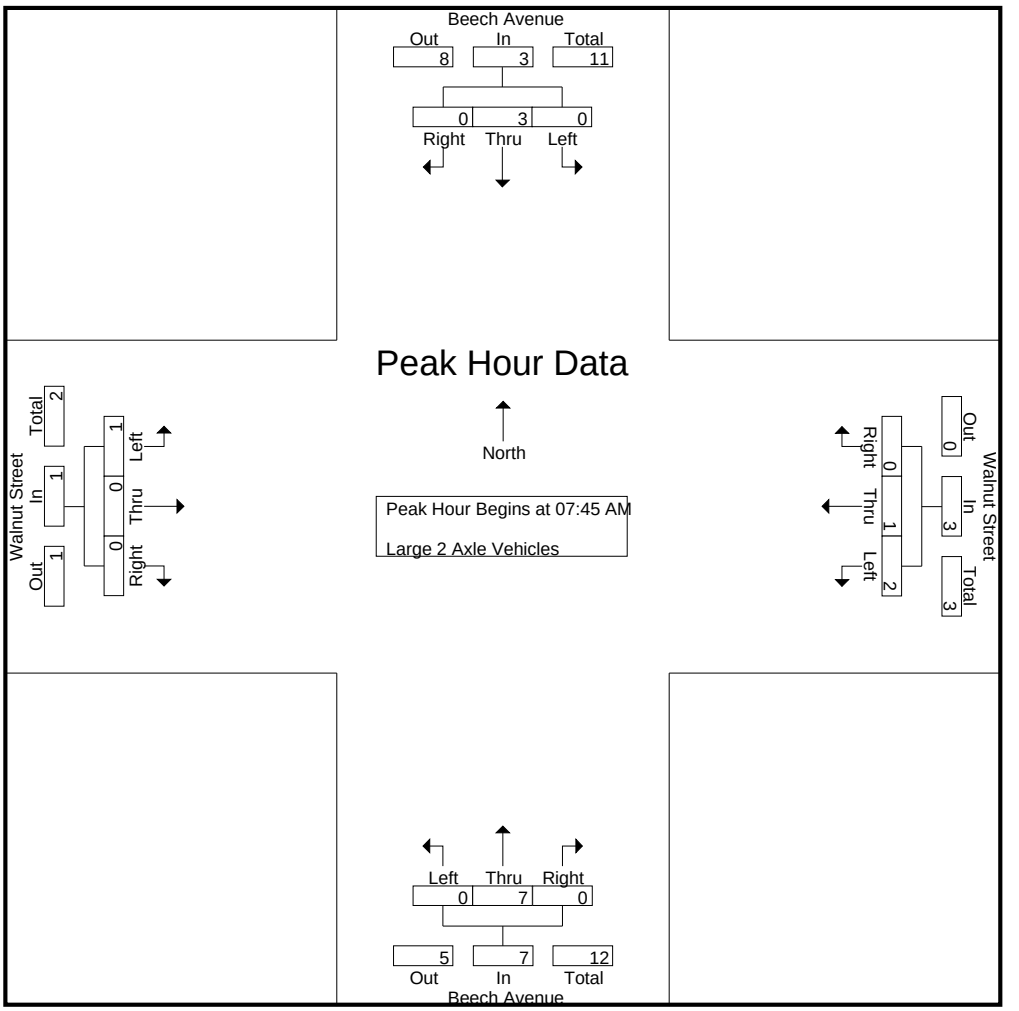
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	1	1	0	2	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	1	1	0	2	0	4	0	4	1	0	0	1	7
Total	0	3	0	3	3	1	0	4	0	5	0	5	3	1	0	4	16
08:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
Grand Total	0	6	0	6	4	1	0	5	0	8	0	8	3	1	0	4	23
Apprch %	0	100	0		80	20	0		0	100	0		75	25	0		
Total %	0	26.1	0	26.1	17.4	4.3	0	21.7	0	34.8	0	34.8	13	4.3	0	17.4	

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	**1**	0	**2**	0	**4**	0	**4**	**1**	0	0	**1**	**7**
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	2	1	0	3	0	7	0	7	1	0	0	1	14
% App. Total	0	100	0		66.7	33.3	0		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.500	.250	.000	.375	.000	.438	.000	.438	.250	.000	.000	.250	.500

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City of Fontana
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Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	**4**	0	**4**	**1**	0	0	**1**
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	2	1	0	3	0	7	0	7	1	0	0	1
% App. Total	0	100	0		66.7	33.3	0		0	100	0		100	0	0	
PHF	.000	.375	.000	.375	.500	.250	.000	.375	.000	.438	.000	.438	.250	.000	.000	.250

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

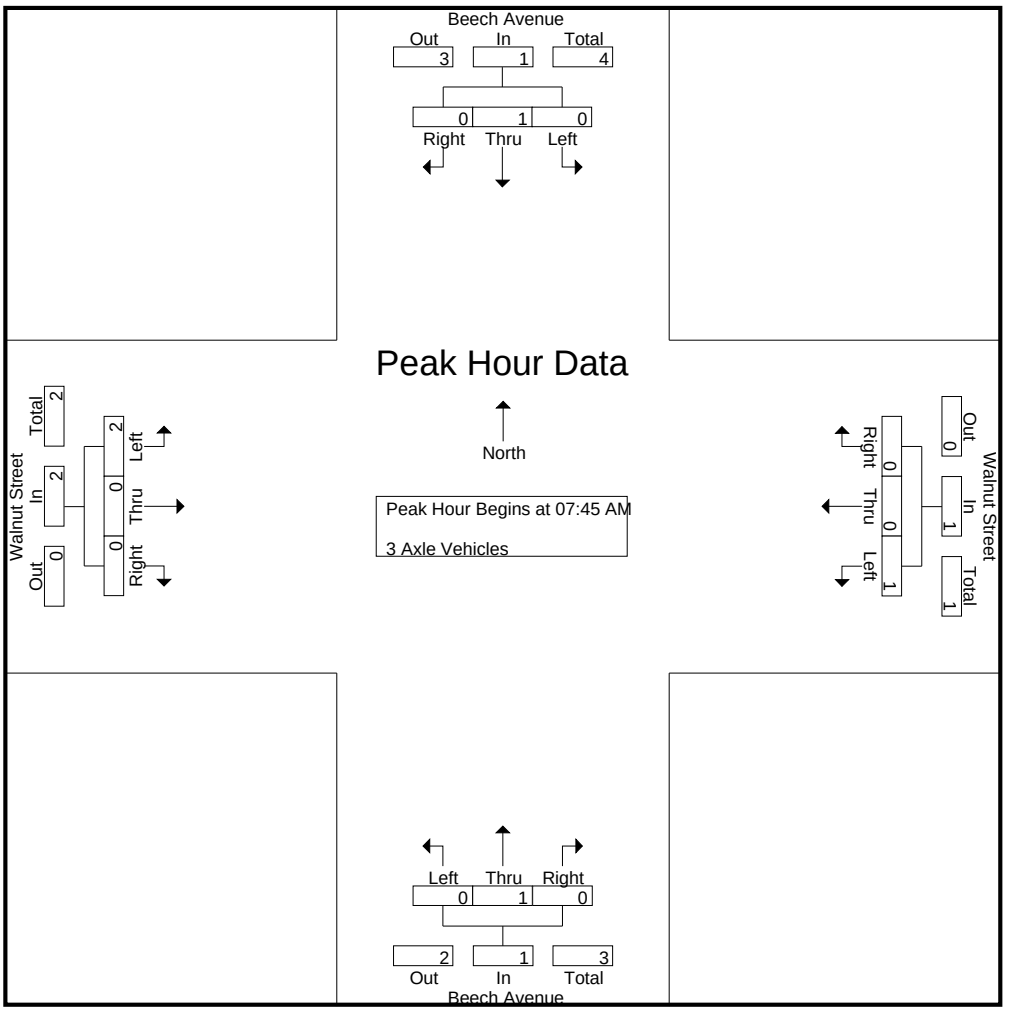
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	0	1	1	2	2	0	0	2	6
Grand Total	0	1	0	1	1	0	1	2	0	1	1	2	2	0	0	2	7
Apprch %	0	100	0		50	0	50		0	50	50		100	0	0		
Total %	0	14.3	0	14.3	14.3	0	14.3	28.6	0	14.3	14.3	28.6	28.6	0	0	28.6	

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

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

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

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

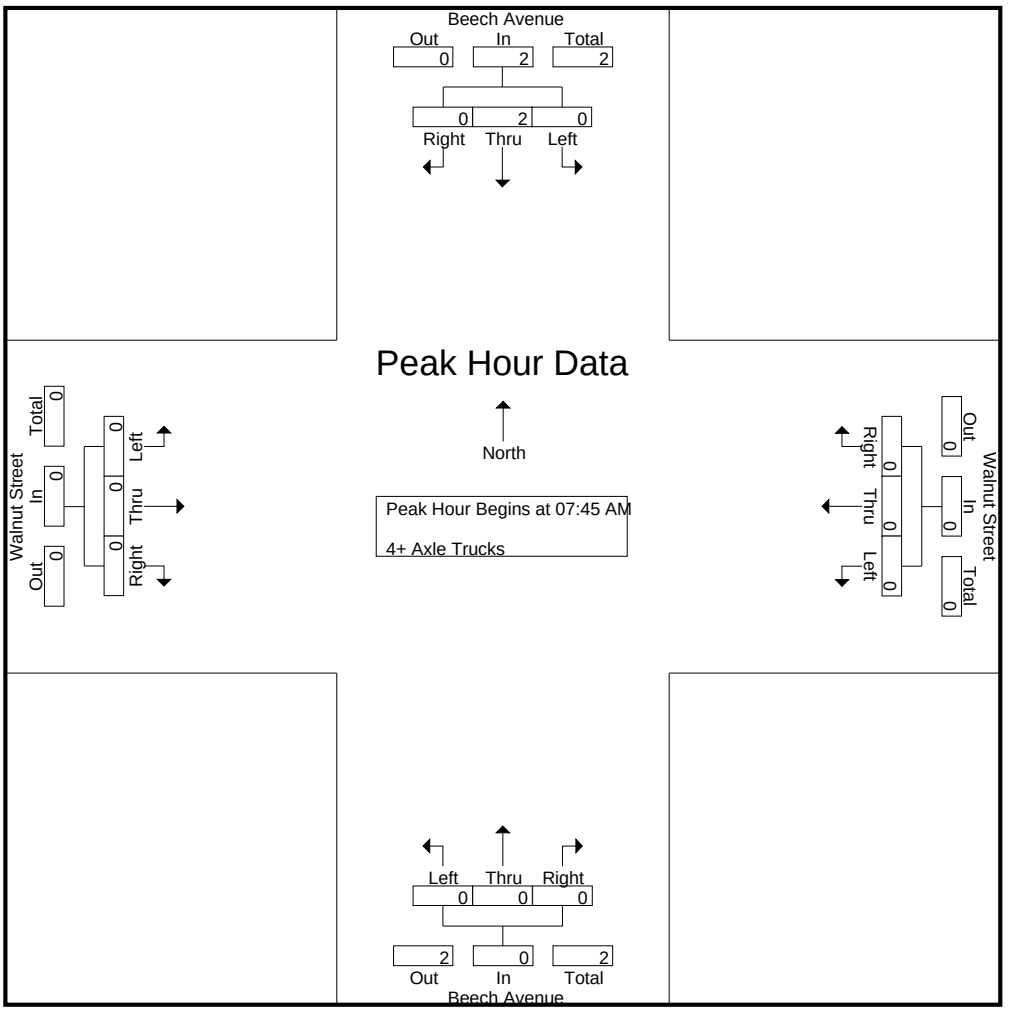
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

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

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

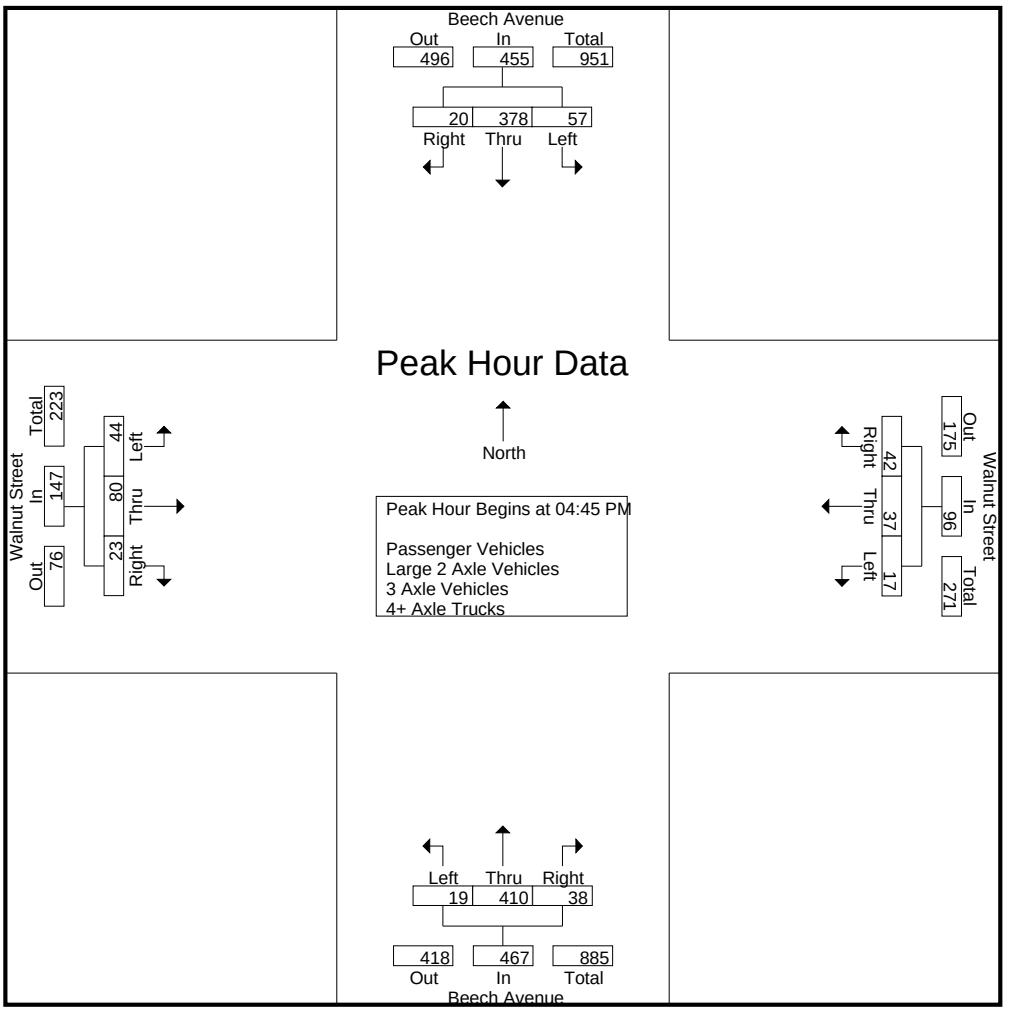
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	93	6	112	11	13	5	29	3	95	8	106	8	13	3	24	271
04:15 PM	14	85	8	107	3	4	2	9	7	69	10	86	9	22	7	38	240
04:30 PM	12	76	12	100	7	8	9	24	2	77	6	85	12	22	1	35	244
04:45 PM	14	91	5	110	3	11	8	22	4	127	10	141	7	23	5	35	308
Total	53	345	31	429	24	36	24	84	16	368	34	418	36	80	16	132	1063
05:00 PM	18	91	5	114	3	6	15	24	7	80	10	97	8	16	6	30	265
05:15 PM	16	100	4	120	4	10	7	21	6	97	8	111	15	25	10	50	302
05:30 PM	9	96	6	111	7	10	12	29	2	106	10	118	14	16	2	32	290
05:45 PM	16	72	7	95	8	7	11	26	6	89	8	103	16	19	2	37	261
Total	59	359	22	440	22	33	45	100	21	372	36	429	53	76	20	149	1118
Grand Total	112	704	53	869	46	69	69	184	37	740	70	847	89	156	36	281	2181
Apprch %	12.9	81	6.1		25	37.5	37.5		4.4	87.4	8.3		31.7	55.5	12.8		
Total %	5.1	32.3	2.4	39.8	2.1	3.2	3.2	8.4	1.7	33.9	3.2	38.8	4.1	7.2	1.7	12.9	
Passenger Vehicles	109	691	52	852	46	69	67	182	37	730	68	835	89	154	36	279	2148
% Passenger Vehicles	97.3	98.2	98.1	98	100	100	97.1	98.9	100	98.6	97.1	98.6	100	98.7	100	99.3	98.5
Large 2 Axle Vehicles	3	12	1	16	0	0	1	1	0	6	2	8	0	2	0	2	27
% Large 2 Axle Vehicles	2.7	1.7	1.9	1.8	0	0	1.4	0.5	0	0.8	2.9	0.9	0	1.3	0	0.7	1.2
3 Axle Vehicles	0	1	0	1	0	0	1	1	0	4	0	4	0	0	0	0	6
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	1.4	0.5	0	0.5	0	0.5	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	91	5	110	3	**11**	8	22	4	**127**	**10**	**141**	7	23	5	35	**308**
05:00 PM	**18**	91	5	114	3	6	**15**	24	**7**	80	10	97	8	16	6	30	265
05:15 PM	16	**100**	4	**120**	4	10	7	21	6	97	8	111	**15**	**25**	**10**	**50**	302
05:30 PM	9	96	**6**	111	**7**	10	12	**29**	2	106	10	118	14	16	2	32	290
Total Volume	57	378	20	455	17	37	42	96	19	410	38	467	44	80	23	147	1165
% App. Total	12.5	83.1	4.4		17.7	38.5	43.8		4.1	87.8	8.1		29.9	54.4	15.6		
PHF	.792	.945	.833	.948	.607	.841	.700	.828	.679	.807	.950	.828	.733	.800	.575	.735	.946

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N/S: Beech Avenue
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Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	14	91	5	110	3	6	**15**	24	4	**127**	**10**	**141**	12	22	1	35
+15 mins.	**18**	91	5	114	4	**10**	7	21	**7**	80	10	97	7	23	5	35
+30 mins.	16	**100**	4	**120**	7	10	12	**29**	6	97	8	111	8	16	6	30
+45 mins.	9	96	**6**	111	**8**	7	11	26	2	106	10	118	**15**	**25**	**10**	**50**
Total Volume	57	378	20	455	22	33	45	100	19	410	38	467	42	86	22	150
% App. Total	12.5	83.1	4.4		22	33	45		4.1	87.8	8.1		28	57.3	14.7	
PHF	.792	.945	.833	.948	.688	.825	.750	.862	.679	.807	.950	.828	.700	.860	.550	.750

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
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Groups Printed- Passenger Vehicles

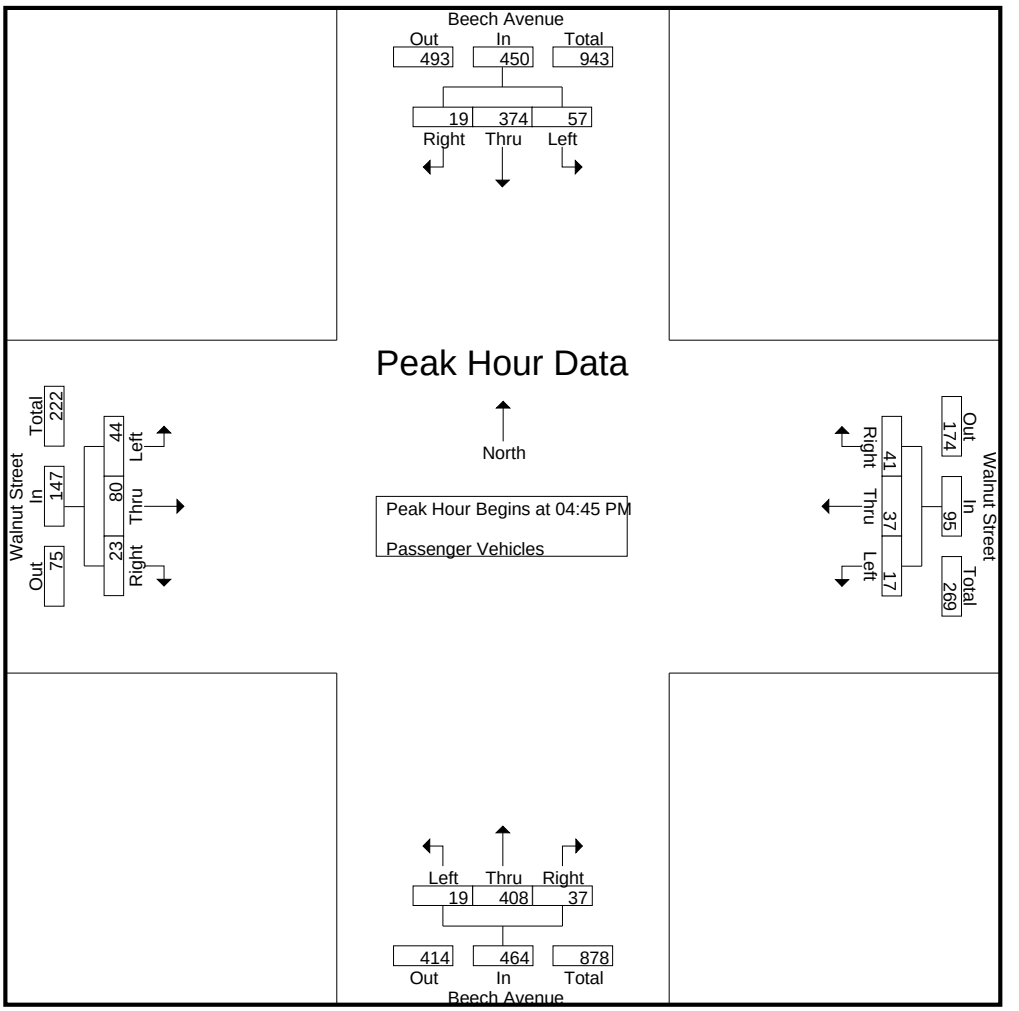
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	89	6	106	11	13	4	28	3	90	8	101	8	13	3	24	259
04:15 PM	14	82	8	104	3	4	2	9	7	68	10	85	9	20	7	36	234
04:30 PM	12	74	12	98	7	8	9	24	2	76	6	84	12	22	1	35	241
04:45 PM	14	91	5	110	3	11	7	21	4	127	10	141	7	23	5	35	307
Total	51	336	31	418	24	36	22	82	16	361	34	411	36	78	16	130	1041
05:00 PM	18	91	4	113	3	6	15	24	7	80	10	97	8	16	6	30	264
05:15 PM	16	97	4	117	4	10	7	21	6	97	8	111	15	25	10	50	299
05:30 PM	9	95	6	110	7	10	12	29	2	104	9	115	14	16	2	32	286
05:45 PM	15	72	7	94	8	7	11	26	6	88	7	101	16	19	2	37	258
Total	58	355	21	434	22	33	45	100	21	369	34	424	53	76	20	149	1107
Grand Total	109	691	52	852	46	69	67	182	37	730	68	835	89	154	36	279	2148
Apprch %	12.8	81.1	6.1		25.3	37.9	36.8		4.4	87.4	8.1		31.9	55.2	12.9		
Total %	5.1	32.2	2.4	39.7	2.1	3.2	3.1	8.5	1.7	34	3.2	38.9	4.1	7.2	1.7	13	

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	91	5	110	3	**11**	7	21	4	**127**	**10**	**141**	7	23	5	35	**307**
05:00 PM	**18**	91	4	113	3	6	**15**	24	**7**	80	10	97	8	16	6	30	264
05:15 PM	16	**97**	4	**117**	4	10	7	21	6	97	8	111	**15**	**25**	**10**	**50**	299
05:30 PM	9	95	**6**	110	**7**	10	12	**29**	2	104	9	115	14	16	2	32	286
Total Volume	57	374	19	450	17	37	41	95	19	408	37	464	44	80	23	147	1156
% App. Total	12.7	83.1	4.2		17.9	38.9	43.2		4.1	87.9	8		29.9	54.4	15.6		
PHF	.792	.964	.792	.962	.607	.841	.683	.819	.679	.803	.925	.823	.733	.800	.575	.735	.941

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N/S: Beech Avenue
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Weather: Clear

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Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	14	91	5	110	3	**11**	7	21	4	**127**	**10**	**141**	7	23	5	35
+15 mins.	**18**	91	4	113	3	6	**15**	24	**7**	80	10	97	8	16	6	30
+30 mins.	16	**97**	4	**117**	4	10	7	21	6	97	8	111	**15**	**25**	**10**	**50**
+45 mins.	9	95	**6**	110	**7**	10	12	**29**	2	104	9	115	14	16	2	32
Total Volume	57	374	19	450	17	37	41	95	19	408	37	464	44	80	23	147
% App. Total	12.7	83.1	4.2		17.9	38.9	43.2		4.1	87.9	8		29.9	54.4	15.6	
PHF	.792	.964	.792	.962	.607	.841	.683	.819	.679	.803	.925	.823	.733	.800	.575	.735

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File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

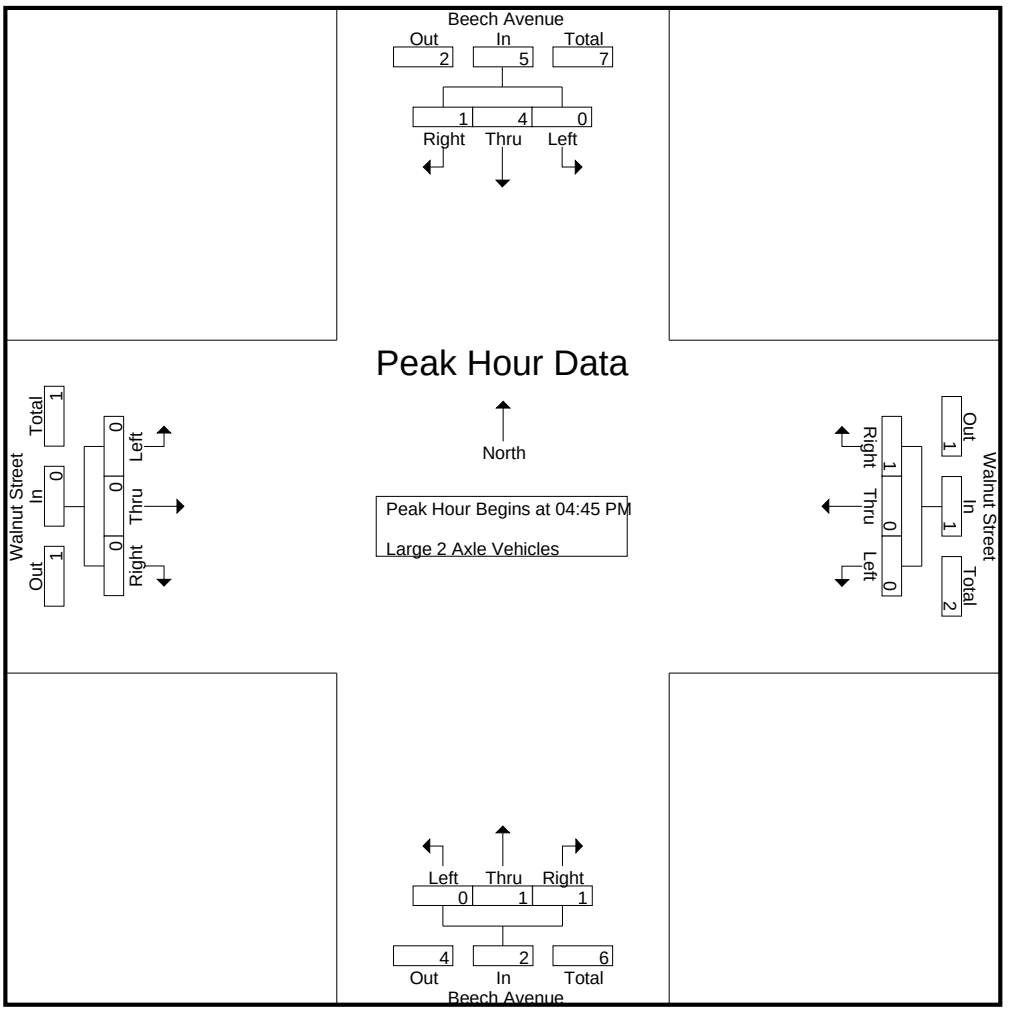
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	3	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	2	0	2	6
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	2	8	0	10	0	0	1	1	0	4	0	4	0	2	0	2	17
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
05:45 PM	1	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Total	1	4	1	6	0	0	0	0	0	2	2	4	0	0	0	0	10
Grand Total	3	12	1	16	0	0	1	1	0	6	2	8	0	2	0	2	27
Apprch %	18.8	75	6.2		0	0	100		0	75	25		0	100	0		
Total %	11.1	44.4	3.7	59.3	0	0	3.7	3.7	0	22.2	7.4	29.6	0	7.4	0	7.4	

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
05:30 PM	0	1	0	1	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	3
Total Volume	0	4	1	5	0	0	1	1	0	1	1	2	0	0	0	0	8
% App. Total	0	80	20		0	0	100		0	50	50		0	0	0		
PHF	.000	.333	.250	.417	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.000	.000	.667

Counts Unlimited, Inc.
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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0
Total Volume	0	4	1	5	0	0	1	1	0	1	1	2	0	0	0	0
% App. Total	0	80	20		0	0	100		0	50	50		0	0	0	
PHF	.000	.333	.250	.417	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

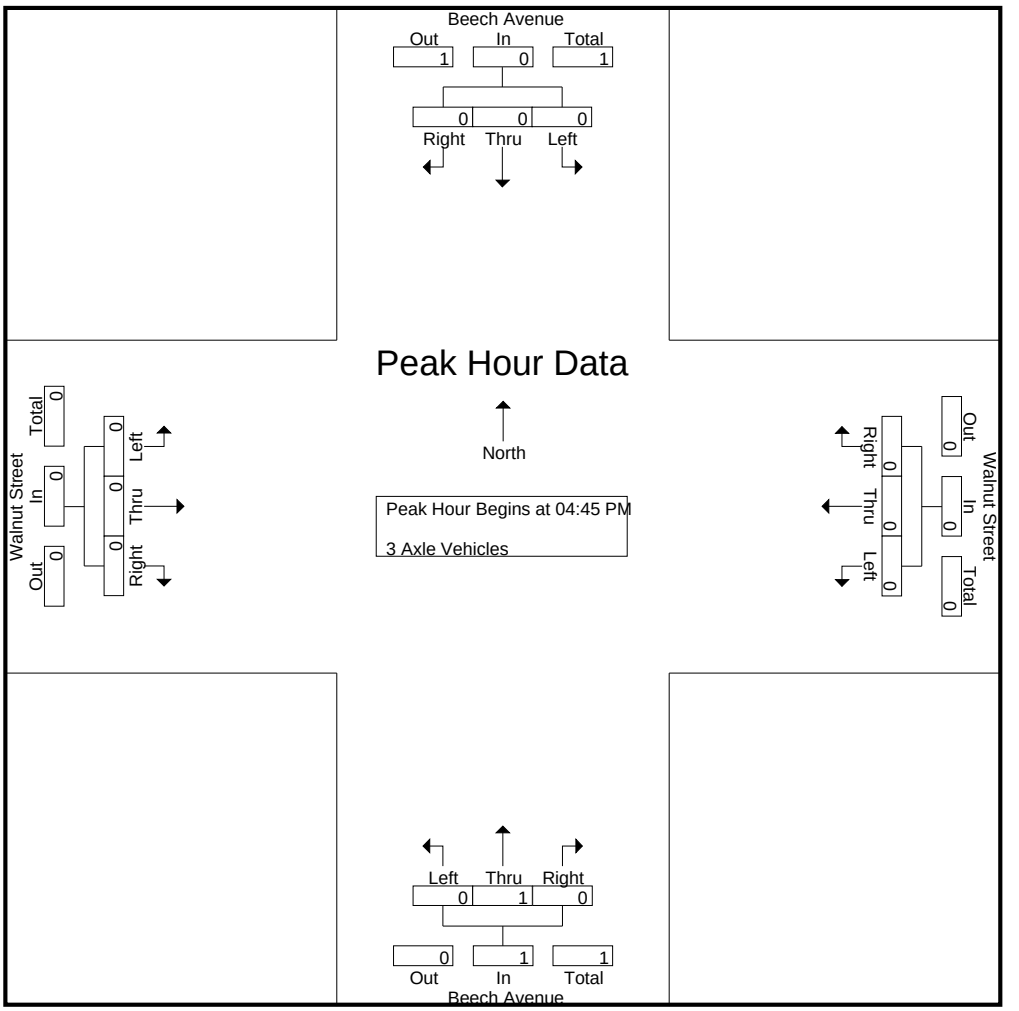
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	1	1	0	3	0	3	0	0	0	0	5
04:15 PM	0	0	0	0	0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

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

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	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	.250	.000	.250	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

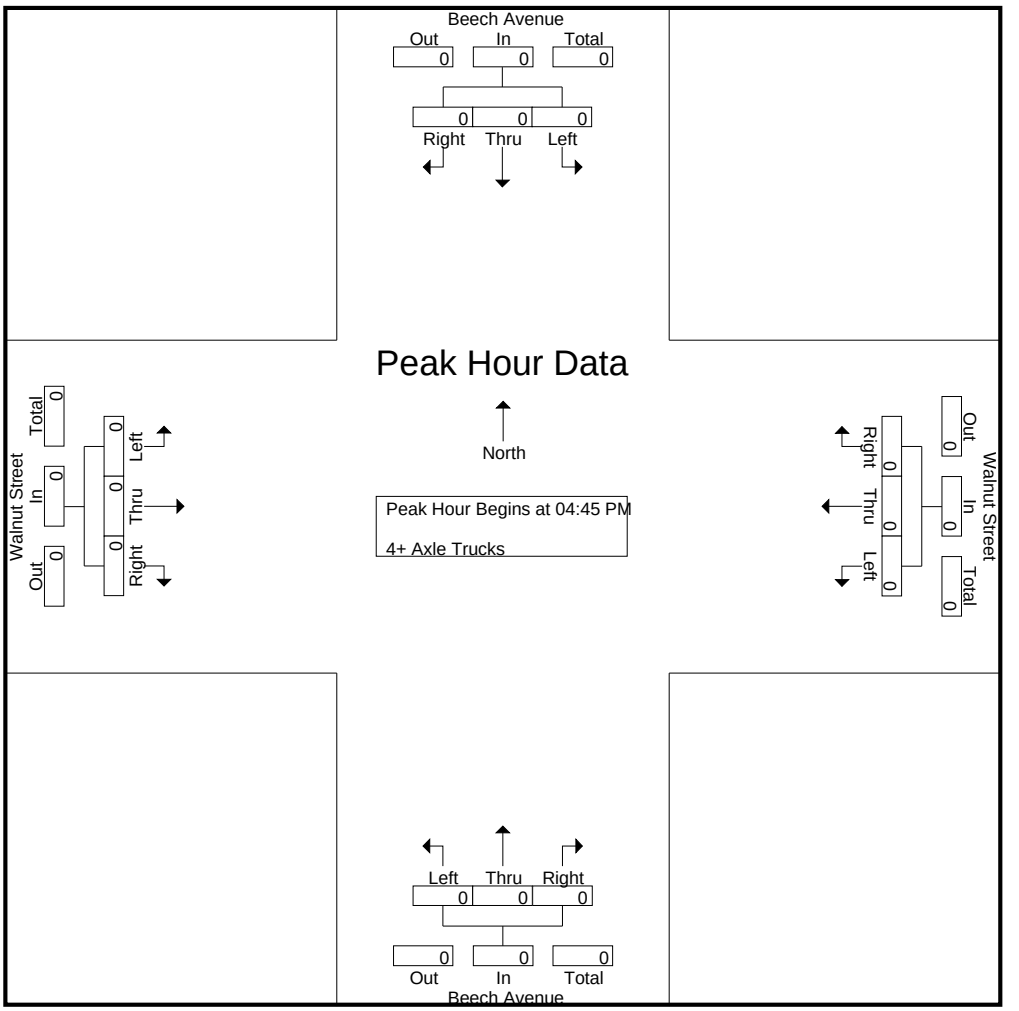
	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Beech Avenue Southbound				Walnut Street Westbound				Beech Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Beech Avenue
E/W: Walnut Street
Weather: Clear

File Name : 02_FON_Bee_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Fontana
N/S: Beech Avenue
E/W: Walnut Street

Date: 5/15/2024
Day: Wednesday

PEDESTRIANS

	North Leg Beech Avenue Pedestrians	East Leg Walnut Street Pedestrians	South Leg Beech Avenue Pedestrians	West Leg Walnut Street Pedestrians	
7:00 AM	4	1	0	0	5
7:15 AM	1	3	0	1	5
7:30 AM	10	3	1	2	16
7:45 AM	18	9	0	3	30
8:00 AM	4	2	0	0	6
8:15 AM	8	8	2	2	20
8:30 AM	0	2	2	0	4
8:45 AM	2	1	0	3	6
TOTAL VOLUMES:	47	29	5	11	92

	North Leg Beech Avenue Pedestrians	East Leg Walnut Street Pedestrians	South Leg Beech Avenue Pedestrians	West Leg Walnut Street Pedestrians	
4:00 PM	0	6	0	0	6
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	2	0	2	0	4
5:15 PM	0	0	0	0	0
5:30 PM	4	4	0	0	8
5:45 PM	7	3	0	0	10
TOTAL VOLUMES:	13	13	2	1	29

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Location: Fontana
N/S: Beech Avenue
E/W: Walnut Street

Date: 5/15/2024
Day: Wednesday

BICYCLES

	Southbound Beech Avenue			Westbound Walnut Street			Northbound Beech Avenue			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	1	0	0	1	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	1	0	2	0	0	8	1	1	1	0	14

	Southbound Beech Avenue			Westbound Walnut Street			Northbound Beech Avenue			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	2	0	0	0	0	0	0	1	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	4	0	0	2	0	0	0	2	0	0	0	9

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

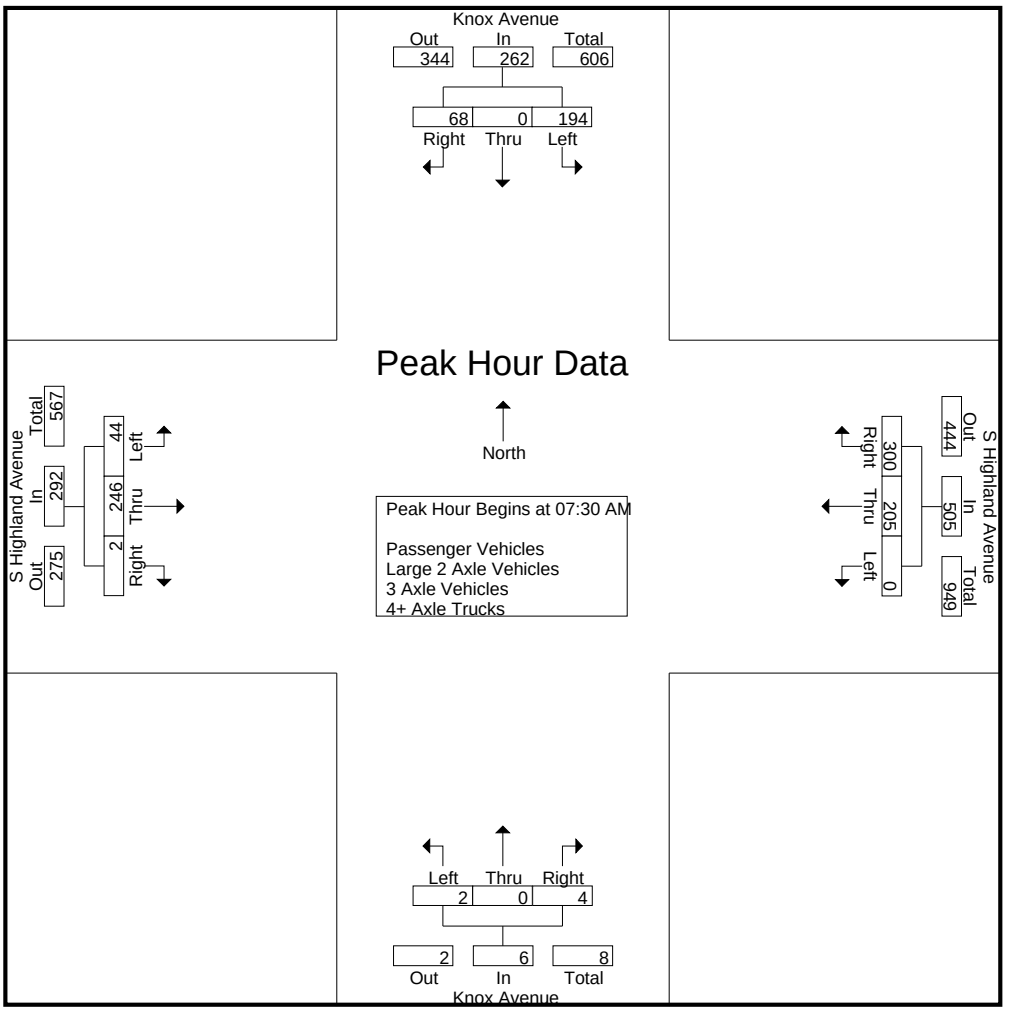
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	0	5	24	0	26	15	41	0	0	0	0	7	54	0	61	126
07:15 AM	30	0	13	43	0	46	35	81	0	0	0	0	5	63	0	68	192
07:30 AM	40	0	22	62	0	49	51	100	2	0	0	2	6	68	0	74	238
07:45 AM	51	0	13	64	0	67	81	148	0	0	2	2	13	53	1	67	281
Total	140	0	53	193	0	188	182	370	2	0	2	4	31	238	1	270	837
08:00 AM	62	0	20	82	0	42	77	119	0	0	1	1	13	68	0	81	283
08:15 AM	41	0	13	54	0	47	91	138	0	0	1	1	12	57	1	70	263
08:30 AM	51	0	11	62	0	41	45	86	0	0	0	0	13	38	0	51	199
08:45 AM	24	1	2	27	1	37	26	64	0	1	0	1	5	29	0	34	126
Total	178	1	46	225	1	167	239	407	0	1	2	3	43	192	1	236	871
Grand Total	318	1	99	418	1	355	421	777	2	1	4	7	74	430	2	506	1708
Apprch %	76.1	0.2	23.7		0.1	45.7	54.2		28.6	14.3	57.1		14.6	85	0.4		
Total %	18.6	0.1	5.8	24.5	0.1	20.8	24.6	45.5	0.1	0.1	0.2	0.4	4.3	25.2	0.1	29.6	
Passenger Vehicles	310	1	97	408	1	348	418	767	2	1	4	7	74	427	2	503	1685
% Passenger Vehicles	97.5	100	98	97.6	100	98	99.3	98.7	100	100	100	100	100	99.3	100	99.4	98.7
Large 2 Axle Vehicles	8	0	0	8	0	3	3	6	0	0	0	0	0	2	0	2	16
% Large 2 Axle Vehicles	2.5	0	0	1.9	0	0.8	0.7	0.8	0	0	0	0	0	0.5	0	0.4	0.9
3 Axle Vehicles	0	0	2	2	0	4	0	4	0	0	0	0	0	1	0	1	7
% 3 Axle Vehicles	0	0	2	0.5	0	1.1	0	0.5	0	0	0	0	0	0.2	0	0.2	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	40	0	**22**	62	0	49	51	100	**2**	0	0	**2**	6	**68**	0	74	238
07:45 AM	51	0	13	64	0	**67**	81	**148**	0	0	**2**	2	**13**	53	**1**	67	281
08:00 AM	**62**	0	20	**82**	0	42	77	119	0	0	1	1	13	68	0	**81**	**283**
08:15 AM	41	0	13	54	0	47	**91**	138	0	0	1	1	12	57	1	70	263
Total Volume	194	0	68	262	0	205	300	505	2	0	4	6	44	246	2	292	1065
% App. Total	74	0	26		0	40.6	59.4		33.3	0	66.7		15.1	84.2	0.7		
PHF	.782	.000	.773	.799	.000	.765	.824	.853	.250	.000	.500	.750	.846	.904	.500	.901	.941

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	40	0	**22**	62	0	49	51	100	**2**	0	0	**2**	6	**68**	0	74
+15 mins.	51	0	13	64	0	**67**	81	**148**	0	0	**2**	2	**13**	53	**1**	67
+30 mins.	**62**	0	20	**82**	0	42	77	119	0	0	1	1	13	68	0	**81**
+45 mins.	41	0	13	54	0	47	**91**	138	0	0	1	1	12	57	1	70
Total Volume	194	0	68	262	0	205	300	505	2	0	4	6	44	246	2	292
% App. Total	74	0	26		0	40.6	59.4		33.3	0	66.7		15.1	84.2	0.7	
PHF	.782	.000	.773	.799	.000	.765	.824	.853	.250	.000	.500	.750	.846	.904	.500	.901

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

City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

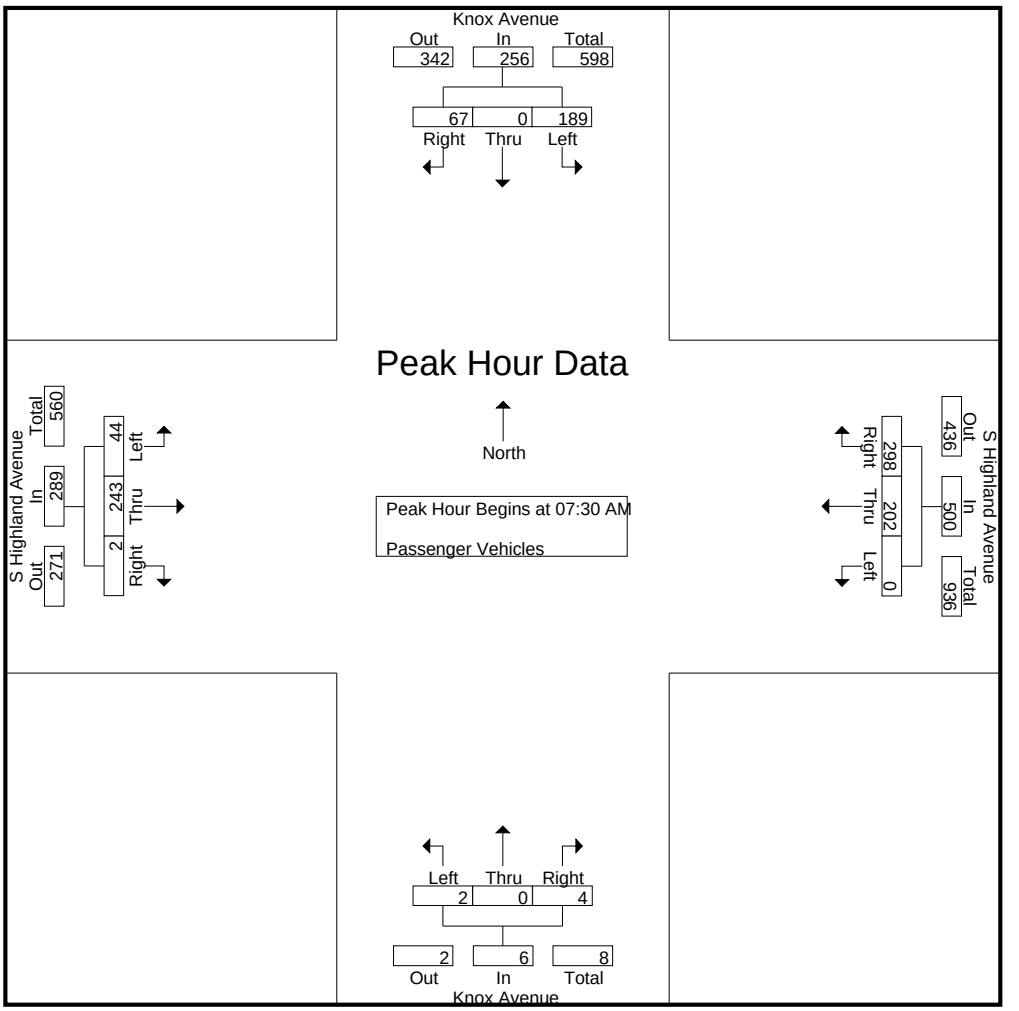
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	0	5	24	0	24	15	39	0	0	0	0	7	54	0	61	124
07:15 AM	30	0	13	43	0	45	34	79	0	0	0	0	5	63	0	68	190
07:30 AM	40	0	22	62	0	48	51	99	2	0	0	2	6	67	0	73	236
07:45 AM	47	0	13	60	0	66	80	146	0	0	2	2	13	52	1	66	274
Total	136	0	53	189	0	183	180	363	2	0	2	4	31	236	1	268	824
08:00 AM	62	0	19	81	0	42	77	119	0	0	1	1	13	67	0	80	281
08:15 AM	40	0	13	53	0	46	90	136	0	0	1	1	12	57	1	70	260
08:30 AM	49	0	11	60	0	40	45	85	0	0	0	0	13	38	0	51	196
08:45 AM	23	1	1	25	1	37	26	64	0	1	0	1	5	29	0	34	124
Total	174	1	44	219	1	165	238	404	0	1	2	3	43	191	1	235	861
Grand Total	310	1	97	408	1	348	418	767	2	1	4	7	74	427	2	503	1685
Apprch %	76	0.2	23.8		0.1	45.4	54.5		28.6	14.3	57.1		14.7	84.9	0.4		
Total %	18.4	0.1	5.8	24.2	0.1	20.7	24.8	45.5	0.1	0.1	0.2	0.4	4.4	25.3	0.1	29.9	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	40	0	**22**	62	0	48	51	99	**2**	0	0	**2**	6	**67**	0	73	236
07:45 AM	47	0	13	60	0	**66**	80	**146**	0	0	**2**	2	**13**	52	**1**	66	274
08:00 AM	**62**	0	19	**81**	0	42	77	119	0	0	1	1	13	67	0	**80**	**281**
08:15 AM	40	0	13	53	0	46	**90**	136	0	0	1	1	12	57	1	70	260
Total Volume	189	0	67	256	0	202	298	500	2	0	4	6	44	243	2	289	1051
% App. Total	73.8	0	26.2		0	40.4	59.6		33.3	0	66.7		15.2	84.1	0.7		
PHF	.762	.000	.761	.790	.000	.765	.828	.856	.250	.000	.500	.750	.846	.907	.500	.903	.935

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	40	0	**22**	62	0	48	51	99	**2**	0	0	**2**	6	**67**	0	73
+15 mins.	47	0	13	60	0	**66**	80	**146**	0	0	**2**	2	**13**	52	**1**	66
+30 mins.	**62**	0	19	**81**	0	42	77	119	0	0	1	1	13	67	0	**80**
+45 mins.	40	0	13	53	0	46	**90**	136	0	0	1	1	12	57	1	70
Total Volume	189	0	67	256	0	202	298	500	2	0	4	6	44	243	2	289
% App. Total	73.8	0	26.2		0	40.4	59.6		33.3	0	66.7		15.2	84.1	0.7	
PHF	.762	.000	.761	.790	.000	.765	.828	.856	.250	.000	.500	.750	.846	.907	.500	.903

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

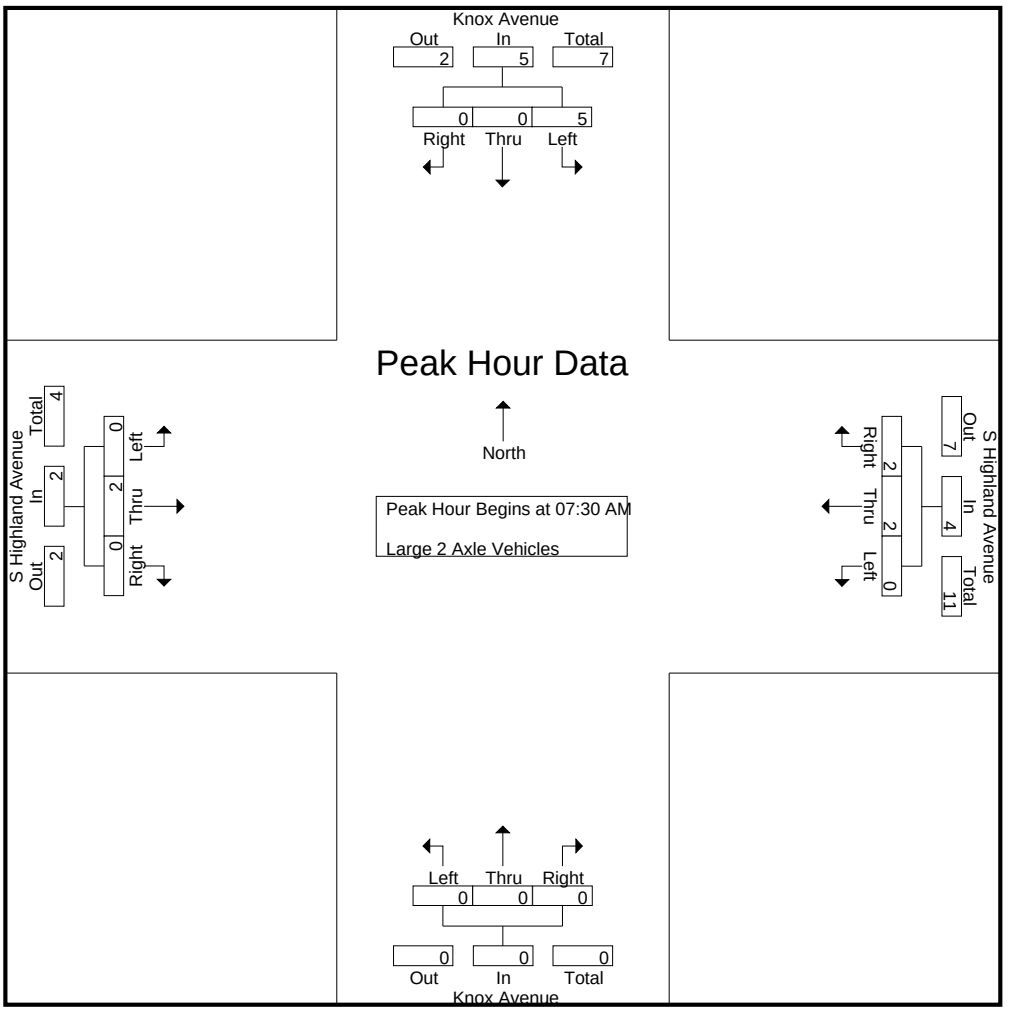
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	4	0	0	4	0	0	1	1	0	0	0	0	0	1	0	1	6
Total	4	0	0	4	0	2	2	4	0	0	0	0	0	2	0	2	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	1	1	2	0	0	0	0	0	0	0	0	6
Grand Total	8	0	0	8	0	3	3	6	0	0	0	0	0	2	0	2	16
Apprch %	100	0	0		0	50	50		0	0	0		0	100	0		
Total %	50	0	0	50	0	18.8	18.8	37.5	0	0	0	0	0	12.5	0	12.5	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	2
07:45 AM	**4**	0	0	**4**	0	0	**1**	1	0	0	0	0	0	1	0	1	**6**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	1	1	**2**	0	0	0	0	0	0	0	0	3
Total Volume	5	0	0	5	0	2	2	4	0	0	0	0	0	2	0	2	11
% App. Total	100	0	0		0	50	50		0	0	0		0	100	0		
PHF	.313	.000	.000	.313	.000	.500	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.458

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	**4**	0	0	**4**	0	0	**1**	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	1	1	**2**	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	2	2	4	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	50	50		0	0	0		0	100	0	
PHF	.313	.000	.000	.313	.000	.500	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

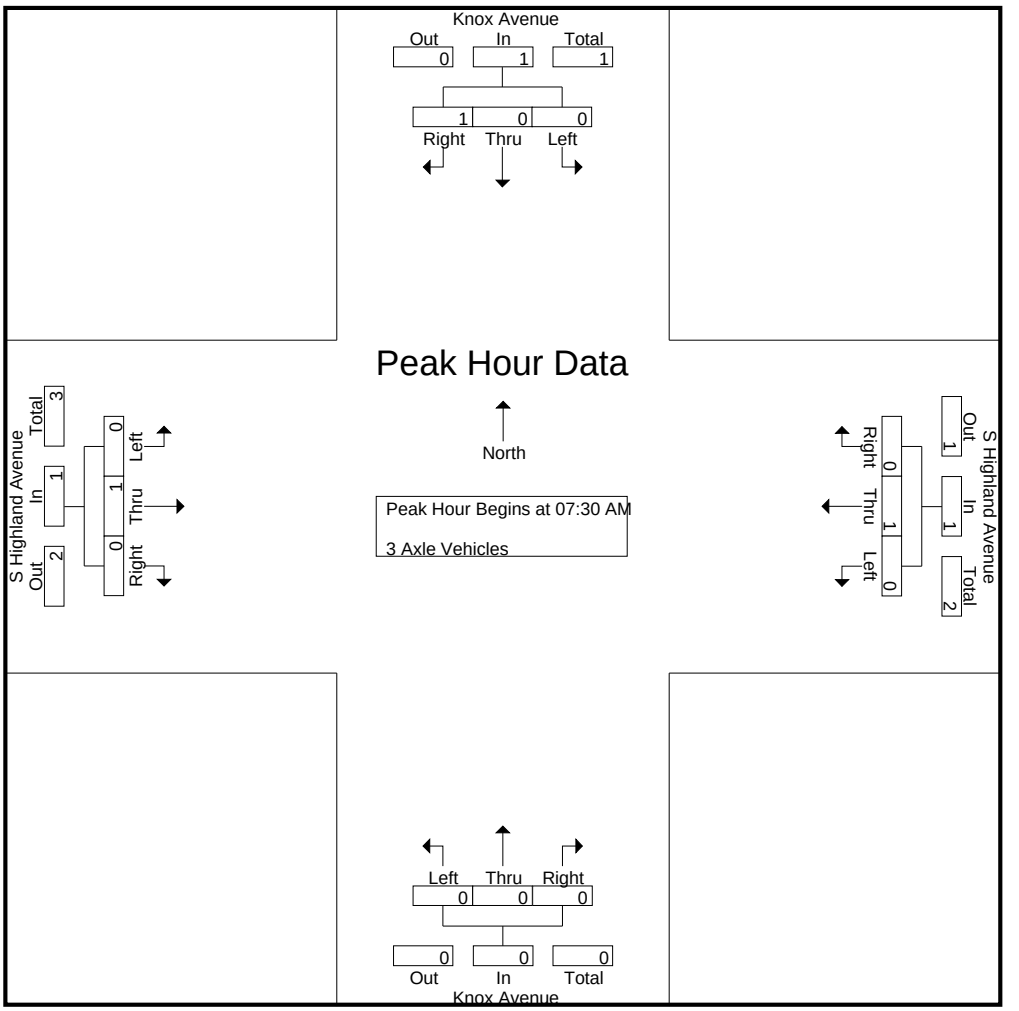
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	1	0	1	0	0	0	0	0	1	0	1	4
Grand Total	0	0	2	2	0	4	0	4	0	0	0	0	0	1	0	1	7
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	28.6	28.6	0	57.1	0	57.1	0	0	0	0	0	14.3	0	14.3	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

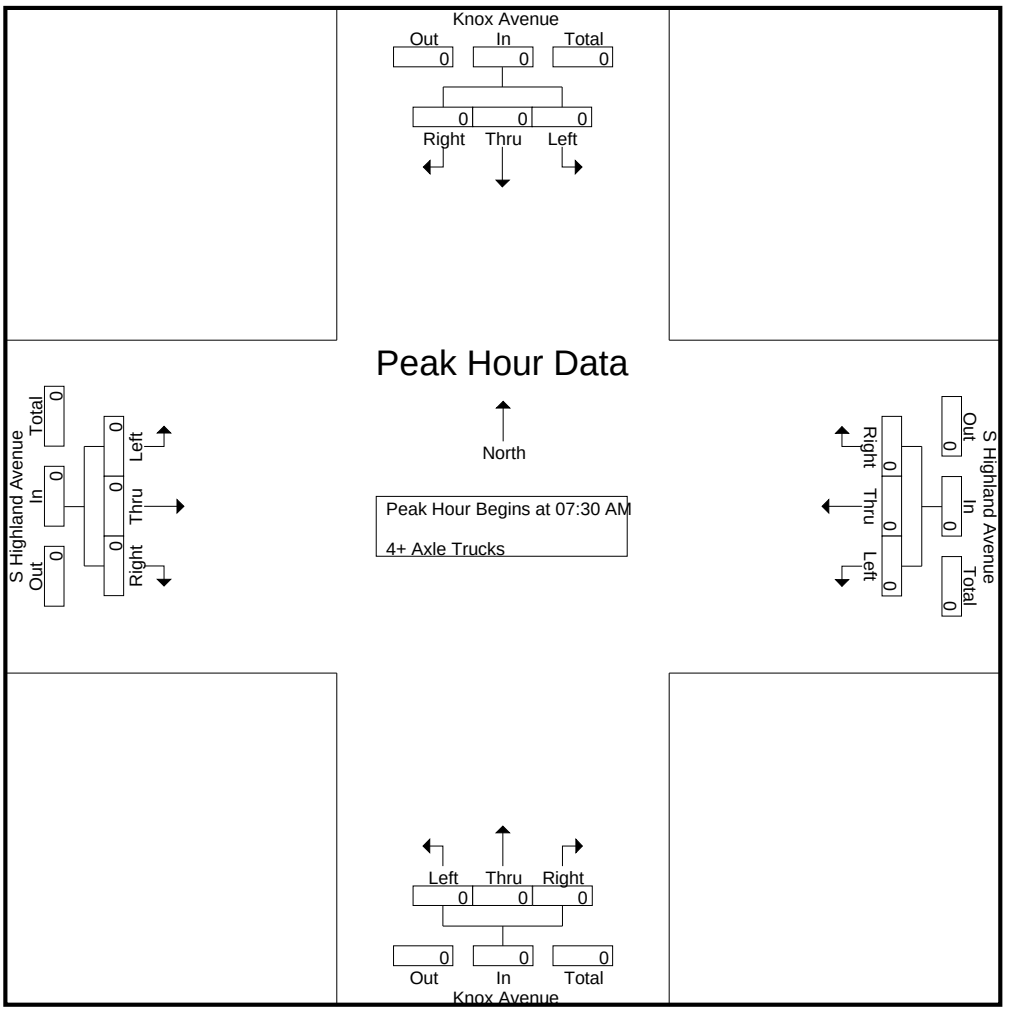
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi AM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

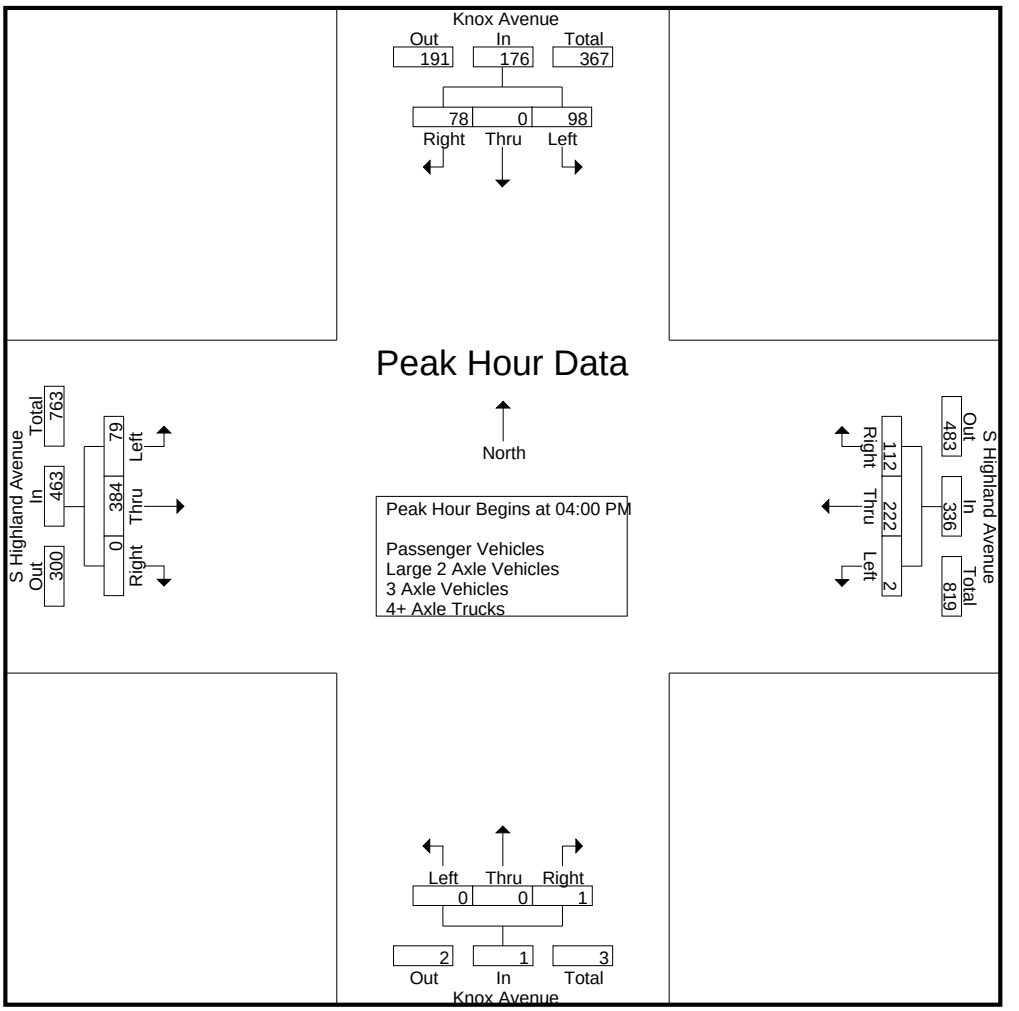
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	0	27	47	0	46	33	79	0	0	0	0	19	87	0	106	232
04:15 PM	34	0	15	49	2	53	33	88	0	0	0	0	25	94	0	119	256
04:30 PM	28	0	19	47	0	61	19	80	0	0	1	1	17	103	0	120	248
04:45 PM	16	0	17	33	0	62	27	89	0	0	0	0	18	100	0	118	240
Total	98	0	78	176	2	222	112	336	0	0	1	1	79	384	0	463	976
05:00 PM	22	0	14	36	1	61	26	88	0	0	1	1	16	72	0	88	213
05:15 PM	11	0	14	25	0	66	37	103	0	0	0	0	27	90	0	117	245
05:30 PM	9	0	7	16	0	53	36	89	0	0	0	0	22	82	0	104	209
05:45 PM	17	0	15	32	1	62	29	92	1	0	0	1	29	88	0	117	242
Total	59	0	50	109	2	242	128	372	1	0	1	2	94	332	0	426	909
Grand Total	157	0	128	285	4	464	240	708	1	0	2	3	173	716	0	889	1885
Apprch %	55.1	0	44.9		0.6	65.5	33.9		33.3	0	66.7		19.5	80.5	0		
Total %	8.3	0	6.8	15.1	0.2	24.6	12.7	37.6	0.1	0	0.1	0.2	9.2	38	0	47.2	
Passenger Vehicles	156	0	124	280	4	460	238	702	1	0	2	3	169	710	0	879	1864
% Passenger Vehicles	99.4	0	96.9	98.2	100	99.1	99.2	99.2	100	0	100	100	97.7	99.2	0	98.9	98.9
Large 2 Axle Vehicles	1	0	3	4	0	3	2	5	0	0	0	0	4	5	0	9	18
% Large 2 Axle Vehicles	0.6	0	2.3	1.4	0	0.6	0.8	0.7	0	0	0	0	2.3	0.7	0	1	1
3 Axle Vehicles	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0	0.8	0.4	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.1

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	20	0	**27**	47	0	46	**33**	79	0	0	0	0	19	87	0	106	232
04:15 PM	**34**	0	15	**49**	**2**	53	33	88	0	0	0	0	**25**	94	0	119	**256**
04:30 PM	28	0	19	47	0	61	19	80	0	0	**1**	**1**	17	**103**	0	**120**	248
04:45 PM	16	0	17	33	0	**62**	27	**89**	0	0	0	0	18	100	0	118	240
Total Volume	98	0	78	176	2	222	112	336	0	0	1	1	79	384	0	463	976
% App. Total	55.7	0	44.3		0.6	66.1	33.3		0	0	100		17.1	82.9	0		
PHF	.721	.000	.722	.898	.250	.895	.848	.944	.000	.000	.250	.250	.790	.932	.000	.965	.953

Counts Unlimited, Inc.
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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	04:00 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	20	0	**27**	47	**1**	61	26	88	0	0	0	0	19	87	0	106
+15 mins.	**34**	0	15	**49**	0	**66**	**37**	**103**	0	0	**1**	**1**	**25**	94	0	119
+30 mins.	28	0	19	47	0	53	36	89	0	0	0	0	17	**103**	0	**120**
+45 mins.	16	0	17	33	1	62	29	92	0	0	1	1	18	100	0	118
Total Volume	98	0	78	176	2	242	128	372	0	0	2	2	79	384	0	463
% App. Total	55.7	0	44.3		0.5	65.1	34.4		0	0	100		17.1	82.9	0	
PHF	.721	.000	.722	.898	.500	.917	.865	.903	.000	.000	.500	.500	.790	.932	.000	.965

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

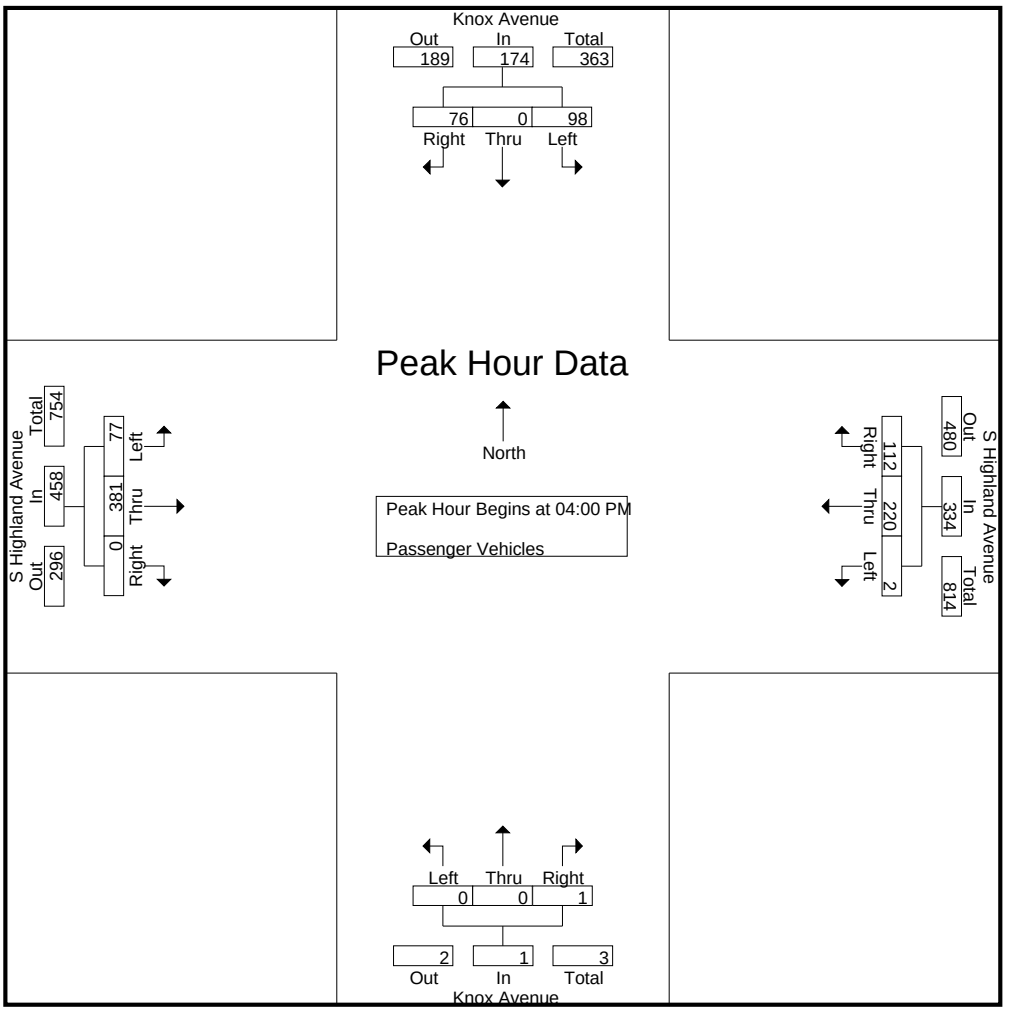
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	0	25	45	0	45	33	78	0	0	0	0	19	85	0	104	227
04:15 PM	34	0	15	49	2	52	33	87	0	0	0	0	25	93	0	118	254
04:30 PM	28	0	19	47	0	61	19	80	0	0	1	1	15	103	0	118	246
04:45 PM	16	0	17	33	0	62	27	89	0	0	0	0	18	100	0	118	240
Total	98	0	76	174	2	220	112	334	0	0	1	1	77	381	0	458	967
05:00 PM	21	0	14	35	1	60	26	87	0	0	1	1	16	71	0	87	210
05:15 PM	11	0	13	24	0	65	37	102	0	0	0	0	26	89	0	115	241
05:30 PM	9	0	6	15	0	53	36	89	0	0	0	0	22	81	0	103	207
05:45 PM	17	0	15	32	1	62	27	90	1	0	0	1	28	88	0	116	239
Total	58	0	48	106	2	240	126	368	1	0	1	2	92	329	0	421	897
Grand Total	156	0	124	280	4	460	238	702	1	0	2	3	169	710	0	879	1864
Apprch %	55.7	0	44.3		0.6	65.5	33.9		33.3	0	66.7		19.2	80.8	0		
Total %	8.4	0	6.7	15	0.2	24.7	12.8	37.7	0.1	0	0.1	0.2	9.1	38.1	0	47.2	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	20	0	**25**	45	0	45	**33**	78	0	0	0	0	19	85	0	104	227
04:15 PM	**34**	0	15	**49**	**2**	52	33	87	0	0	0	0	**25**	93	0	**118**	**254**
04:30 PM	28	0	19	47	0	61	19	80	0	0	**1**	**1**	15	**103**	0	118	246
04:45 PM	16	0	17	33	0	**62**	27	**89**	0	0	0	0	18	100	0	118	240
Total Volume	98	0	76	174	2	220	112	334	0	0	1	1	77	381	0	458	967
% App. Total	56.3	0	43.7		0.6	65.9	33.5		0	0	100		16.8	83.2	0		
PHF	.721	.000	.760	.888	.250	.887	.848	.938	.000	.000	.250	.250	.770	.925	.000	.970	.952

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
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.	20	0	**25**	45	0	45	**33**	78	0	0	0	0	19	85	0	104
+15 mins.	**34**	0	15	**49**	**2**	52	33	87	0	0	0	0	**25**	93	0	**118**
+30 mins.	28	0	19	47	0	61	19	80	0	0	**1**	**1**	15	**103**	0	118
+45 mins.	16	0	17	33	0	**62**	27	**89**	0	0	0	0	18	100	0	118
Total Volume	98	0	76	174	2	220	112	334	0	0	1	1	77	381	0	458
% App. Total	56.3	0	43.7		0.6	65.9	33.5		0	0	100		16.8	83.2	0	
PHF	.721	.000	.760	.888	.250	.887	.848	.938	.000	.000	.250	.250	.770	.925	.000	.970

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

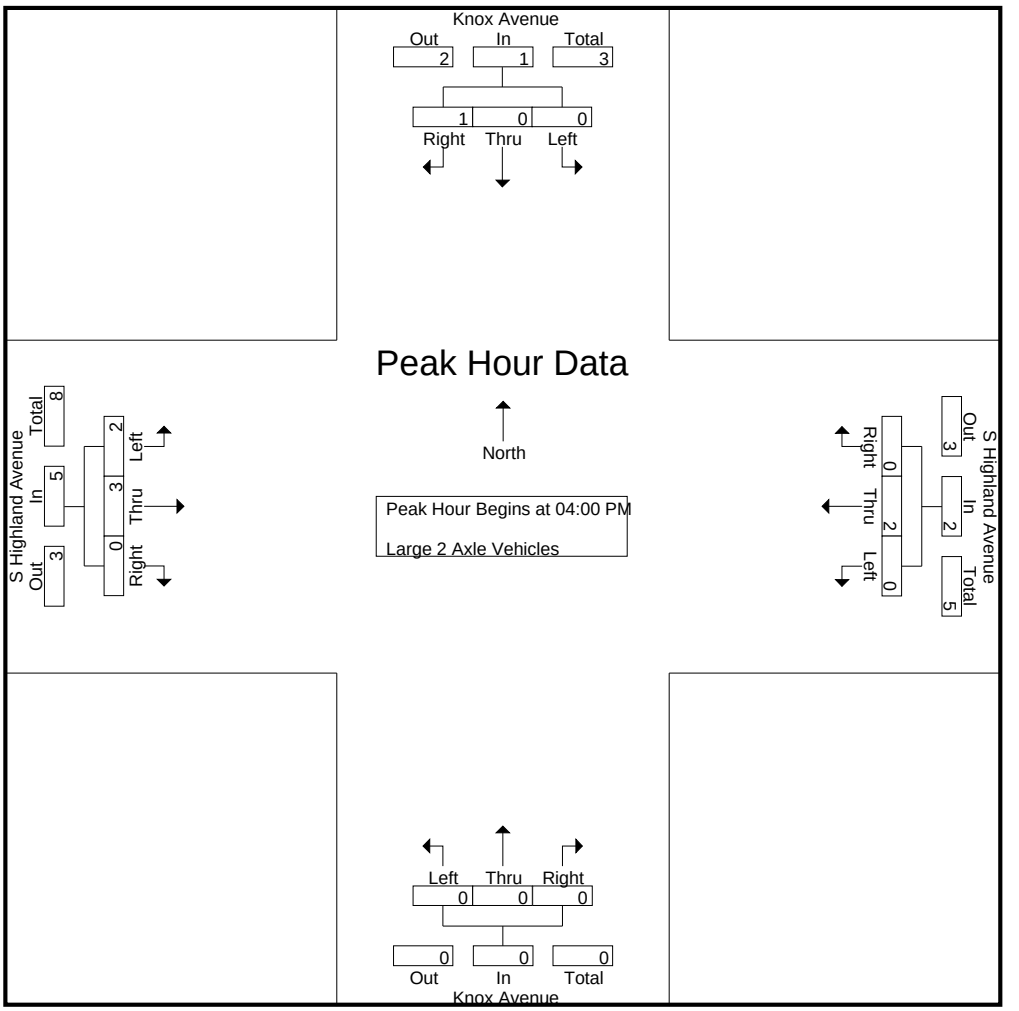
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	2	0	2	0	0	0	0	2	3	0	5	8
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3
Total	1	0	2	3	0	1	2	3	0	0	0	0	2	2	0	4	10
Grand Total	1	0	3	4	0	3	2	5	0	0	0	0	4	5	0	9	18
Apprch %	25	0	75		0	60	40		0	0	0		44.4	55.6	0		
Total %	5.6	0	16.7	22.2	0	16.7	11.1	27.8	0	0	0	0	22.2	27.8	0	50	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**4**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	2	3	0	5	8
% App. Total	0	0	100		0	100	0		0	0	0		40	60	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.000	.625	.500

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
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	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	2	3	0	5
% App. Total	0	0	100		0	100	0		0	0	0		40	60	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.000	.625

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

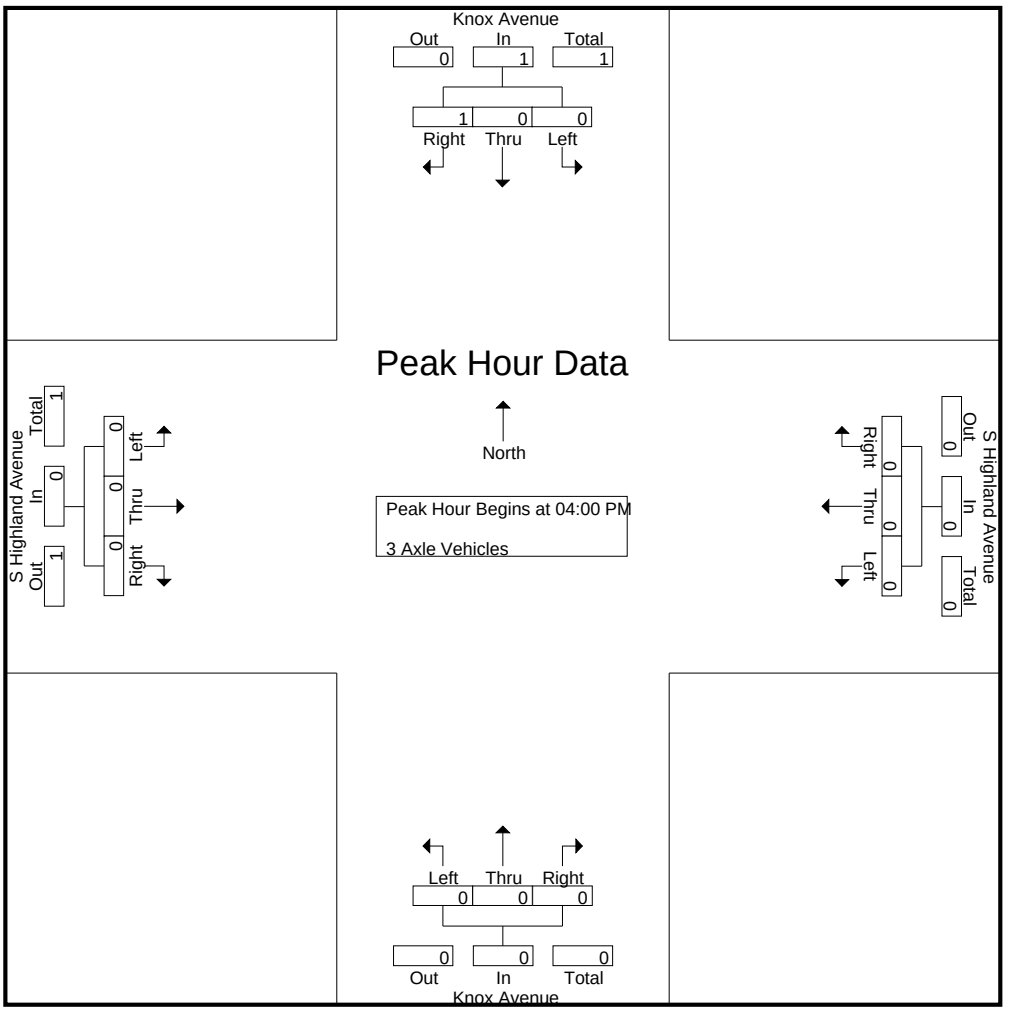
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100		0	100	0		0	0	0		0	0	0		
Total %	0	0	50	50	0	50	0	50	0	0	0	0	0	0	0	0	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
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	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
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	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

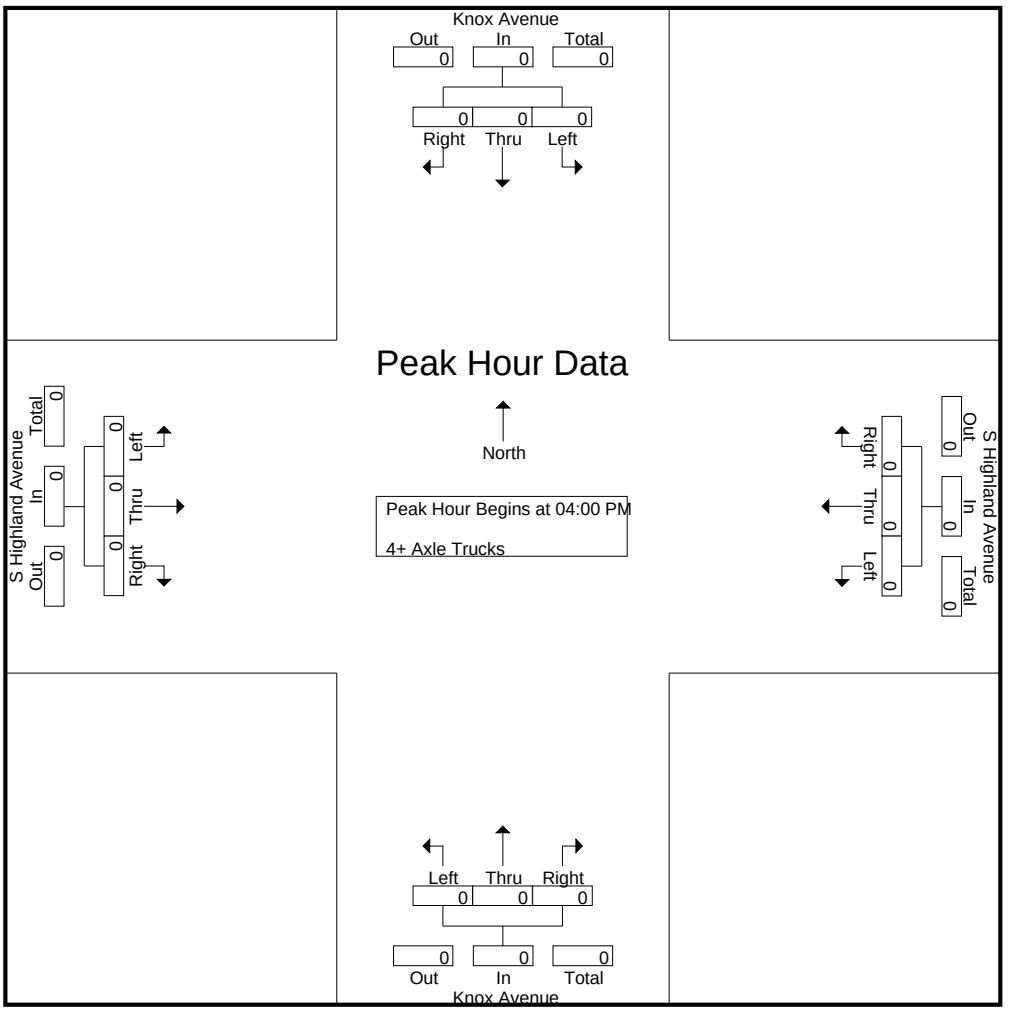
	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Knox Avenue Southbound				S Highland Avenue Westbound				Knox Avenue Northbound				S Highland 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	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Knox Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 05_FON_Knox_S Hi PM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Fontana
N/S: Knox Avenue
E/W: S Highland Avenue

Date: 5/15/2024
Day: Wednesday

PEDESTRIANS

	North Leg Knox Avenue	East Leg S Highland Avenue	South Leg Knox Avenue	West Leg S Highland Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	3	0	3
8:15 AM	0	0	2	0	2
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	7	0	7

	North Leg Knox Avenue	East Leg S Highland Avenue	South Leg Knox Avenue	West Leg S Highland Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	2	0	2

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Location: Fontana
N/S: Knox Avenue
E/W: S Highland Avenue

Date: 5/15/2024
Day: Wednesday

BICYCLES

	Southbound Knox Avenue			Westbound S Highland Avenue			Northbound Knox Avenue			Eastbound S Highland Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	0	1	0	0	0	0	0	0	2

	Southbound Knox Avenue			Westbound S Highland Avenue			Northbound Knox Avenue			Eastbound S Highland Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	2	0	0	0	0	0	0	3

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

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

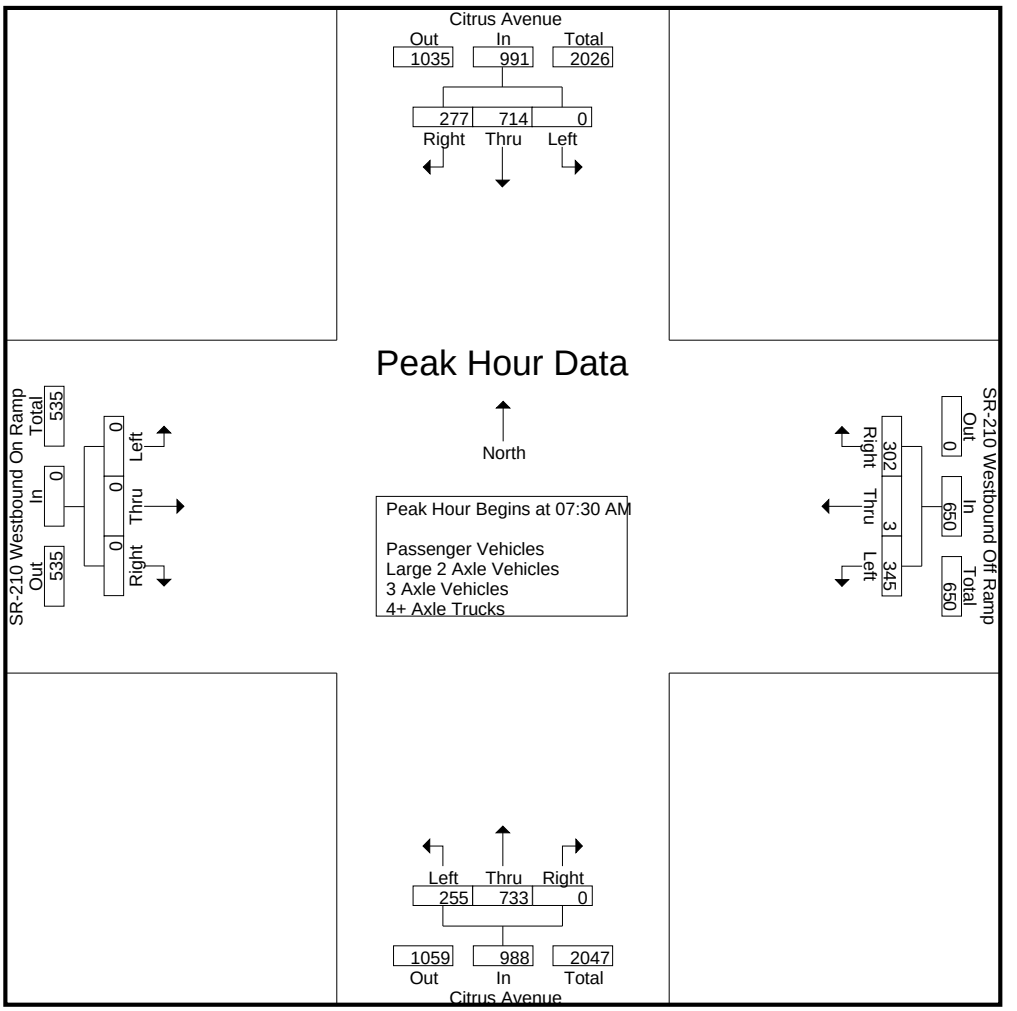
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	124	73	197	82	0	48	130	60	96	0	156	0	0	0	0	483
07:15 AM	0	161	68	229	91	0	62	153	86	124	0	210	0	0	0	0	592
07:30 AM	0	186	81	267	105	0	57	162	69	159	0	228	0	0	0	0	657
07:45 AM	0	165	72	237	89	2	74	165	63	197	0	260	0	0	0	0	662
Total	0	636	294	930	367	2	241	610	278	576	0	854	0	0	0	0	2394
08:00 AM	0	181	56	237	82	1	91	174	57	183	0	240	0	0	0	0	651
08:15 AM	0	182	68	250	69	0	80	149	66	194	0	260	0	0	0	0	659
08:30 AM	0	188	82	270	64	0	46	110	58	157	0	215	0	0	0	0	595
08:45 AM	0	129	67	196	60	0	45	105	56	150	0	206	0	0	0	0	507
Total	0	680	273	953	275	1	262	538	237	684	0	921	0	0	0	0	2412
Grand Total	0	1316	567	1883	642	3	503	1148	515	1260	0	1775	0	0	0	0	4806
Apprch %	0	69.9	30.1		55.9	0.3	43.8		29	71	0		0	0	0		
Total %	0	27.4	11.8	39.2	13.4	0.1	10.5	23.9	10.7	26.2	0	36.9	0	0	0	0	
Passenger Vehicles	0	1277	556	1833	607	1	494	1102	490	1224	0	1714	0	0	0	0	4649
% Passenger Vehicles	0	97	98.1	97.3	94.5	33.3	98.2	96	95.1	97.1	0	96.6	0	0	0	0	96.7
Large 2 Axle Vehicles	0	30	7	37	15	0	4	19	12	23	0	35	0	0	0	0	91
% Large 2 Axle Vehicles	0	2.3	1.2	2	2.3	0	0.8	1.7	2.3	1.8	0	2	0	0	0	0	1.9
3 Axle Vehicles	0	0	1	1	2	0	0	2	4	5	0	9	0	0	0	0	12
% 3 Axle Vehicles	0	0	0.2	0.1	0.3	0	0	0.2	0.8	0.4	0	0.5	0	0	0	0	0.2
4+ Axle Trucks	0	9	3	12	18	2	5	25	9	8	0	17	0	0	0	0	54
% 4+ Axle Trucks	0	0.7	0.5	0.6	2.8	66.7	1	2.2	1.7	0.6	0	1	0	0	0	0	1.1

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**186**	**81**	**267**	**105**	0	57	162	**69**	159	0	228	0	0	0	0	657
07:45 AM	0	165	72	237	89	**2**	74	165	63	**197**	0	**260**	0	0	0	0	**662**
08:00 AM	0	181	56	237	82	1	**91**	**174**	57	183	0	240	0	0	0	0	651
08:15 AM	0	182	68	250	69	0	80	149	66	194	0	260	0	0	0	0	659
Total Volume	0	714	277	991	345	3	302	650	255	733	0	988	0	0	0	0	2629
% App. Total	0	72	28		53.1	0.5	46.5		25.8	74.2	0		0	0	0		
PHF	.000	.960	.855	.928	.821	.375	.830	.934	.924	.930	.000	.950	.000	.000	.000	.000	.993

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



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

	07:45 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	165	72	237	91	0	62	153	**69**	159	0	228	0	0	0	0
+15 mins.	0	181	56	237	**105**	0	57	162	63	**197**	0	**260**	0	0	0	0
+30 mins.	0	182	68	250	89	**2**	74	165	57	183	0	240	0	0	0	0
+45 mins.	0	**188**	**82**	**270**	82	1	**91**	**174**	66	194	0	260	0	0	0	0
Total Volume	0	716	278	994	367	3	284	654	255	733	0	988	0	0	0	0
% App. Total	0	72	28		56.1	0.5	43.4		25.8	74.2	0		0	0	0	
PHF	.000	.952	.848	.920	.874	.375	.780	.940	.924	.930	.000	.950	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

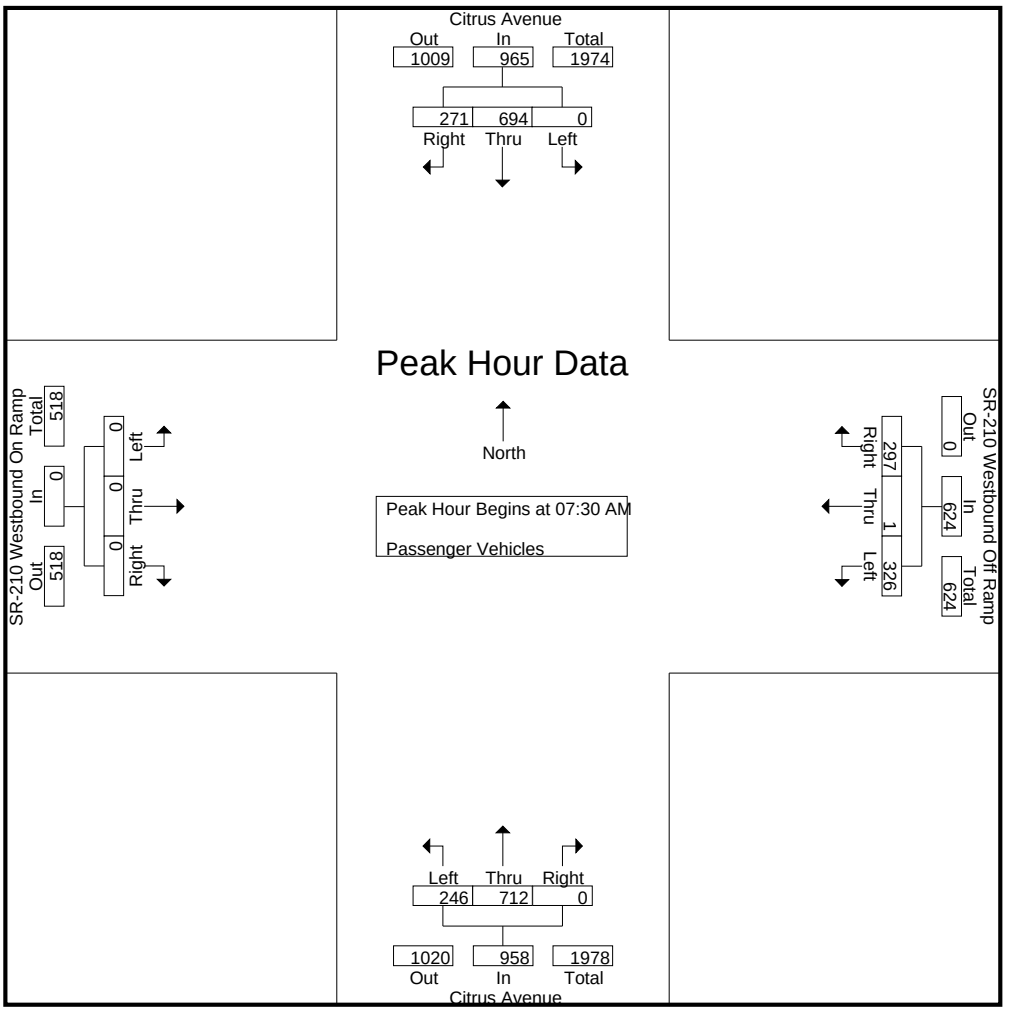
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	121	73	194	78	0	48	126	56	88	0	144	0	0	0	0	464
07:15 AM	0	156	67	223	87	0	61	148	81	121	0	202	0	0	0	0	573
07:30 AM	0	181	81	262	98	0	57	155	67	151	0	218	0	0	0	0	635
07:45 AM	0	163	69	232	82	1	74	157	62	191	0	253	0	0	0	0	642
Total	0	621	290	911	345	1	240	586	266	551	0	817	0	0	0	0	2314
08:00 AM	0	176	54	230	79	0	88	167	55	179	0	234	0	0	0	0	631
08:15 AM	0	174	67	241	67	0	78	145	62	191	0	253	0	0	0	0	639
08:30 AM	0	183	81	264	60	0	44	104	54	155	0	209	0	0	0	0	577
08:45 AM	0	123	64	187	56	0	44	100	53	148	0	201	0	0	0	0	488
Total	0	656	266	922	262	0	254	516	224	673	0	897	0	0	0	0	2335
Grand Total	0	1277	556	1833	607	1	494	1102	490	1224	0	1714	0	0	0	0	4649
Apprch %	0	69.7	30.3		55.1	0.1	44.8		28.6	71.4	0		0	0	0		
Total %	0	27.5	12	39.4	13.1	0	10.6	23.7	10.5	26.3	0	36.9	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**181**	**81**	**262**	**98**	0	57	155	**67**	151	0	218	0	0	0	0	635
07:45 AM	0	163	69	232	82	**1**	74	157	62	**191**	0	**253**	0	0	0	0	**642**
08:00 AM	0	176	54	230	79	0	**88**	**167**	55	179	0	234	0	0	0	0	631
08:15 AM	0	174	67	241	67	0	78	145	62	191	0	253	0	0	0	0	639
Total Volume	0	694	271	965	326	1	297	624	246	712	0	958	0	0	0	0	2547
% App. Total	0	71.9	28.1		52.2	0.2	47.6		25.7	74.3	0		0	0	0		
PHF	.000	.959	.836	.921	.832	.250	.844	.934	.918	.932	.000	.947	.000	.000	.000	.000	.992

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
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	**181**	**81**	**262**	**98**	0	57	155	**67**	151	0	218	0	0	0	0
+15 mins.	0	163	69	232	82	**1**	74	157	62	**191**	0	**253**	0	0	0	0
+30 mins.	0	176	54	230	79	0	**88**	**167**	55	179	0	234	0	0	0	0
+45 mins.	0	174	67	241	67	0	78	145	62	191	0	253	0	0	0	0
Total Volume	0	694	271	965	326	1	297	624	246	712	0	958	0	0	0	0
% App. Total	0	71.9	28.1		52.2	0.2	47.6		25.7	74.3	0		0	0	0	
PHF	.000	.959	.836	.921	.832	.250	.844	.934	.918	.932	.000	.947	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

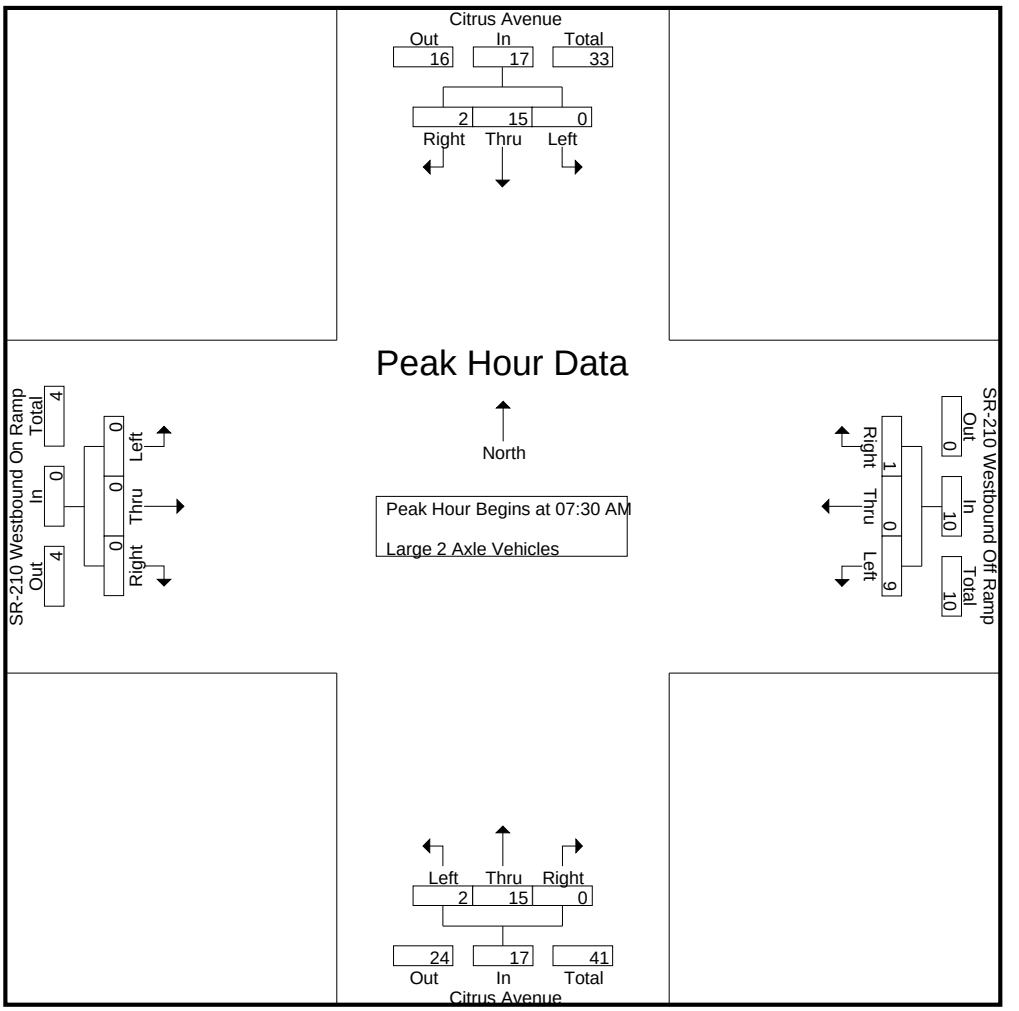
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	1	0	0	1	3	5	0	8	0	0	0	0	12
07:15 AM	0	3	1	4	1	0	0	1	2	2	0	4	0	0	0	0	9
07:30 AM	0	4	0	4	3	0	0	3	0	5	0	5	0	0	0	0	12
07:45 AM	0	0	1	1	2	0	0	2	1	5	0	6	0	0	0	0	9
Total	0	10	2	12	7	0	0	7	6	17	0	23	0	0	0	0	42
08:00 AM	0	4	0	4	2	0	0	2	0	3	0	3	0	0	0	0	9
08:15 AM	0	7	1	8	2	0	1	3	1	2	0	3	0	0	0	0	14
08:30 AM	0	4	1	5	2	0	2	4	4	0	0	4	0	0	0	0	13
08:45 AM	0	5	3	8	2	0	1	3	1	1	0	2	0	0	0	0	13
Total	0	20	5	25	8	0	4	12	6	6	0	12	0	0	0	0	49
Grand Total	0	30	7	37	15	0	4	19	12	23	0	35	0	0	0	0	91
Apprch %	0	81.1	18.9		78.9	0	21.1		34.3	65.7	0		0	0	0		
Total %	0	33	7.7	40.7	16.5	0	4.4	20.9	13.2	25.3	0	38.5	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	0	4	**3**	0	0	**3**	0	**5**	0	5	0	0	0	0	12
07:45 AM	0	0	**1**	1	2	0	0	2	**1**	5	0	**6**	0	0	0	0	9
08:00 AM	0	4	0	4	2	0	0	2	0	3	0	3	0	0	0	0	9
08:15 AM	0	**7**	1	**8**	2	0	**1**	3	1	2	0	3	0	0	0	0	**14**
Total Volume	0	15	2	17	9	0	1	10	2	15	0	17	0	0	0	0	44
% App. Total	0	88.2	11.8		90	0	10		11.8	88.2	0		0	0	0		
PHF	.000	.536	.500	.531	.750	.000	.250	.833	.500	.750	.000	.708	.000	.000	.000	.000	.786

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
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	0	4	**3**	0	0	**3**	0	**5**	0	5	0	0	0	0
+15 mins.	0	0	**1**	1	2	0	0	2	**1**	5	0	**6**	0	0	0	0
+30 mins.	0	4	0	4	2	0	0	2	0	3	0	3	0	0	0	0
+45 mins.	0	**7**	1	**8**	2	0	**1**	3	1	2	0	3	0	0	0	0
Total Volume	0	15	2	17	9	0	1	10	2	15	0	17	0	0	0	0
% App. Total	0	88.2	11.8		90	0	10		11.8	88.2	0		0	0	0	
PHF	.000	.536	.500	.531	.750	.000	.250	.833	.500	.750	.000	.708	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

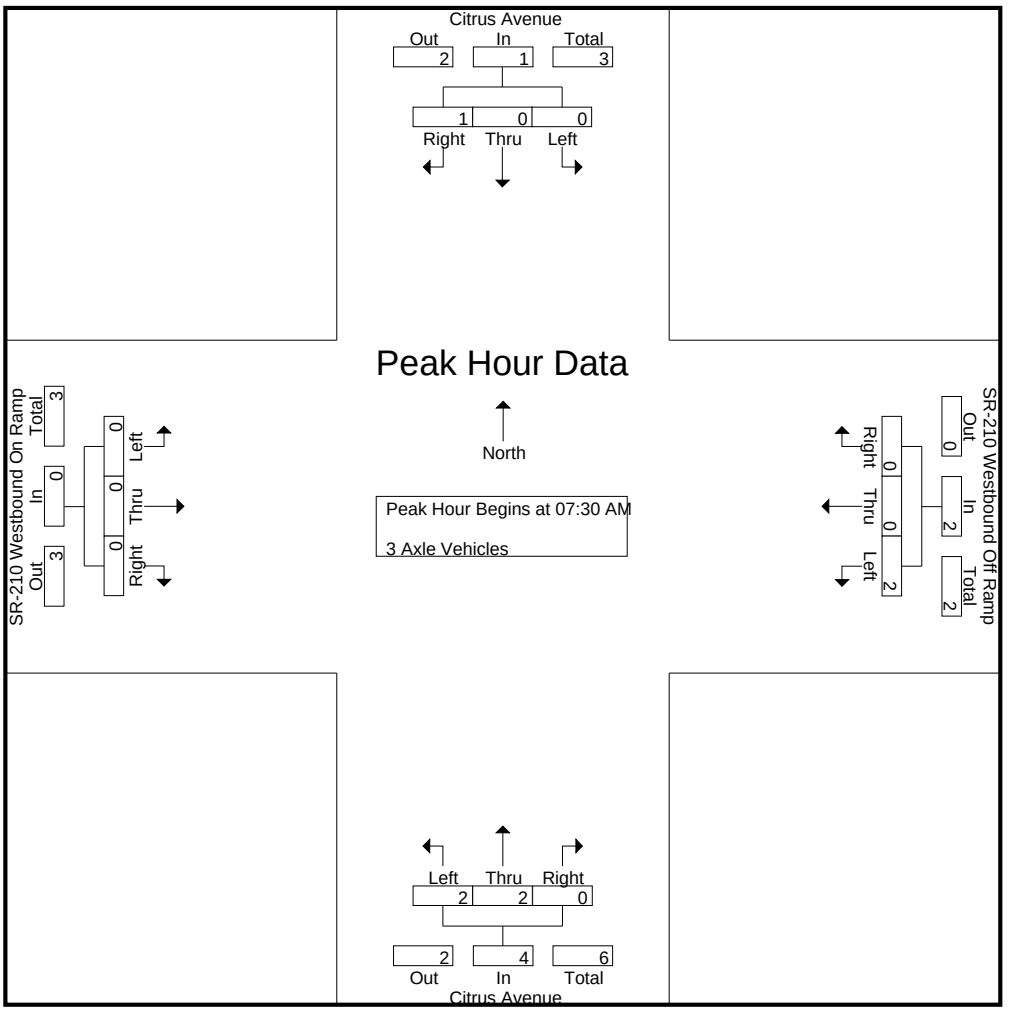
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	2	0	0	2	2	3	0	5	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 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	2	2	0	4	0	0	0	0	4
Grand Total	0	0	1	1	2	0	0	2	4	5	0	9	0	0	0	0	12
Apprch %	0	0	100		100	0	0		44.4	55.6	0		0	0	0		
Total %	0	0	8.3	8.3	16.7	0	0	16.7	33.3	41.7	0	75	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	**3**
07:45 AM	0	0	**1**	**1**	1	0	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	1	1	2	0	0	2	2	2	0	4	0	0	0	0	7
% App. Total	0	0	100		100	0	0		50	50	0		0	0	0		
PHF	.000	.000	.250	.250	.500	.000	.000	.500	.500	.250	.000	.500	.000	.000	.000	.000	.583

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	**1**	**1**	1	0	0	1	0	0	0	0	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	1	0	0	1	0	0	0	0
Total Volume	0	0	1	1	2	0	0	2	2	2	0	4	0	0	0	0
% App. Total	0	0	100		100	0	0		50	50	0		0	0	0	
PHF	.000	.000	.250	.250	.500	.000	.000	.500	.500	.250	.000	.500	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

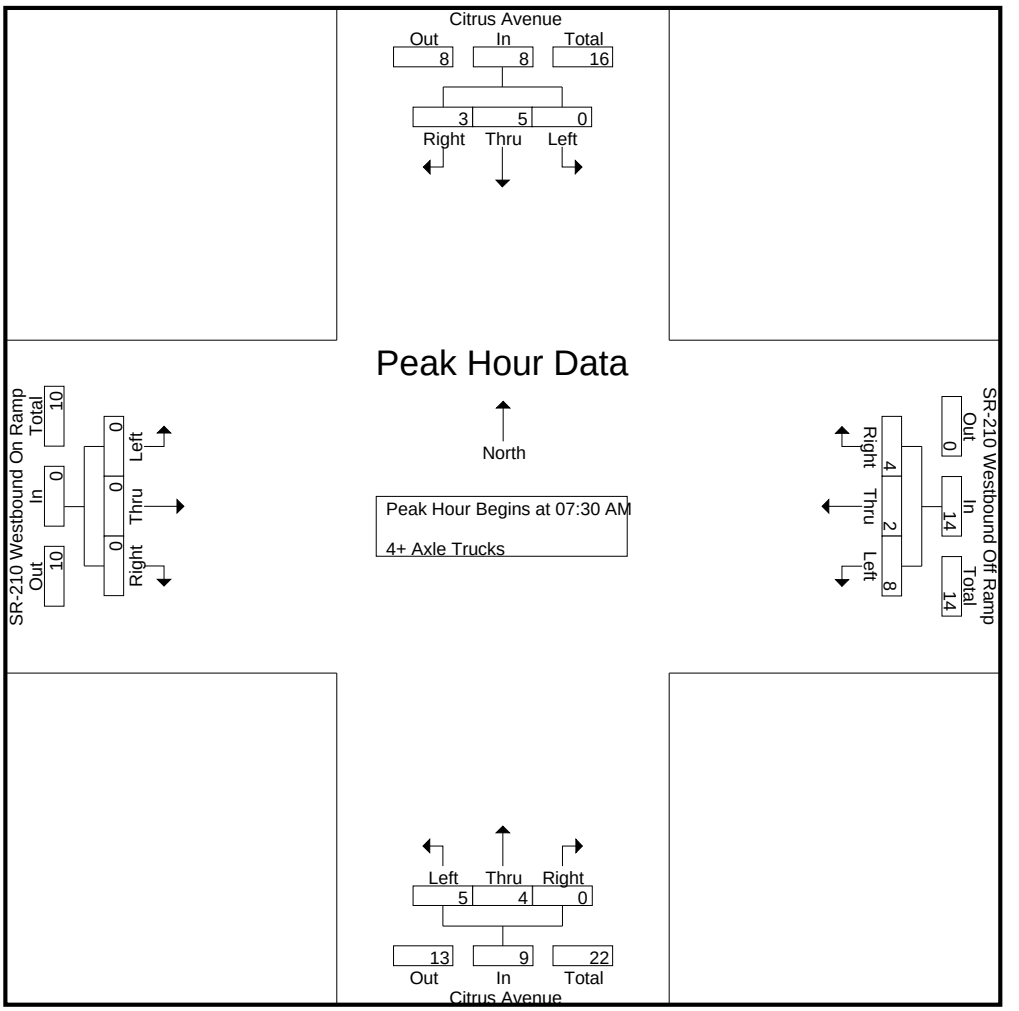
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	0	0	3	1	2	0	3	0	0	0	0	6
07:15 AM	0	2	0	2	3	0	1	4	1	1	0	2	0	0	0	0	8
07:30 AM	0	1	0	1	3	0	0	3	2	1	0	3	0	0	0	0	7
07:45 AM	0	2	1	3	4	1	0	5	0	1	0	1	0	0	0	0	9
Total	0	5	1	6	13	1	1	15	4	5	0	9	0	0	0	0	30
08:00 AM	0	1	2	3	1	1	3	5	1	1	0	2	0	0	0	0	10
08:15 AM	0	1	0	1	0	0	1	1	2	1	0	3	0	0	0	0	5
08:30 AM	0	1	0	1	2	0	0	2	0	1	0	1	0	0	0	0	4
08:45 AM	0	1	0	1	2	0	0	2	2	0	0	2	0	0	0	0	5
Total	0	4	2	6	5	1	4	10	5	3	0	8	0	0	0	0	24
Grand Total	0	9	3	12	18	2	5	25	9	8	0	17	0	0	0	0	54
Apprch %	0	75	25		72	8	20		52.9	47.1	0		0	0	0		
Total %	0	16.7	5.6	22.2	33.3	3.7	9.3	46.3	16.7	14.8	0	31.5	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	3	0	0	3	**2**	**1**	0	**3**	0	0	0	0	7
07:45 AM	0	**2**	1	**3**	**4**	**1**	0	**5**	0	1	0	1	0	0	0	0	9
08:00 AM	0	1	**2**	3	1	1	**3**	5	1	1	0	2	0	0	0	0	**10**
08:15 AM	0	1	0	1	0	0	1	1	2	1	0	3	0	0	0	0	5
Total Volume	0	5	3	8	8	2	4	14	5	4	0	9	0	0	0	0	31
% App. Total	0	62.5	37.5		57.1	14.3	28.6		55.6	44.4	0		0	0	0		
PHF	.000	.625	.375	.667	.500	.500	.333	.700	.625	1.00	.000	.750	.000	.000	.000	.000	.775

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	3	0	0	3	**2**	**1**	0	**3**	0	0	0	0
+15 mins.	0	**2**	1	**3**	**4**	**1**	0	**5**	0	1	0	1	0	0	0	0
+30 mins.	0	1	**2**	3	1	1	**3**	5	1	1	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	2	1	0	3	0	0	0	0
Total Volume	0	5	3	8	8	2	4	14	5	4	0	9	0	0	0	0
% App. Total	0	62.5	37.5		57.1	14.3	28.6		55.6	44.4	0		0	0	0	
PHF	.000	.625	.375	.667	.500	.500	.333	.700	.625	1.000	.000	.750	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

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

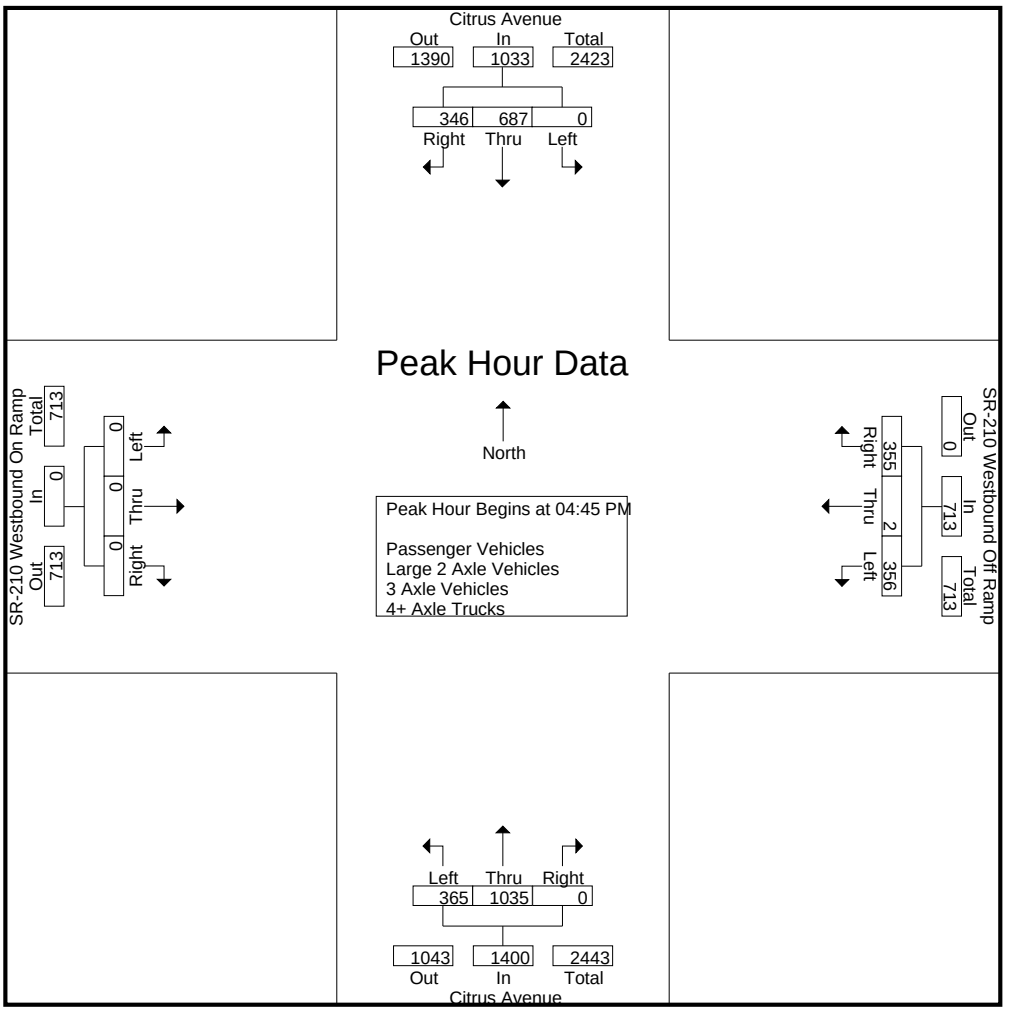
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	144	74	218	108	2	108	218	94	231	0	325	0	0	0	0	761
04:15 PM	0	121	57	178	116	1	95	212	81	224	0	305	0	0	0	0	695
04:30 PM	0	144	92	236	77	0	94	171	102	279	0	381	0	0	0	0	788
04:45 PM	0	178	78	256	94	1	84	179	103	258	0	361	0	0	0	0	796
Total	0	587	301	888	395	4	381	780	380	992	0	1372	0	0	0	0	3040
05:00 PM	0	174	85	259	72	0	86	158	96	255	0	351	0	0	0	0	768
05:15 PM	0	173	91	264	99	1	87	187	82	247	0	329	0	0	0	0	780
05:30 PM	0	162	92	254	91	0	98	189	84	275	0	359	0	0	0	0	802
05:45 PM	0	158	95	253	78	0	110	188	73	231	0	304	0	0	0	0	745
Total	0	667	363	1030	340	1	381	722	335	1008	0	1343	0	0	0	0	3095
Grand Total	0	1254	664	1918	735	5	762	1502	715	2000	0	2715	0	0	0	0	6135
Apprch %	0	65.4	34.6		48.9	0.3	50.7		26.3	73.7	0		0	0	0		
Total %	0	20.4	10.8	31.3	12	0.1	12.4	24.5	11.7	32.6	0	44.3	0	0	0	0	
Passenger Vehicles	0	1238	656	1894	723	4	752	1479	705	1979	0	2684	0	0	0	0	6057
% Passenger Vehicles	0	98.7	98.8	98.7	98.4	80	98.7	98.5	98.6	98.9	0	98.9	0	0	0	0	98.7
Large 2 Axle Vehicles	0	14	7	21	5	0	8	13	7	15	0	22	0	0	0	0	56
% Large 2 Axle Vehicles	0	1.1	1.1	1.1	0.7	0	1	0.9	1	0.8	0	0.8	0	0	0	0	0.9
3 Axle Vehicles	0	1	0	1	5	0	1	6	1	3	0	4	0	0	0	0	11
% 3 Axle Vehicles	0	0.1	0	0.1	0.7	0	0.1	0.4	0.1	0.2	0	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	1	1	2	2	1	1	4	2	3	0	5	0	0	0	0	11
% 4+ Axle Trucks	0	0.1	0.2	0.1	0.3	20	0.1	0.3	0.3	0.2	0	0.2	0	0	0	0	0.2

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**178**	78	256	94	**1**	84	179	**103**	258	0	**361**	0	0	0	0	796
05:00 PM	0	174	85	259	72	0	86	158	96	255	0	351	0	0	0	0	768
05:15 PM	0	173	91	**264**	**99**	1	87	187	82	247	0	329	0	0	0	0	780
05:30 PM	0	162	**92**	254	91	0	**98**	**189**	84	**275**	0	359	0	0	0	0	**802**
Total Volume	0	687	346	1033	356	2	355	713	365	1035	0	1400	0	0	0	0	3146
% App. Total	0	66.5	33.5		49.9	0.3	49.8		26.1	73.9	0		0	0	0		
PHF	.000	.965	.940	.978	.899	.500	.906	.943	.886	.941	.000	.970	.000	.000	.000	.000	.981

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



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

	04:45 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	**178**	78	256	108	**2**	**108**	**218**	102	**279**	0	**381**	0	0	0	0
+15 mins.	0	174	85	259	**116**	1	95	212	**103**	258	0	361	0	0	0	0
+30 mins.	0	173	91	**264**	77	0	94	171	96	255	0	351	0	0	0	0
+45 mins.	0	162	**92**	254	94	1	84	179	82	247	0	329	0	0	0	0
Total Volume	0	687	346	1033	395	4	381	780	383	1039	0	1422	0	0	0	0
% App. Total	0	66.5	33.5		50.6	0.5	48.8		26.9	73.1	0		0	0	0	
PHF	.000	.965	.940	.978	.851	.500	.882	.894	.930	.931	.000	.933	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

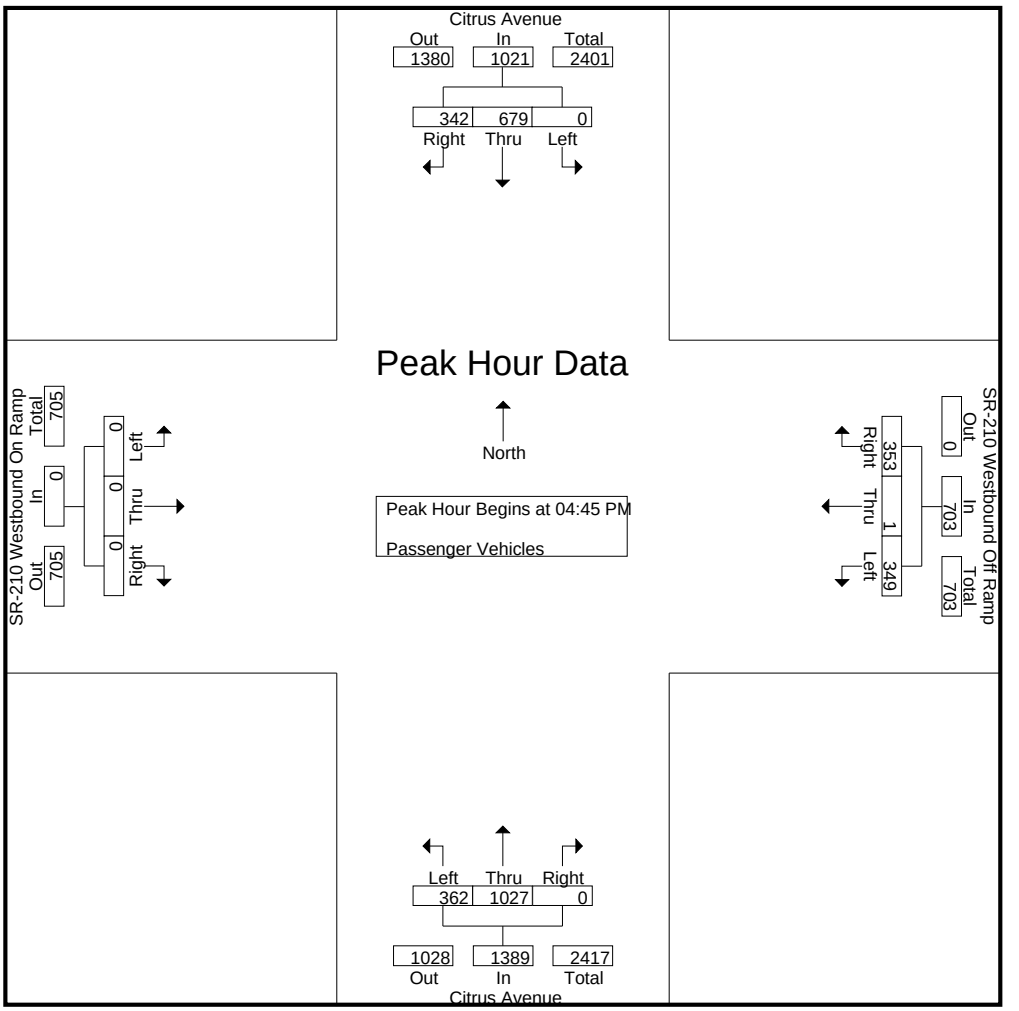
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	142	72	214	107	2	106	215	93	231	0	324	0	0	0	0	753
04:15 PM	0	118	57	175	112	1	92	205	80	221	0	301	0	0	0	0	681
04:30 PM	0	142	92	234	77	0	93	170	99	274	0	373	0	0	0	0	777
04:45 PM	0	175	76	251	93	1	83	177	102	258	0	360	0	0	0	0	788
Total	0	577	297	874	389	4	374	767	374	984	0	1358	0	0	0	0	2999
05:00 PM	0	171	84	255	71	0	86	157	95	252	0	347	0	0	0	0	759
05:15 PM	0	172	91	263	97	0	87	184	82	245	0	327	0	0	0	0	774
05:30 PM	0	161	91	252	88	0	97	185	83	272	0	355	0	0	0	0	792
05:45 PM	0	157	93	250	78	0	108	186	71	226	0	297	0	0	0	0	733
Total	0	661	359	1020	334	0	378	712	331	995	0	1326	0	0	0	0	3058
Grand Total	0	1238	656	1894	723	4	752	1479	705	1979	0	2684	0	0	0	0	6057
Apprch %	0	65.4	34.6		48.9	0.3	50.8		26.3	73.7	0		0	0	0		
Total %	0	20.4	10.8	31.3	11.9	0.1	12.4	24.4	11.6	32.7	0	44.3	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**175**	76	251	93	**1**	83	177	**102**	258	0	**360**	0	0	0	0	788
05:00 PM	0	171	84	255	71	0	86	157	95	252	0	347	0	0	0	0	759
05:15 PM	0	172	**91**	**263**	**97**	0	87	184	82	245	0	327	0	0	0	0	774
05:30 PM	0	161	91	252	88	0	**97**	**185**	83	**272**	0	355	0	0	0	0	**792**
Total Volume	0	679	342	1021	349	1	353	703	362	1027	0	1389	0	0	0	0	3113
% App. Total	0	66.5	33.5		49.6	0.1	50.2		26.1	73.9	0		0	0	0		
PHF	.000	.970	.940	.971	.899	.250	.910	.950	.887	.944	.000	.965	.000	.000	.000	.000	.983

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(951) 268-6268

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**175**	76	251	93	**1**	83	177	**102**	258	0	**360**	0	0	0	0
+15 mins.	0	171	84	255	71	0	86	157	95	252	0	347	0	0	0	0
+30 mins.	0	172	**91**	**263**	**97**	0	87	184	82	245	0	327	0	0	0	0
+45 mins.	0	161	91	252	88	0	**97**	**185**	83	**272**	0	355	0	0	0	0
Total Volume	0	679	342	1021	349	1	353	703	362	1027	0	1389	0	0	0	0
% App. Total	0	66.5	33.5		49.6	0.1	50.2		26.1	73.9	0		0	0	0	
PHF	.000	.970	.940	.971	.899	.250	.910	.950	.887	.944	.000	.965	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

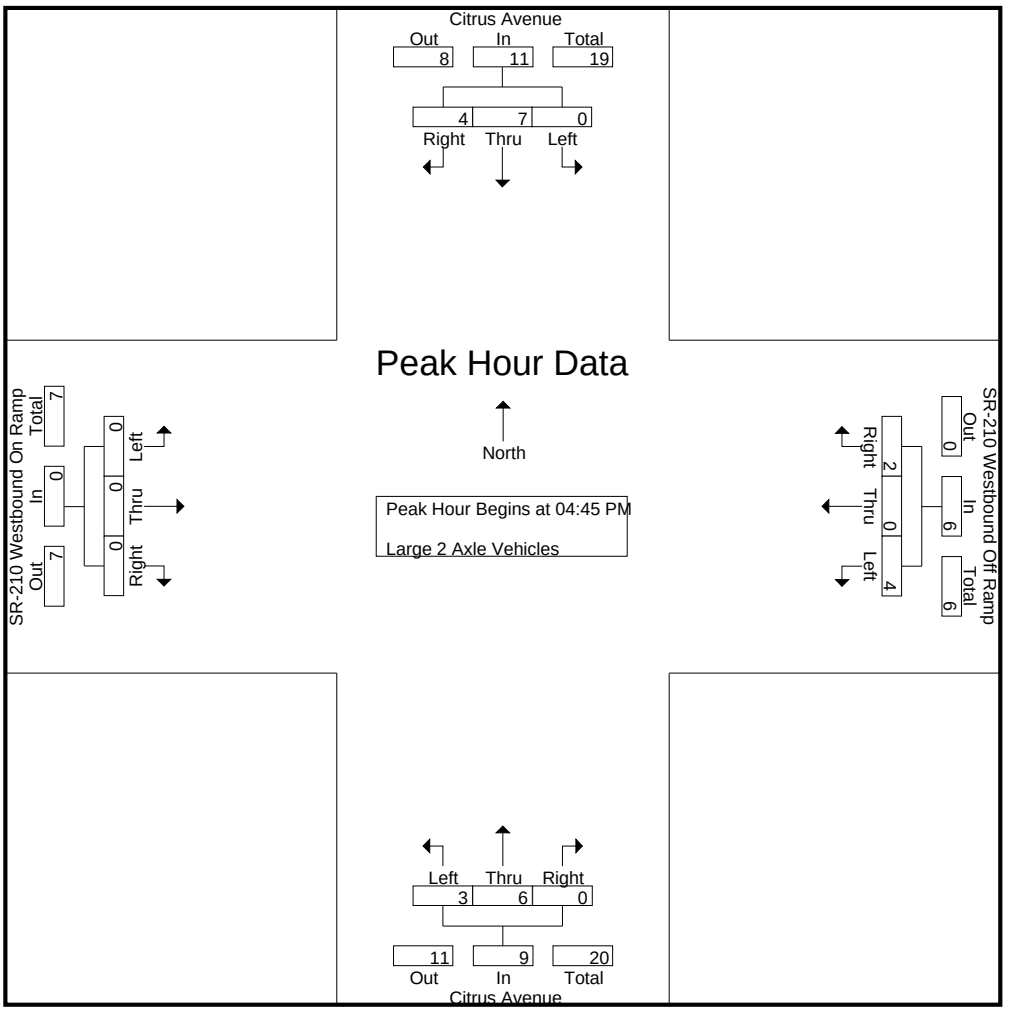
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	4	0	0	1	1	1	0	0	1	0	0	0	0	6
04:15 PM	0	3	0	3	1	0	3	4	1	2	0	3	0	0	0	0	10
04:30 PM	0	1	0	1	0	0	1	1	1	3	0	4	0	0	0	0	6
04:45 PM	0	3	2	5	0	0	1	1	1	0	0	1	0	0	0	0	7
Total	0	9	4	13	1	0	6	7	4	5	0	9	0	0	0	0	29
05:00 PM	0	2	1	3	1	0	0	1	1	3	0	4	0	0	0	0	8
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	1	2	2	0	1	3	1	2	0	3	0	0	0	0	8
05:45 PM	0	1	1	2	0	0	1	1	1	4	0	5	0	0	0	0	8
Total	0	5	3	8	4	0	2	6	3	10	0	13	0	0	0	0	27
Grand Total	0	14	7	21	5	0	8	13	7	15	0	22	0	0	0	0	56
Apprch %	0	66.7	33.3		38.5	0	61.5		31.8	68.2	0		0	0	0		
Total %	0	25	12.5	37.5	8.9	0	14.3	23.2	12.5	26.8	0	39.3	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**3**	**2**	**5**	0	0	**1**	1	**1**	0	0	1	0	0	0	0	7
05:00 PM	0	2	1	3	1	0	0	1	1	**3**	0	**4**	0	0	0	0	**8**
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	1	2	**2**	0	1	**3**	1	2	0	3	0	0	0	0	8
Total Volume	0	7	4	11	4	0	2	6	3	6	0	9	0	0	0	0	26
% App. Total	0	63.6	36.4		66.7	0	33.3		33.3	66.7	0		0	0	0		
PHF	.000	.583	.500	.550	.500	.000	.500	.500	.750	.500	.000	.563	.000	.000	.000	.000	.813

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PO Box 1178
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(951) 268-6268

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**3**	**2**	**5**	0	0	**1**	1	**1**	0	0	1	0	0	0	0
+15 mins.	0	2	1	3	1	0	0	1	1	**3**	0	**4**	0	0	0	0
+30 mins.	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	1	1	2	**2**	0	1	**3**	1	2	0	3	0	0	0	0
Total Volume	0	7	4	11	4	0	2	6	3	6	0	9	0	0	0	0
% App. Total	0	63.6	36.4		66.7	0	33.3		33.3	66.7	0		0	0	0	
PHF	.000	.583	.500	.550	.500	.000	.500	.500	.750	.500	.000	.563	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

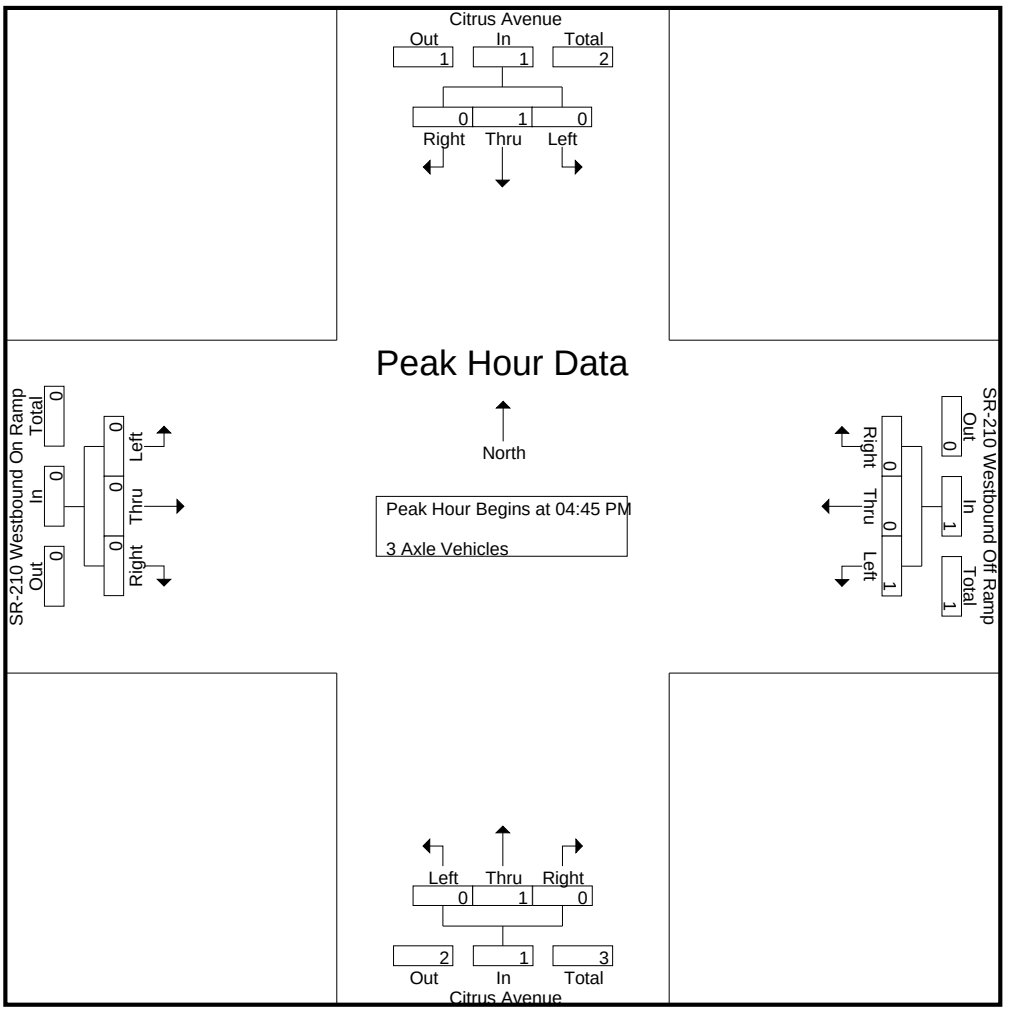
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	3	0	0	3	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	1	5	0	2	0	2	0	0	0	0	7
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0	4
Grand Total	0	1	0	1	5	0	1	6	1	3	0	4	0	0	0	0	11
Apprch %	0	100	0		83.3	0	16.7		25	75	0		0	0	0		
Total %	0	9.1	0	9.1	45.5	0	9.1	54.5	9.1	27.3	0	36.4	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375

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PO Box 1178
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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

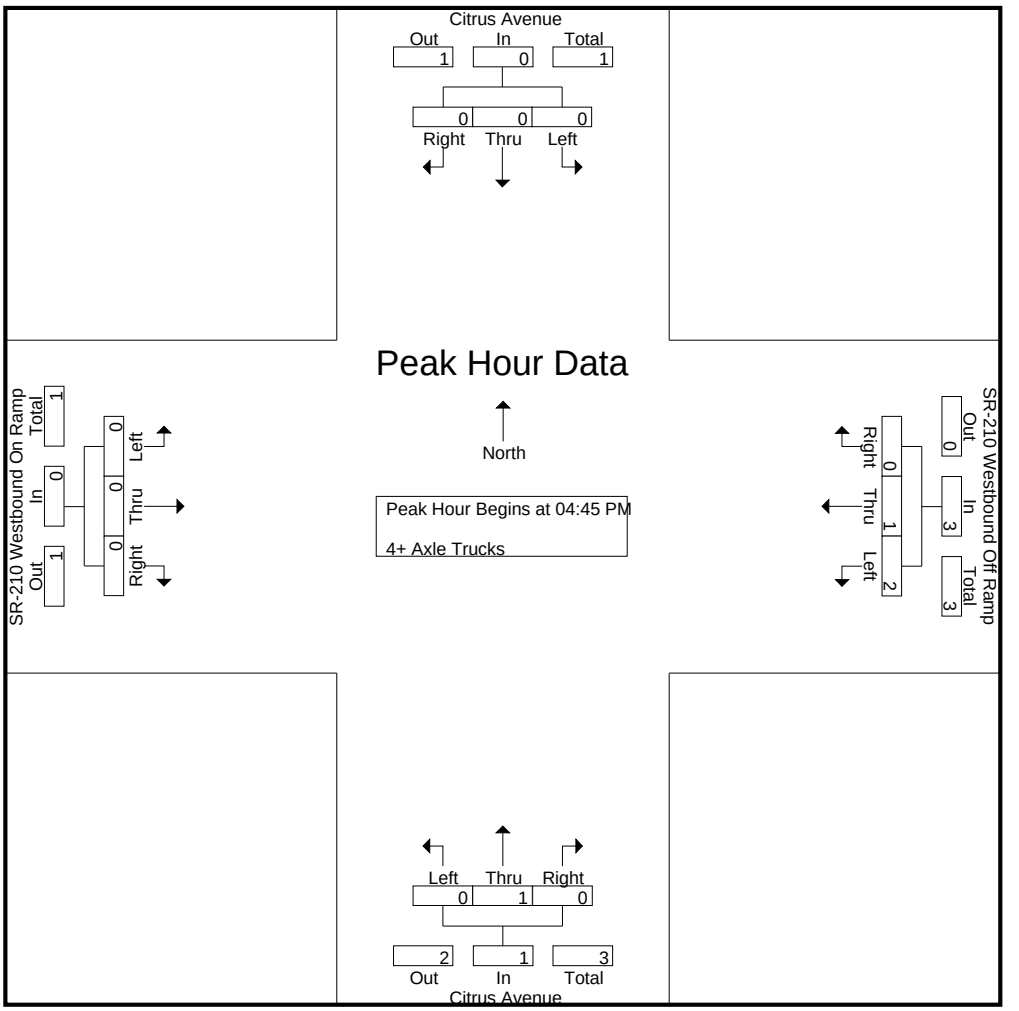
	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	2	1	0	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	1	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	0	0	1	1	1	1	1	3	0	2	0	2	0	0	0	0	6
Grand Total	0	1	1	2	2	1	1	4	2	3	0	5	0	0	0	0	11
Apprch %	0	50	50		50	25	25		40	60	0		0	0	0		
Total %	0	9.1	9.1	18.2	18.2	9.1	9.1	36.4	18.2	27.3	0	45.5	0	0	0	0	

	Citrus Avenue Southbound				SR-210 Westbound Off Ramp Westbound				Citrus Avenue Northbound				SR-210 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	1	0	**1**	0	**1**	0	0	0	0	**2**
Total Volume	0	0	0	0	2	1	0	3	0	1	0	1	0	0	0	0	4
% App. Total	0	0	0		66.7	33.3	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000	.500

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Westbound Ramps
Weather: Clear

File Name : 08_FON_Citrus_210W PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	**1**	0	**1**	0	0	0	0
Total Volume	0	0	0	0	2	1	0	3	0	1	0	1	0	0	0	0
% App. Total	0	0	0		66.7	33.3	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000

Location: Fontana
N/S: Citrus Avenue
E/W: SR-210 WB Ramps

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg SR-210 WB Ramps	South Leg Citrus Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Citrus Avenue	East Leg SR-210 WB Ramps	South Leg Citrus Avenue	West Leg SR-210 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	5

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951-268-6268

Location: Fontana
N/S: Citrus Avenue
E/W: SR-210 WB Ramps

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Citrus Avenue			Westbound SR-210 WB Ramps			Northbound Citrus Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Citrus Avenue			Westbound SR-210 WB Ramps			Northbound Citrus Avenue			Eastbound SR-210 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

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

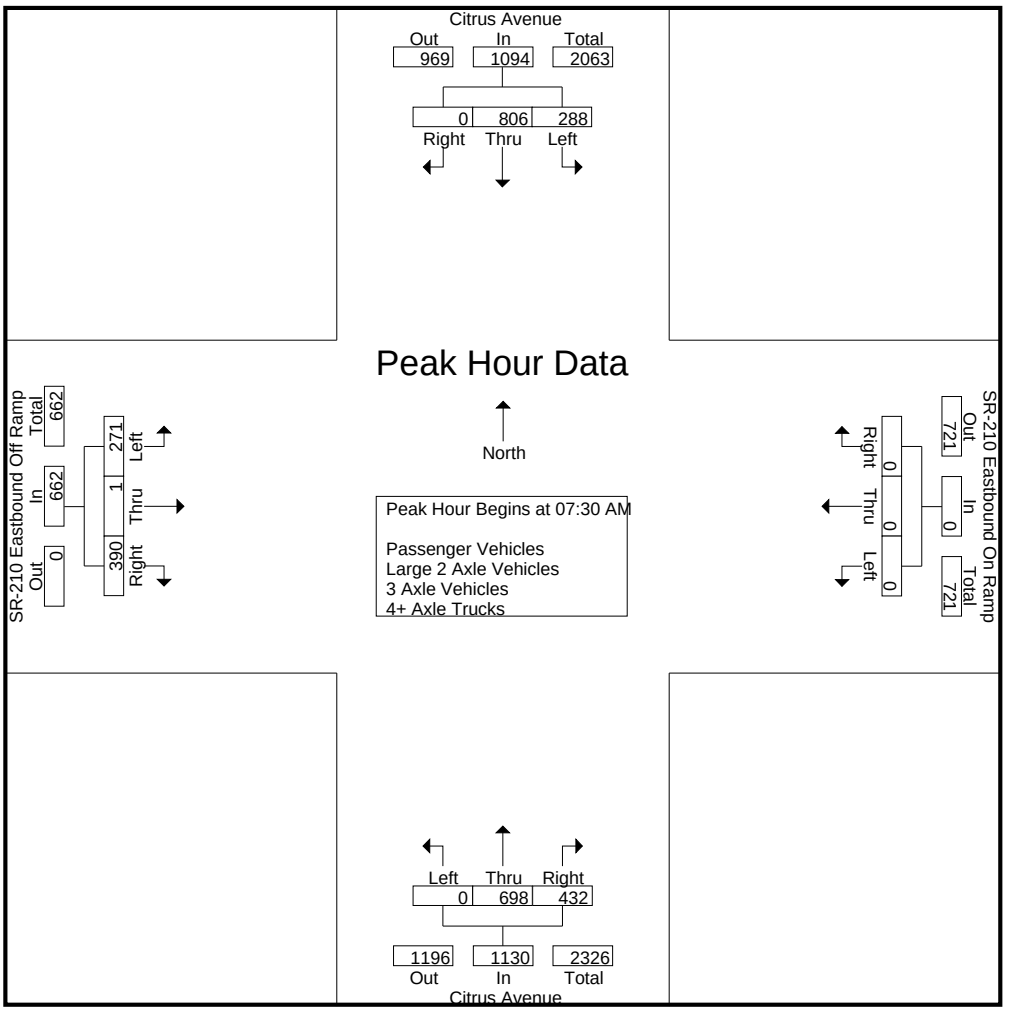
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	154	0	194	0	0	0	0	0	116	112	228	46	0	80	126	548
07:15 AM	58	205	0	263	0	0	0	0	0	166	145	311	41	0	90	131	705
07:30 AM	64	230	0	294	0	0	0	0	0	180	136	316	49	0	80	129	739
07:45 AM	64	194	0	258	0	0	0	0	0	184	102	286	71	0	106	177	721
Total	226	783	0	1009	0	0	0	0	0	646	495	1141	207	0	356	563	2713
08:00 AM	77	204	0	281	0	0	0	0	0	163	92	255	66	1	101	168	704
08:15 AM	83	178	0	261	0	0	0	0	0	171	102	273	85	0	103	188	722
08:30 AM	77	186	0	263	0	0	0	0	0	147	104	251	70	1	110	181	695
08:45 AM	45	154	0	199	0	0	0	0	0	126	91	217	86	1	90	177	593
Total	282	722	0	1004	0	0	0	0	0	607	389	996	307	3	404	714	2714
Grand Total	508	1505	0	2013	0	0	0	0	0	1253	884	2137	514	3	760	1277	5427
Apprch %	25.2	74.8	0		0	0	0		0	58.6	41.4		40.3	0.2	59.5		
Total %	9.4	27.7	0	37.1	0	0	0	0	0	23.1	16.3	39.4	9.5	0.1	14	23.5	
Passenger Vehicles	493	1443	0	1936	0	0	0	0	0	1211	856	2067	495	2	738	1235	5238
% Passenger Vehicles	97	95.9	0	96.2	0	0	0	0	0	96.6	96.8	96.7	96.3	66.7	97.1	96.7	96.5
Large 2 Axle Vehicles	12	34	0	46	0	0	0	0	0	27	10	37	9	0	10	19	102
% Large 2 Axle Vehicles	2.4	2.3	0	2.3	0	0	0	0	0	2.2	1.1	1.7	1.8	0	1.3	1.5	1.9
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	7	8	15	1	0	6	7	26
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	0	0	0	0.6	0.9	0.7	0.2	0	0.8	0.5	0.5
4+ Axle Trucks	3	24	0	27	0	0	0	0	0	8	10	18	9	1	6	16	61
% 4+ Axle Trucks	0.6	1.6	0	1.3	0	0	0	0	0	0.6	1.1	0.8	1.8	33.3	0.8	1.3	1.1

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	64	**230**	0	**294**	0	0	0	0	0	180	**136**	**316**	49	0	80	129	**739**
07:45 AM	64	194	0	258	0	0	0	0	0	**184**	102	286	71	0	**106**	177	721
08:00 AM	77	204	0	281	0	0	0	0	0	163	92	255	66	**1**	101	168	704
08:15 AM	**83**	178	0	261	0	0	0	0	0	171	102	273	**85**	0	103	**188**	722
Total Volume	288	806	0	1094	0	0	0	0	0	698	432	1130	271	1	390	662	2886
% App. Total	26.3	73.7	0		0	0	0		0	61.8	38.2		40.9	0.2	58.9		
PHF	.867	.876	.000	.930	.000	.000	.000	.000	.000	.948	.794	.894	.797	.250	.920	.880	.976

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
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				07:15 AM				07:45 AM			
+0 mins.	58	205	0	263	0	0	0	0	0	166	**145**	311	71	0	106	177
+15 mins.	64	**230**	0	**294**	0	0	0	0	0	180	136	**316**	66	**1**	101	168
+30 mins.	64	194	0	258	0	0	0	0	0	**184**	102	286	**85**	0	103	**188**
+45 mins.	**77**	204	0	281	0	0	0	0	0	163	92	255	70	1	**110**	181
Total Volume	263	833	0	1096	0	0	0	0	0	693	475	1168	292	2	420	714
% App. Total	24	76	0		0	0	0		0	59.3	40.7		40.9	0.3	58.8	
PHF	.854	.905	.000	.932	.000	.000	.000	.000	.000	.942	.819	.924	.859	.500	.955	.949

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

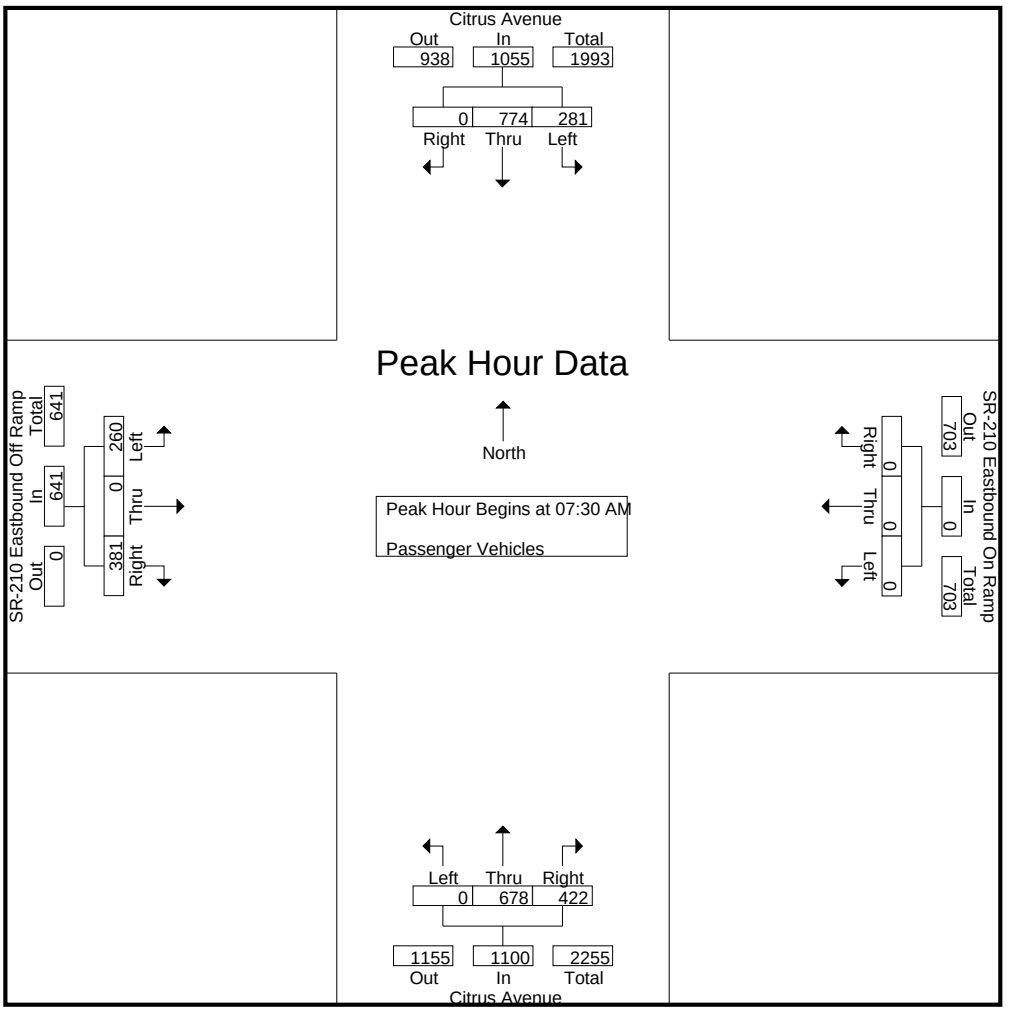
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	147	0	187	0	0	0	0	0	107	106	213	43	0	75	118	518
07:15 AM	57	196	0	253	0	0	0	0	0	159	141	300	39	0	87	126	679
07:30 AM	61	220	0	281	0	0	0	0	0	170	134	304	46	0	78	124	709
07:45 AM	64	186	0	250	0	0	0	0	0	181	99	280	68	0	104	172	702
Total	222	749	0	971	0	0	0	0	0	617	480	1097	196	0	344	540	2608
08:00 AM	77	195	0	272	0	0	0	0	0	160	89	249	63	0	99	162	683
08:15 AM	79	173	0	252	0	0	0	0	0	167	100	267	83	0	100	183	702
08:30 AM	72	181	0	253	0	0	0	0	0	143	100	243	70	1	108	179	675
08:45 AM	43	145	0	188	0	0	0	0	0	124	87	211	83	1	87	171	570
Total	271	694	0	965	0	0	0	0	0	594	376	970	299	2	394	695	2630
Grand Total	493	1443	0	1936	0	0	0	0	0	1211	856	2067	495	2	738	1235	5238
Apprch %	25.5	74.5	0		0	0	0		0	58.6	41.4		40.1	0.2	59.8		
Total %	9.4	27.5	0	37	0	0	0	0	0	23.1	16.3	39.5	9.5	0	14.1	23.6	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	61	**220**	0	**281**	0	0	0	0	0	170	**134**	**304**	46	0	78	124	**709**
07:45 AM	64	186	0	250	0	0	0	0	0	**181**	99	280	68	0	**104**	172	702
08:00 AM	77	195	0	272	0	0	0	0	0	160	89	249	63	0	99	162	683
08:15 AM	**79**	173	0	252	0	0	0	0	0	167	100	267	**83**	0	100	**183**	702
Total Volume	281	774	0	1055	0	0	0	0	0	678	422	1100	260	0	381	641	2796
% App. Total	26.6	73.4	0		0	0	0		0	61.6	38.4		40.6	0	59.4		
PHF	.889	.880	.000	.939	.000	.000	.000	.000	.000	.936	.787	.905	.783	.000	.916	.876	.986

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
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.	61	**220**	0	**281**	0	0	0	0	0	170	**134**	**304**	46	0	78	124
+15 mins.	64	186	0	250	0	0	0	0	0	**181**	99	280	68	0	**104**	172
+30 mins.	77	195	0	272	0	0	0	0	0	160	89	249	63	0	99	162
+45 mins.	**79**	173	0	252	0	0	0	0	0	167	100	267	**83**	0	100	**183**
Total Volume	281	774	0	1055	0	0	0	0	0	678	422	1100	260	0	381	641
% App. Total	26.6	73.4	0		0	0	0		0	61.6	38.4		40.6	0	59.4	
PHF	.889	.880	.000	.939	.000	.000	.000	.000	.000	.936	.787	.905	.783	.000	.916	.876

Counts Unlimited, Inc.
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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

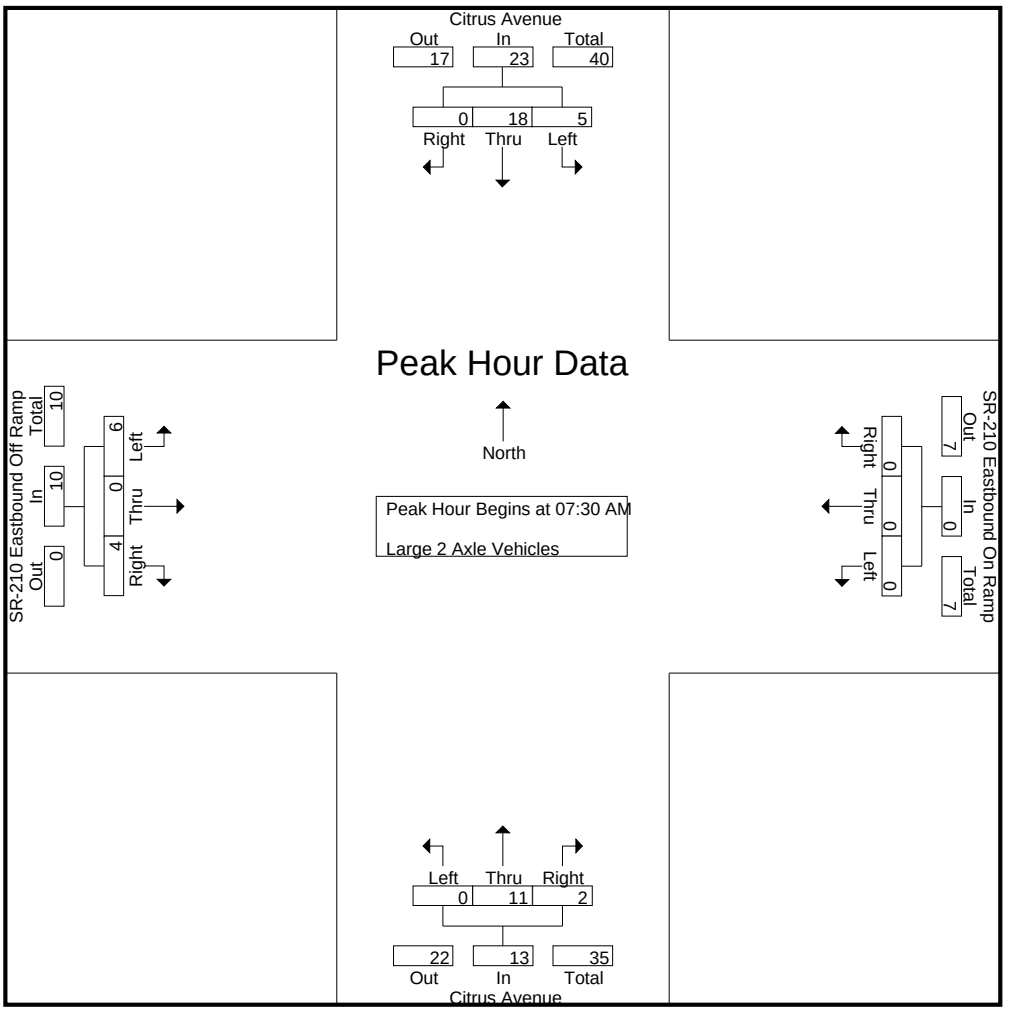
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	7	3	10	1	0	2	3	17
07:15 AM	1	3	0	4	0	0	0	0	0	4	3	7	1	0	0	1	12
07:30 AM	2	6	0	8	0	0	0	0	0	6	0	6	2	0	1	3	17
07:45 AM	0	2	0	2	0	0	0	0	0	2	1	3	2	0	2	4	9
Total	3	15	0	18	0	0	0	0	0	19	7	26	6	0	5	11	55
08:00 AM	0	6	0	6	0	0	0	0	0	1	1	2	1	0	0	1	9
08:15 AM	3	4	0	7	0	0	0	0	0	2	0	2	1	0	1	2	11
08:30 AM	4	3	0	7	0	0	0	0	0	4	1	5	0	0	1	1	13
08:45 AM	2	6	0	8	0	0	0	0	0	1	1	2	1	0	3	4	14
Total	9	19	0	28	0	0	0	0	0	8	3	11	3	0	5	8	47
Grand Total	12	34	0	46	0	0	0	0	0	27	10	37	9	0	10	19	102
Apprch %	26.1	73.9	0		0	0	0		0	73	27		47.4	0	52.6		
Total %	11.8	33.3	0	45.1	0	0	0	0	0	26.5	9.8	36.3	8.8	0	9.8	18.6	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**6**	0	**8**	0	0	0	0	0	**6**	0	**6**	**2**	0	1	3	**17**
07:45 AM	0	2	0	2	0	0	0	0	0	2	**1**	3	2	0	**2**	**4**	9
08:00 AM	0	6	0	6	0	0	0	0	0	1	1	2	1	0	0	1	9
08:15 AM	**3**	4	0	7	0	0	0	0	0	2	0	2	1	0	1	2	11
Total Volume	5	18	0	23	0	0	0	0	0	11	2	13	6	0	4	10	46
% App. Total	21.7	78.3	0		0	0	0		0	84.6	15.4		60	0	40		
PHF	.417	.750	.000	.719	.000	.000	.000	.000	.000	.458	.500	.542	.750	.000	.500	.625	.676

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	**6**	0	**8**	0	0	0	0	0	**6**	0	**6**	**2**	0	1	3
+15 mins.	0	2	0	2	0	0	0	0	0	2	**1**	3	2	0	**2**	**4**
+30 mins.	0	6	0	6	0	0	0	0	0	1	1	2	1	0	0	1
+45 mins.	**3**	4	0	7	0	0	0	0	0	2	0	2	1	0	1	2
Total Volume	5	18	0	23	0	0	0	0	0	11	2	13	6	0	4	10
% App. Total	21.7	78.3	0		0	0	0		0	84.6	15.4		60	0	40	
PHF	.417	.750	.000	.719	.000	.000	.000	.000	.000	.458	.500	.542	.750	.000	.500	.625

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

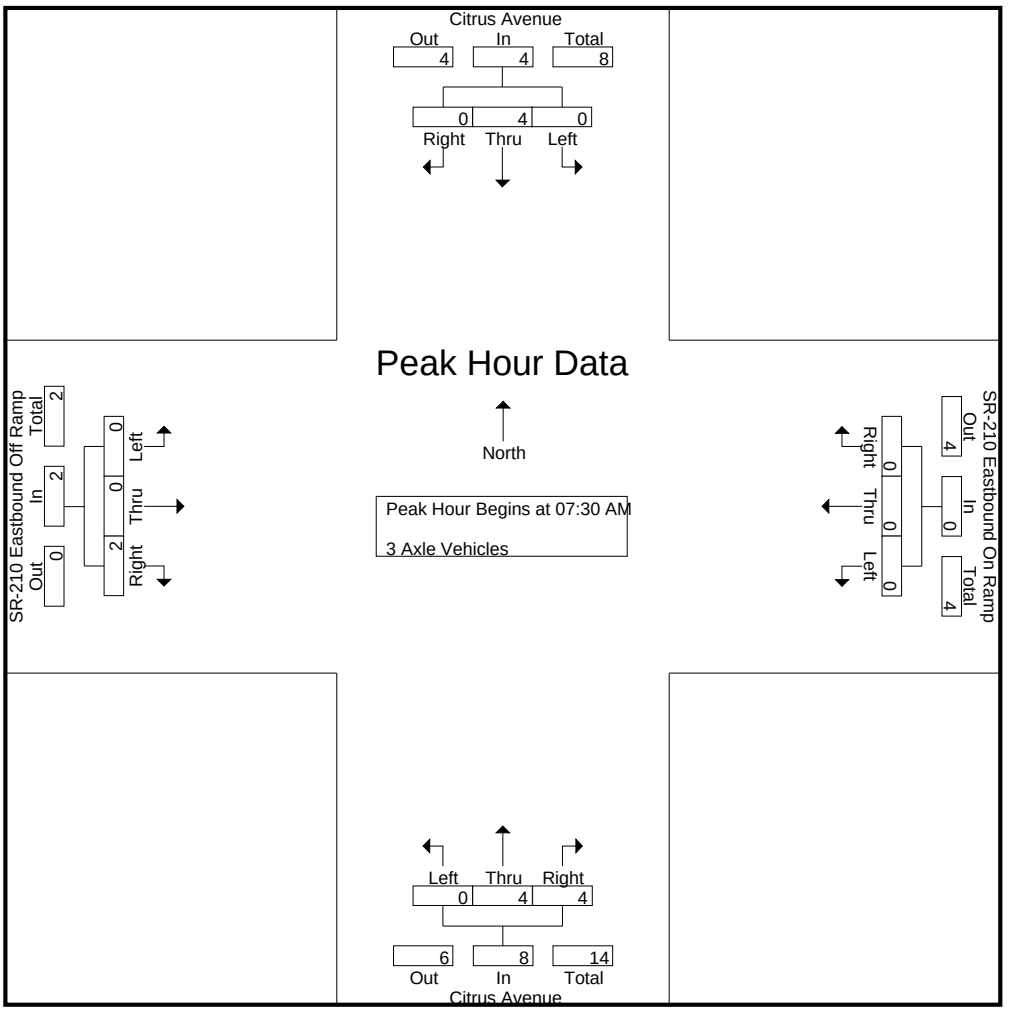
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	3	4	6
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
Total	0	3	0	3	0	0	0	0	0	4	3	7	1	0	3	4	14
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	2	2	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	4
Total	0	1	0	1	0	0	0	0	0	3	5	8	0	0	3	3	12
Grand Total	0	4	0	4	0	0	0	0	0	7	8	15	1	0	6	7	26
Apprch %	0	100	0		0	0	0		0	46.7	53.3		14.3	0	85.7		
Total %	0	15.4	0	15.4	0	0	0	0	0	26.9	30.8	57.7	3.8	0	23.1	26.9	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	2
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	1	**2**	**3**	0	0	0	0	**5**
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	**2**	**2**	5
Total Volume	0	4	0	4	0	0	0	0	0	4	4	8	0	0	2	2	14
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.00	.500	.667	.000	.000	.250	.250	.700

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	1	**2**	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	1	2	0	0	**2**	**2**
Total Volume	0	4	0	4	0	0	0	0	0	4	4	8	0	0	2	2
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.000	.500	.667	.000	.000	.250	.250

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

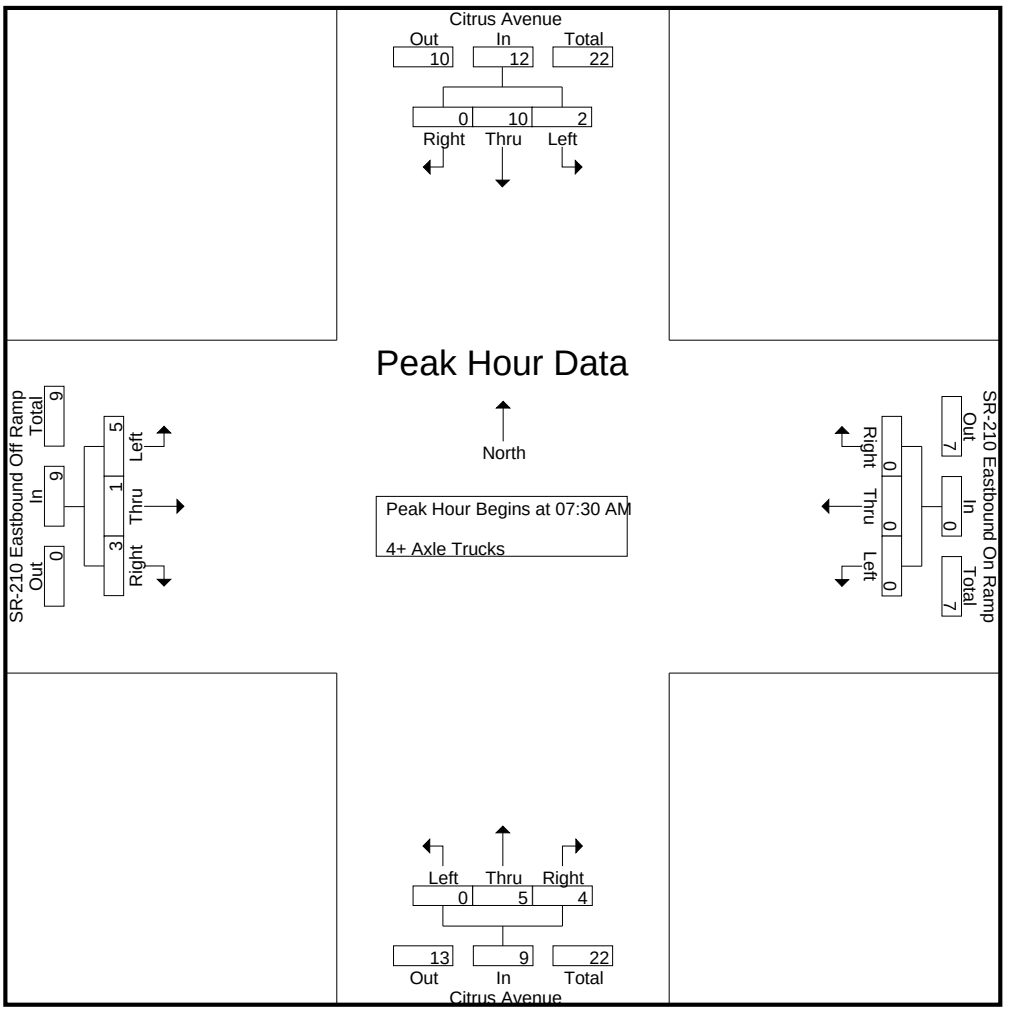
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	1	3	4	2	0	3	5	12
07:15 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
07:30 AM	1	3	0	4	0	0	0	0	0	3	2	5	1	0	1	2	11
07:45 AM	0	4	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	1	16	0	17	0	0	0	0	0	6	5	11	4	0	4	8	36
08:00 AM	0	3	0	3	0	0	0	0	0	1	1	2	2	1	2	5	10
08:15 AM	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
08:30 AM	1	2	0	3	0	0	0	0	0	0	3	3	0	0	0	0	6
08:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
Total	2	8	0	10	0	0	0	0	0	2	5	7	5	1	2	8	25
Grand Total	3	24	0	27	0	0	0	0	0	8	10	18	9	1	6	16	61
Apprch %	11.1	88.9	0		0	0	0		0	44.4	55.6		56.2	6.2	37.5		
Total %	4.9	39.3	0	44.3	0	0	0	0	0	13.1	16.4	29.5	14.8	1.6	9.8	26.2	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	3	0	**4**	0	0	0	0	0	**3**	**2**	**5**	1	0	1	2	**11**
07:45 AM	0	**4**	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
08:00 AM	0	3	0	3	0	0	0	0	0	1	1	2	**2**	**1**	**2**	**5**	10
08:15 AM	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
Total Volume	2	10	0	12	0	0	0	0	0	5	4	9	5	1	3	9	30
% App. Total	16.7	83.3	0		0	0	0		0	55.6	44.4		55.6	11.1	33.3		
PHF	.500	.625	.000	.750	.000	.000	.000	.000	.000	.417	.500	.450	.625	.250	.375	.450	.682

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	3	0	**4**	0	0	0	0	0	**3**	**2**	**5**	1	0	1	2
+15 mins.	0	**4**	0	4	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	0	1	1	2	**2**	**1**	**2**	**5**
+45 mins.	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1
Total Volume	2	10	0	12	0	0	0	0	0	5	4	9	5	1	3	9
% App. Total	16.7	83.3	0		0	0	0		0	55.6	44.4		55.6	11.1	33.3	
PHF	.500	.625	.000	.750	.000	.000	.000	.000	.000	.417	.500	.450	.625	.250	.375	.450

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

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

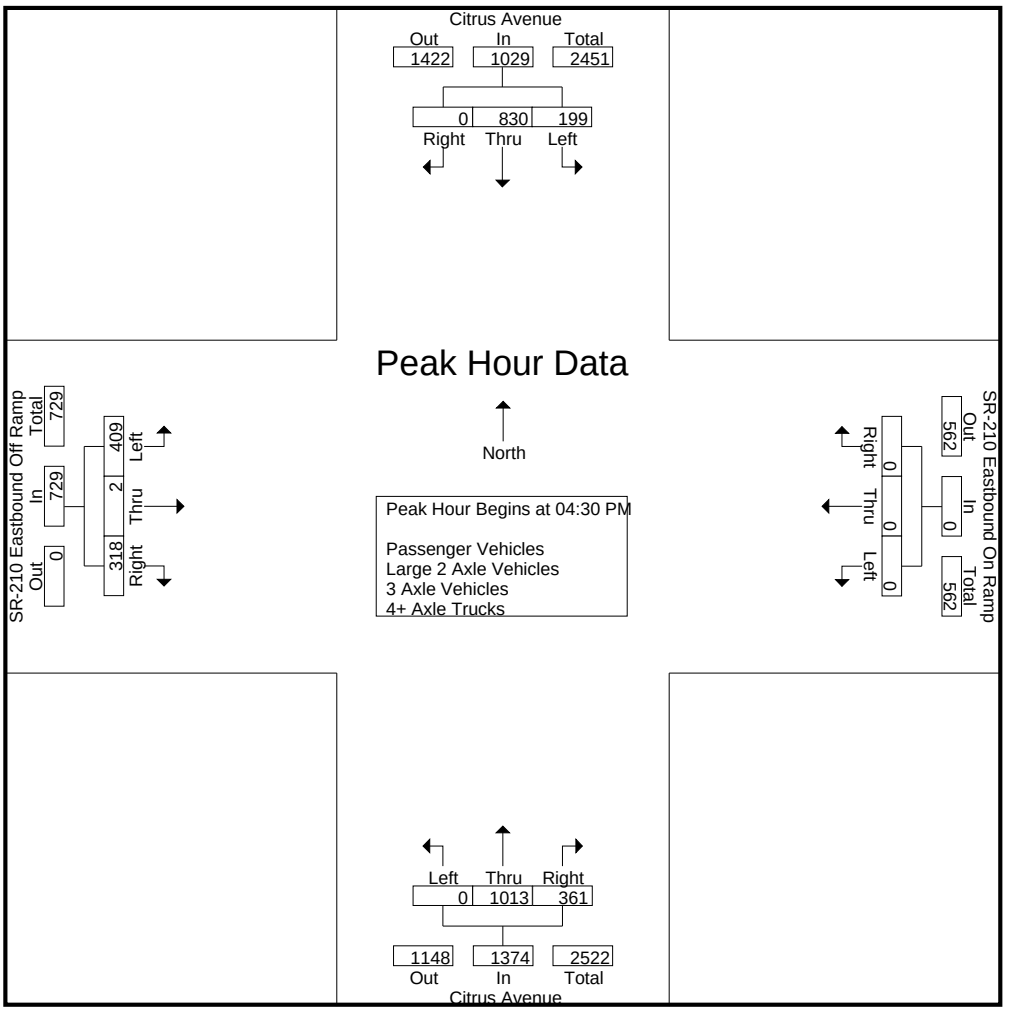
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	54	211	0	265	0	0	0	0	0	222	84	306	103	0	91	194	765
04:15 PM	44	189	0	233	0	0	0	0	0	218	73	291	96	1	95	192	716
04:30 PM	56	184	0	240	0	0	0	0	0	273	95	368	95	0	90	185	793
04:45 PM	53	212	0	265	0	0	0	0	0	261	80	341	103	0	75	178	784
Total	207	796	0	1003	0	0	0	0	0	974	332	1306	397	1	351	749	3058
05:00 PM	52	197	0	249	0	0	0	0	0	247	91	338	111	2	80	193	780
05:15 PM	38	237	0	275	0	0	0	0	0	232	95	327	100	0	73	173	775
05:30 PM	52	199	0	251	0	0	0	0	0	240	89	329	117	0	77	194	774
05:45 PM	53	195	0	248	0	0	0	0	0	202	78	280	85	0	77	162	690
Total	195	828	0	1023	0	0	0	0	0	921	353	1274	413	2	307	722	3019
Grand Total	402	1624	0	2026	0	0	0	0	0	1895	685	2580	810	3	658	1471	6077
Apprch %	19.8	80.2	0		0	0	0		0	73.4	26.6		55.1	0.2	44.7		
Total %	6.6	26.7	0	33.3	0	0	0	0	0	31.2	11.3	42.5	13.3	0	10.8	24.2	
Passenger Vehicles	396	1601	0	1997	0	0	0	0	0	1875	661	2536	797	3	651	1451	5984
% Passenger Vehicles	98.5	98.6	0	98.6	0	0	0	0	0	98.9	96.5	98.3	98.4	100	98.9	98.6	98.5
Large 2 Axle Vehicles	4	14	0	18	0	0	0	0	0	14	12	26	8	0	3	11	55
% Large 2 Axle Vehicles	1	0.9	0	0.9	0	0	0	0	0	0.7	1.8	1	1	0	0.5	0.7	0.9
3 Axle Vehicles	1	5	0	6	0	0	0	0	0	4	8	12	1	0	0	1	19
% 3 Axle Vehicles	0.2	0.3	0	0.3	0	0	0	0	0	0.2	1.2	0.5	0.1	0	0	0.1	0.3
4+ Axle Trucks	1	4	0	5	0	0	0	0	0	2	4	6	4	0	4	8	19
% 4+ Axle Trucks	0.2	0.2	0	0.2	0	0	0	0	0	0.1	0.6	0.2	0.5	0	0.6	0.5	0.3

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**56**	184	0	240	0	0	0	0	0	**273**	**95**	**368**	95	0	**90**	185	**793**
04:45 PM	53	212	0	265	0	0	0	0	0	261	80	341	103	0	75	178	784
05:00 PM	52	197	0	249	0	0	0	0	0	247	91	338	**111**	**2**	80	**193**	780
05:15 PM	38	**237**	0	**275**	0	0	0	0	0	232	95	327	100	0	73	173	775
Total Volume	199	830	0	1029	0	0	0	0	0	1013	361	1374	409	2	318	729	3132
% App. Total	19.3	80.7	0		0	0	0		0	73.7	26.3		56.1	0.3	43.6		
PHF	.888	.876	.000	.935	.000	.000	.000	.000	.000	.928	.950	.933	.921	.250	.883	.944	.987

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



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

	04:45 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	**53**	212	0	265	0	0	0	0	0	**273**	**95**	**368**	**103**	0	91	**194**
+15 mins.	52	197	0	249	0	0	0	0	0	261	80	341	96	**1**	**95**	192
+30 mins.	38	**237**	0	**275**	0	0	0	0	0	247	91	338	95	0	90	185
+45 mins.	52	199	0	251	0	0	0	0	0	232	95	327	103	0	75	178
Total Volume	195	845	0	1040	0	0	0	0	0	1013	361	1374	397	1	351	749
% App. Total	18.8	81.2	0		0	0	0		0	73.7	26.3		53	0.1	46.9	
PHF	.920	.891	.000	.945	.000	.000	.000	.000	.000	.928	.950	.933	.964	.250	.924	.965

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

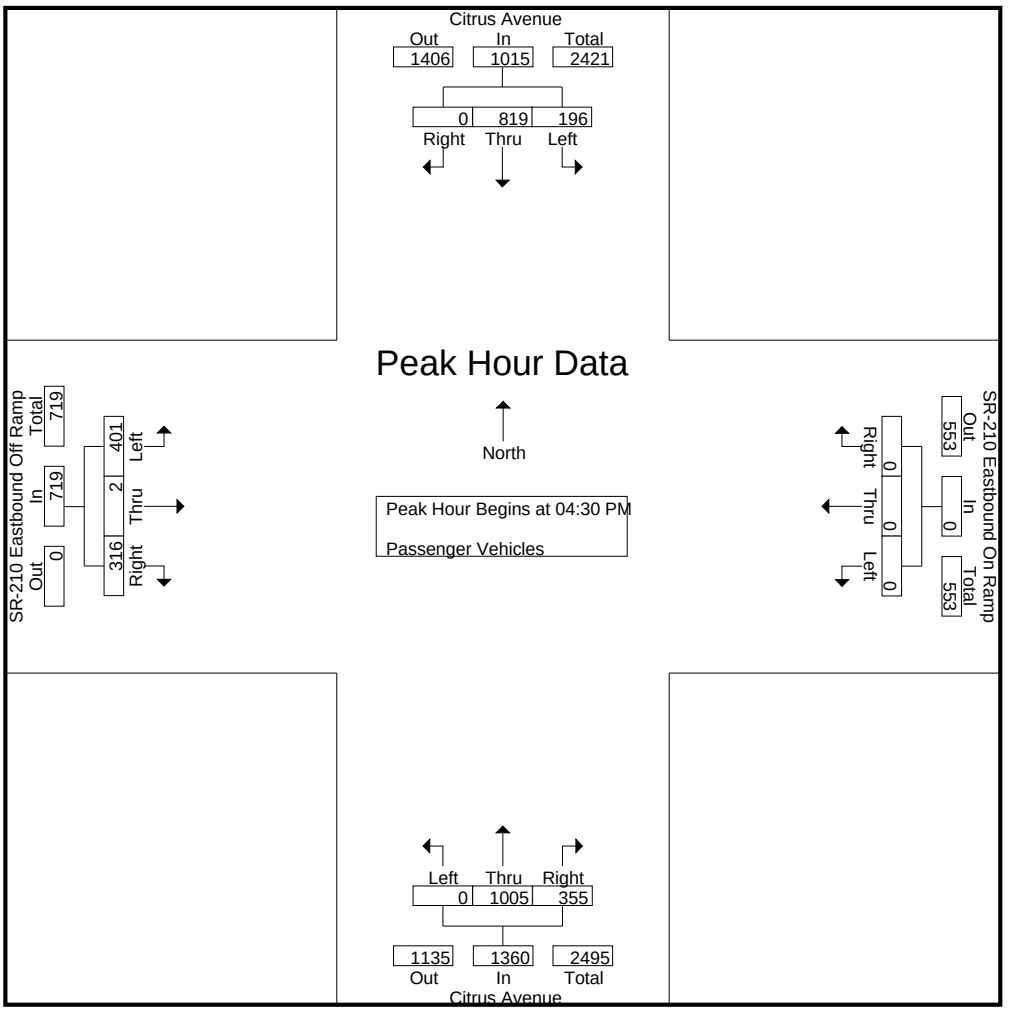
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	210	0	263	0	0	0	0	0	221	78	299	103	0	89	192	754
04:15 PM	44	182	0	226	0	0	0	0	0	215	69	284	95	1	93	189	699
04:30 PM	56	182	0	238	0	0	0	0	0	268	92	360	91	0	88	179	777
04:45 PM	53	208	0	261	0	0	0	0	0	260	79	339	102	0	75	177	777
Total	206	782	0	988	0	0	0	0	0	964	318	1282	391	1	345	737	3007
05:00 PM	49	195	0	244	0	0	0	0	0	245	90	335	110	2	80	192	771
05:15 PM	38	234	0	272	0	0	0	0	0	232	94	326	98	0	73	171	769
05:30 PM	51	196	0	247	0	0	0	0	0	236	86	322	115	0	77	192	761
05:45 PM	52	194	0	246	0	0	0	0	0	198	73	271	83	0	76	159	676
Total	190	819	0	1009	0	0	0	0	0	911	343	1254	406	2	306	714	2977
Grand Total	396	1601	0	1997	0	0	0	0	0	1875	661	2536	797	3	651	1451	5984
Apprch %	19.8	80.2	0		0	0	0		0	73.9	26.1		54.9	0.2	44.9		
Total %	6.6	26.8	0	33.4	0	0	0	0	0	31.3	11	42.4	13.3	0.1	10.9	24.2	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**56**	182	0	238	0	0	0	0	0	**268**	92	**360**	91	0	**88**	179	**777**
04:45 PM	53	208	0	261	0	0	0	0	0	260	79	339	102	0	75	177	777
05:00 PM	49	195	0	244	0	0	0	0	0	245	90	335	**110**	**2**	80	**192**	771
05:15 PM	38	**234**	0	**272**	0	0	0	0	0	232	**94**	326	98	0	73	171	769
Total Volume	196	819	0	1015	0	0	0	0	0	1005	355	1360	401	2	316	719	3094
% App. Total	19.3	80.7	0		0	0	0		0	73.9	26.1		55.8	0.3	43.9		
PHF	.875	.875	.000	.933	.000	.000	.000	.000	.000	.938	.944	.944	.911	.250	.898	.936	.995

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**56**	182	0	238	0	0	0	0	0	**268**	92	**360**	91	0	**88**	179
+15 mins.	53	208	0	261	0	0	0	0	0	260	79	339	102	0	75	177
+30 mins.	49	195	0	244	0	0	0	0	0	245	90	335	**110**	**2**	80	**192**
+45 mins.	38	**234**	0	**272**	0	0	0	0	0	232	**94**	326	98	0	73	171
Total Volume	196	819	0	1015	0	0	0	0	0	1005	355	1360	401	2	316	719
% App. Total	19.3	80.7	0		0	0	0		0	73.9	26.1		55.8	0.3	43.9	
PHF	.875	.875	.000	.933	.000	.000	.000	.000	.000	.938	.944	.944	.911	.250	.898	.936

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

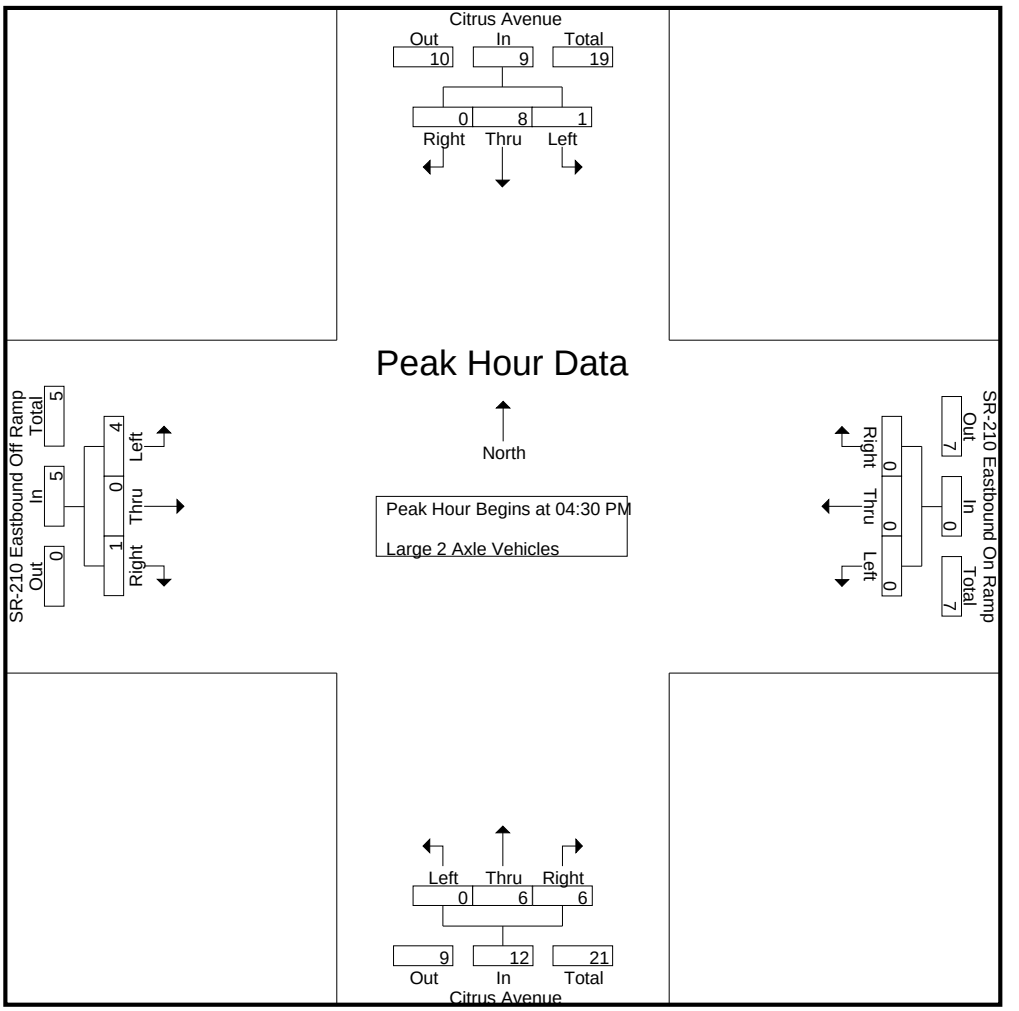
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	1	3	4	0	0	1	1	6
04:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	1	6
04:30 PM	0	1	0	1	0	0	0	0	0	3	3	6	2	0	1	3	10
04:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
Total	1	8	0	9	0	0	0	0	0	6	7	13	3	0	2	5	27
05:00 PM	1	2	0	3	0	0	0	0	0	2	1	3	1	0	0	1	7
05:15 PM	0	2	0	2	0	0	0	0	0	0	1	1	1	0	0	1	4
05:30 PM	1	2	0	3	0	0	0	0	0	3	1	4	2	0	0	2	9
05:45 PM	1	0	0	1	0	0	0	0	0	3	2	5	1	0	1	2	8
Total	3	6	0	9	0	0	0	0	0	8	5	13	5	0	1	6	28
Grand Total	4	14	0	18	0	0	0	0	0	14	12	26	8	0	3	11	55
Apprch %	22.2	77.8	0		0	0	0		0	53.8	46.2		72.7	0	27.3		
Total %	7.3	25.5	0	32.7	0	0	0	0	0	25.5	21.8	47.3	14.5	0	5.5	20	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	**3**	**3**	**6**	**2**	0	**1**	**3**	**10**
04:45 PM	0	**3**	0	**3**	0	0	0	0	0	1	1	2	0	0	0	0	5
05:00 PM	**1**	2	0	3	0	0	0	0	0	2	1	3	1	0	0	1	7
05:15 PM	0	2	0	2	0	0	0	0	0	0	1	1	1	0	0	1	4
Total Volume	1	8	0	9	0	0	0	0	0	6	6	12	4	0	1	5	26
% App. Total	11.1	88.9	0		0	0	0		0	50	50		80	0	20		
PHF	.250	.667	.000	.750	.000	.000	.000	.000	.000	.500	.500	.500	.500	.000	.250	.417	.650

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PO Box 1178
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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**3**	**3**	**6**	**2**	0	**1**	**3**
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	**1**	2	0	3	0	0	0	0	0	2	1	3	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	0	1	1	1	0	0	1
Total Volume	1	8	0	9	0	0	0	0	0	6	6	12	4	0	1	5
% App. Total	11.1	88.9	0		0	0	0		0	50	50		80	0	20	
PHF	.250	.667	.000	.750	.000	.000	.000	.000	.000	.500	.500	.500	.500	.000	.250	.417

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

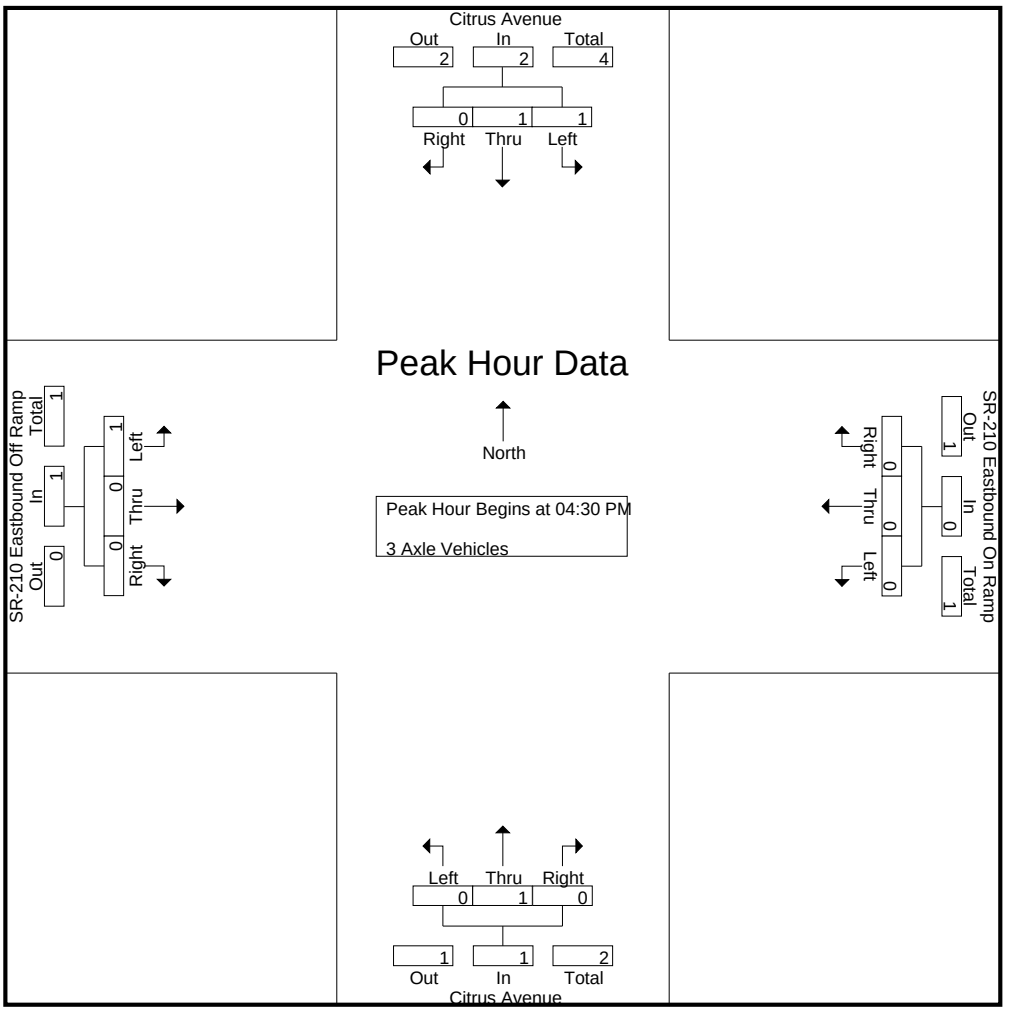
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:15 PM	0	3	0	3	0	0	0	0	0	2	3	5	0	0	0	0	8
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	3	4	7	0	0	0	0	11
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
Total	1	1	0	2	0	0	0	0	0	1	4	5	1	0	0	1	8
Grand Total	1	5	0	6	0	0	0	0	0	4	8	12	1	0	0	1	19
Apprch %	16.7	83.3	0		0	0	0		0	33.3	66.7		100	0	0		
Total %	5.3	26.3	0	31.6	0	0	0	0	0	21.1	42.1	63.2	5.3	0	0	5.3	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
% App. Total	50	50	0		0	0	0		0	100	0		100	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

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City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

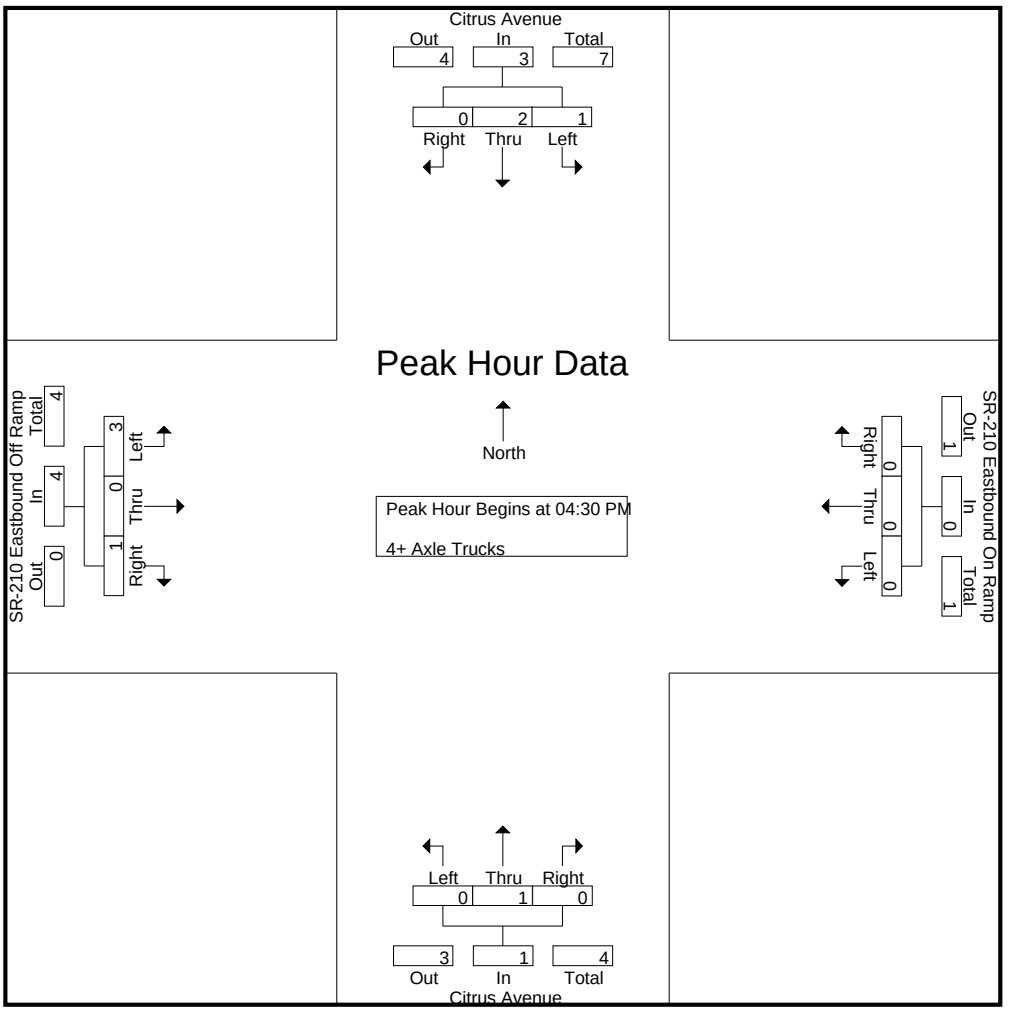
	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	1	3	5
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	0	2	0	0	0	0	0	1	3	4	3	0	4	7	13
05:00 PM	1	0	0	1	0	0	0	0	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	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
Total	1	2	0	3	0	0	0	0	0	1	1	2	1	0	0	1	6
Grand Total	1	4	0	5	0	0	0	0	0	2	4	6	4	0	4	8	19
Apprch %	20	80	0		0	0	0		0	33.3	66.7		50	0	50		
Total %	5.3	21.1	0	26.3	0	0	0	0	0	10.5	21.1	31.6	21.1	0	21.1	42.1	

	Citrus Avenue Southbound				SR-210 Eastbound On Ramp Westbound				Citrus Avenue Northbound				SR-210 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**	0	**1**	**3**	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	**1**	0	0	1	0	0	0	0	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
Total Volume	1	2	0	3	0	0	0	0	0	1	0	1	3	0	1	4	8
% App. Total	33.3	66.7	0		0	0	0		0	100	0		75	0	25		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.250	.333	.400

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

City of Fontana
N/S: Citrus Avenue
E/W: SR-210 Eastbound Ramps
Weather: Clear

File Name : 09_FON_Citrus_210E PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**	0	**1**	**3**
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	1	0	1	3	0	1	4
% App. Total	33.3	66.7	0		0	0	0		0	100	0		75	0	25	
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.250	.333

Location: Fontana
N/S: Citrus Avenue
E/W: SR-210 EB Ramps

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg SR-210 EB Ramps	South Leg Citrus Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Citrus Avenue	East Leg SR-210 EB Ramps	South Leg Citrus Avenue	West Leg SR-210 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

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Location: Fontana
N/S: Citrus Avenue
E/W: SR-210 EB Ramps

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Citrus Avenue			Westbound SR-210 EB Ramps			Northbound Citrus Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Citrus Avenue			Westbound SR-210 EB Ramps			Northbound Citrus Avenue			Eastbound SR-210 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

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

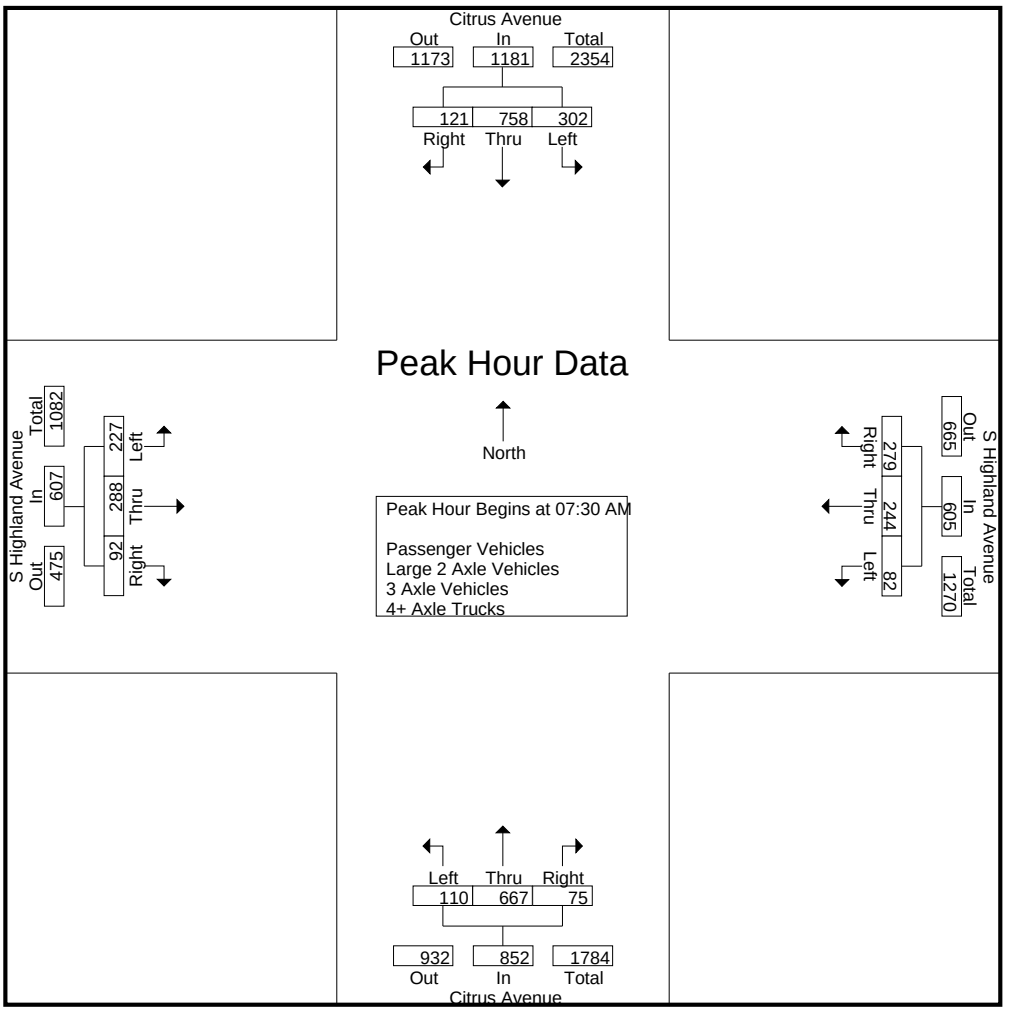
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	43	173	21	237	11	16	42	69	10	151	12	173	46	36	14	96	575
07:15 AM	57	214	28	299	14	33	67	114	20	187	14	221	56	37	7	100	734
07:30 AM	63	209	32	304	19	55	82	156	20	175	14	209	65	76	17	158	827
07:45 AM	92	184	25	301	26	78	61	165	24	204	19	247	40	77	26	143	856
Total	255	780	106	1141	70	182	252	504	74	717	59	850	207	226	64	497	2992
08:00 AM	71	185	39	295	23	72	73	168	30	130	17	177	65	80	15	160	800
08:15 AM	76	180	25	281	14	39	63	116	36	158	25	219	57	55	34	146	762
08:30 AM	70	207	26	303	22	37	49	108	15	168	21	204	28	41	22	91	706
08:45 AM	60	167	22	249	14	22	46	82	8	130	16	154	39	30	8	77	562
Total	277	739	112	1128	73	170	231	474	89	586	79	754	189	206	79	474	2830
Grand Total	532	1519	218	2269	143	352	483	978	163	1303	138	1604	396	432	143	971	5822
Apprch %	23.4	66.9	9.6		14.6	36	49.4		10.2	81.2	8.6		40.8	44.5	14.7		
Total %	9.1	26.1	3.7	39	2.5	6	8.3	16.8	2.8	22.4	2.4	27.6	6.8	7.4	2.5	16.7	
Passenger Vehicles	521	1463	208	2192	141	347	472	960	161	1244	131	1536	392	426	142	960	5648
% Passenger Vehicles	97.9	96.3	95.4	96.6	98.6	98.6	97.7	98.2	98.8	95.5	94.9	95.8	99	98.6	99.3	98.9	97
Large 2 Axle Vehicles	7	25	6	38	2	5	7	14	2	31	2	35	3	6	1	10	97
% Large 2 Axle Vehicles	1.3	1.6	2.8	1.7	1.4	1.4	1.4	1.4	1.2	2.4	1.4	2.2	0.8	1.4	0.7	1	1.7
3 Axle Vehicles	1	4	2	7	0	0	3	3	0	9	4	13	1	0	0	1	24
% 3 Axle Vehicles	0.2	0.3	0.9	0.3	0	0	0.6	0.3	0	0.7	2.9	0.8	0.3	0	0	0.1	0.4
4+ Axle Trucks	3	27	2	32	0	0	1	1	0	19	1	20	0	0	0	0	53
% 4+ Axle Trucks	0.6	1.8	0.9	1.4	0	0	0.2	0.1	0	1.5	0.7	1.2	0	0	0	0	0.9

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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	63	**209**	32	**304**	19	55	**82**	156	20	175	14	209	**65**	76	17	158	827
07:45 AM	**92**	184	25	301	**26**	**78**	61	165	24	**204**	19	**247**	40	77	26	143	**856**
08:00 AM	71	185	**39**	295	23	72	73	**168**	30	130	17	177	65	**80**	15	**160**	800
08:15 AM	76	180	25	281	14	39	63	116	**36**	158	**25**	219	57	55	**34**	146	762
Total Volume	302	758	121	1181	82	244	279	605	110	667	75	852	227	288	92	607	3245
% App. Total	25.6	64.2	10.2		13.6	40.3	46.1		12.9	78.3	8.8		37.4	47.4	15.2		
PHF	.821	.907	.776	.971	.788	.782	.851	.900	.764	.817	.750	.862	.873	.900	.676	.948	.948

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
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				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	57	**214**	28	299	19	55	**82**	156	20	187	14	221	**65**	76	17	158
+15 mins.	63	209	32	**304**	**26**	**78**	61	165	20	175	14	209	40	77	26	143
+30 mins.	**92**	184	25	301	23	72	73	**168**	24	**204**	**19**	**247**	65	**80**	15	**160**
+45 mins.	71	185	**39**	295	14	39	63	116	**30**	130	17	177	57	55	**34**	146
Total Volume	283	792	124	1199	82	244	279	605	94	696	64	854	227	288	92	607
% App. Total	23.6	66.1	10.3		13.6	40.3	46.1		11	81.5	7.5		37.4	47.4	15.2	
PHF	.769	.925	.795	.986	.788	.782	.851	.900	.783	.853	.842	.864	.873	.900	.676	.948

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Passenger Vehicles

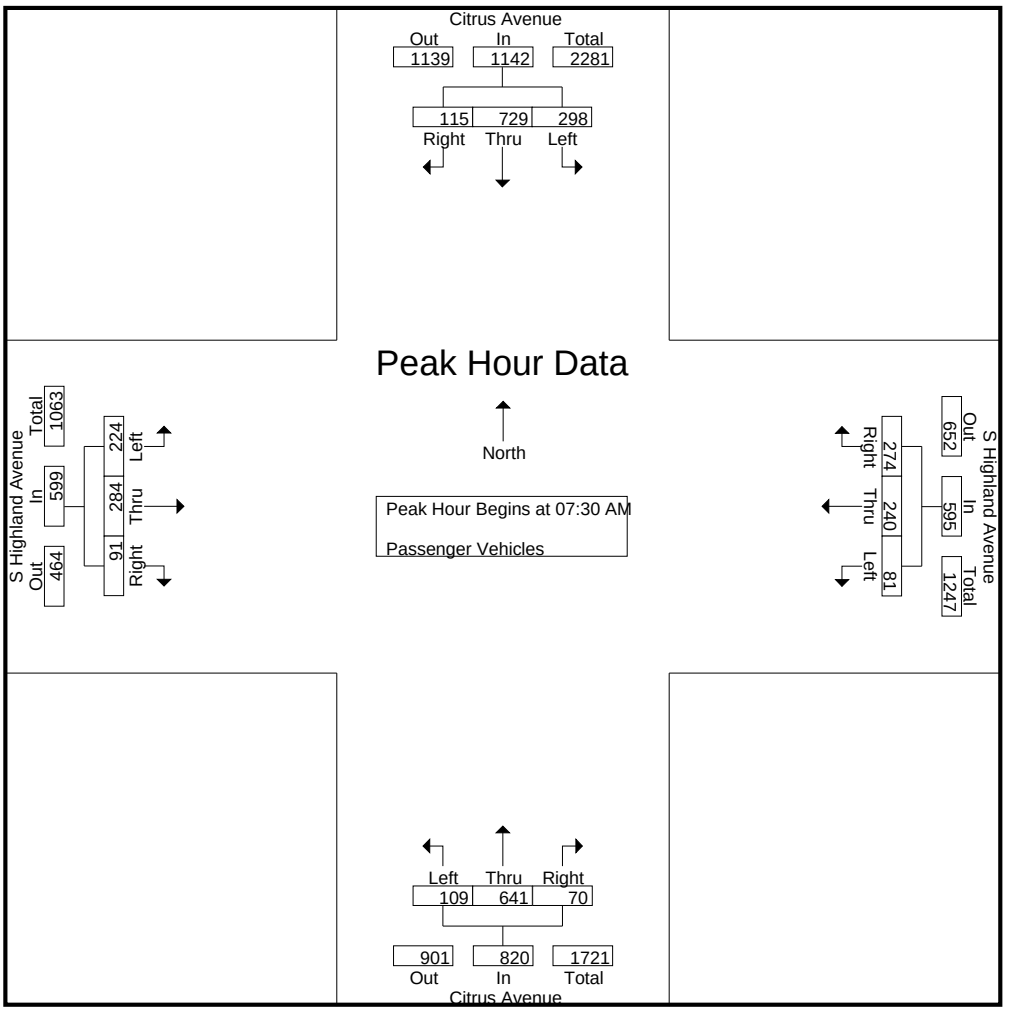
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	41	166	20	227	11	16	41	68	10	135	12	157	46	36	14	96	548
07:15 AM	54	206	26	286	14	33	64	111	19	181	13	213	55	36	7	98	708
07:30 AM	63	201	30	294	19	53	80	152	20	167	12	199	63	76	17	156	801
07:45 AM	90	177	24	291	26	78	60	164	24	199	17	240	40	76	25	141	836
Total	248	750	100	1098	70	180	245	495	73	682	54	809	204	224	63	491	2893
08:00 AM	70	175	39	284	23	72	72	167	30	124	17	171	64	77	15	156	778
08:15 AM	75	176	22	273	13	37	62	112	35	151	24	210	57	55	34	146	741
08:30 AM	68	202	26	296	22	37	48	107	15	162	20	197	28	41	22	91	691
08:45 AM	60	160	21	241	13	21	45	79	8	125	16	149	39	29	8	76	545
Total	273	713	108	1094	71	167	227	465	88	562	77	727	188	202	79	469	2755
Grand Total	521	1463	208	2192	141	347	472	960	161	1244	131	1536	392	426	142	960	5648
Apprch %	23.8	66.7	9.5		14.7	36.1	49.2		10.5	81	8.5		40.8	44.4	14.8		
Total %	9.2	25.9	3.7	38.8	2.5	6.1	8.4	17	2.9	22	2.3	27.2	6.9	7.5	2.5	17	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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	63	**201**	30	**294**	19	53	**80**	152	20	167	12	199	63	76	17	**156**	801
07:45 AM	**90**	177	24	291	**26**	**78**	60	164	24	**199**	17	**240**	40	76	25	141	**836**
08:00 AM	70	175	**39**	284	23	72	72	**167**	30	124	17	171	**64**	**77**	15	156	778
08:15 AM	75	176	22	273	13	37	62	112	**35**	151	**24**	210	57	55	**34**	146	741
Total Volume	298	729	115	1142	81	240	274	595	109	641	70	820	224	284	91	599	3156
% App. Total	26.1	63.8	10.1		13.6	40.3	46.1		13.3	78.2	8.5		37.4	47.4	15.2		
PHF	.828	.907	.737	.971	.779	.769	.856	.891	.779	.805	.729	.854	.875	.922	.669	.960	.944

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
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.	63	**201**	30	**294**	19	53	**80**	152	20	167	12	199	63	76	17	**156**
+15 mins.	**90**	177	24	291	**26**	**78**	60	164	24	**199**	17	**240**	40	76	25	141
+30 mins.	70	175	**39**	284	23	72	72	**167**	30	124	17	171	**64**	**77**	15	156
+45 mins.	75	176	22	273	13	37	62	112	**35**	151	**24**	210	57	55	**34**	146
Total Volume	298	729	115	1142	81	240	274	595	109	641	70	820	224	284	91	599
% App. Total	26.1	63.8	10.1		13.6	40.3	46.1		13.3	78.2	8.5		37.4	47.4	15.2	
PHF	.828	.907	.737	.971	.779	.769	.856	.891	.779	.805	.729	.854	.875	.922	.669	.960

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

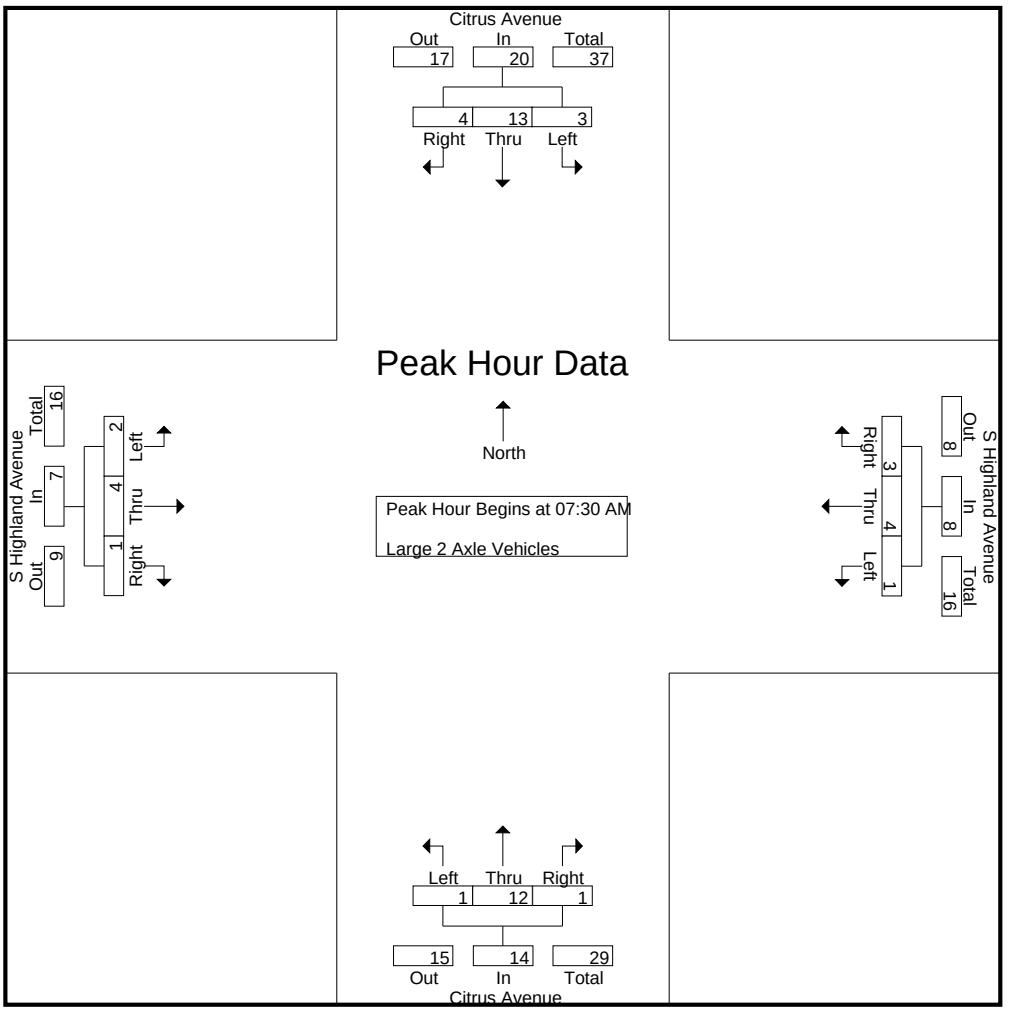
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	3	0	5	0	0	1	1	0	11	0	11	0	0	0	0	17
07:15 AM	1	2	2	5	0	0	2	2	1	3	0	4	1	1	0	2	13
07:30 AM	0	4	1	5	0	2	0	2	0	4	1	5	2	0	0	2	14
07:45 AM	2	1	1	4	0	0	1	1	0	3	0	3	0	1	1	2	10
Total	5	10	4	19	0	2	4	6	1	21	1	23	3	2	1	6	54
08:00 AM	0	6	0	6	0	0	1	1	0	3	0	3	0	3	0	3	13
08:15 AM	1	2	2	5	1	2	1	4	1	2	0	3	0	0	0	0	12
08:30 AM	1	2	0	3	0	0	1	1	0	3	1	4	0	0	0	0	8
08:45 AM	0	5	0	5	1	1	0	2	0	2	0	2	0	1	0	1	10
Total	2	15	2	19	2	3	3	8	1	10	1	12	0	4	0	4	43
Grand Total	7	25	6	38	2	5	7	14	2	31	2	35	3	6	1	10	97
Apprch %	18.4	65.8	15.8		14.3	35.7	50		5.7	88.6	5.7		30	60	10		
Total %	7.2	25.8	6.2	39.2	2.1	5.2	7.2	14.4	2.1	32	2.1	36.1	3.1	6.2	1	10.3	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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	1	5	0	**2**	0	2	0	**4**	**1**	**5**	**2**	0	0	2	**14**
07:45 AM	**2**	1	1	4	0	0	**1**	1	0	3	0	3	0	1	**1**	2	10
08:00 AM	0	**6**	0	**6**	0	0	1	1	0	3	0	3	0	**3**	0	**3**	13
08:15 AM	1	2	**2**	5	**1**	2	1	**4**	**1**	2	0	3	0	0	0	0	12
Total Volume	3	13	4	20	1	4	3	8	1	12	1	14	2	4	1	7	49
% App. Total	15	65	20		12.5	50	37.5		7.1	85.7	7.1		28.6	57.1	14.3		
PHF	.375	.542	.500	.833	.250	.500	.750	.500	.250	.750	.250	.700	.250	.333	.250	.583	.875

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
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	1	5	0	**2**	0	2	0	**4**	**1**	**5**	**2**	0	0	2
+15 mins.	**2**	1	1	4	0	0	**1**	1	0	3	0	3	0	1	**1**	2
+30 mins.	0	**6**	0	**6**	0	0	1	1	0	3	0	3	0	**3**	0	**3**
+45 mins.	1	2	**2**	5	**1**	2	1	**4**	**1**	2	0	3	0	0	0	0
Total Volume	3	13	4	20	1	4	3	8	1	12	1	14	2	4	1	7
% App. Total	15	65	20		12.5	50	37.5		7.1	85.7	7.1		28.6	57.1	14.3	
PHF	.375	.542	.500	.833	.250	.500	.750	.500	.250	.750	.250	.700	.250	.333	.250	.583

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

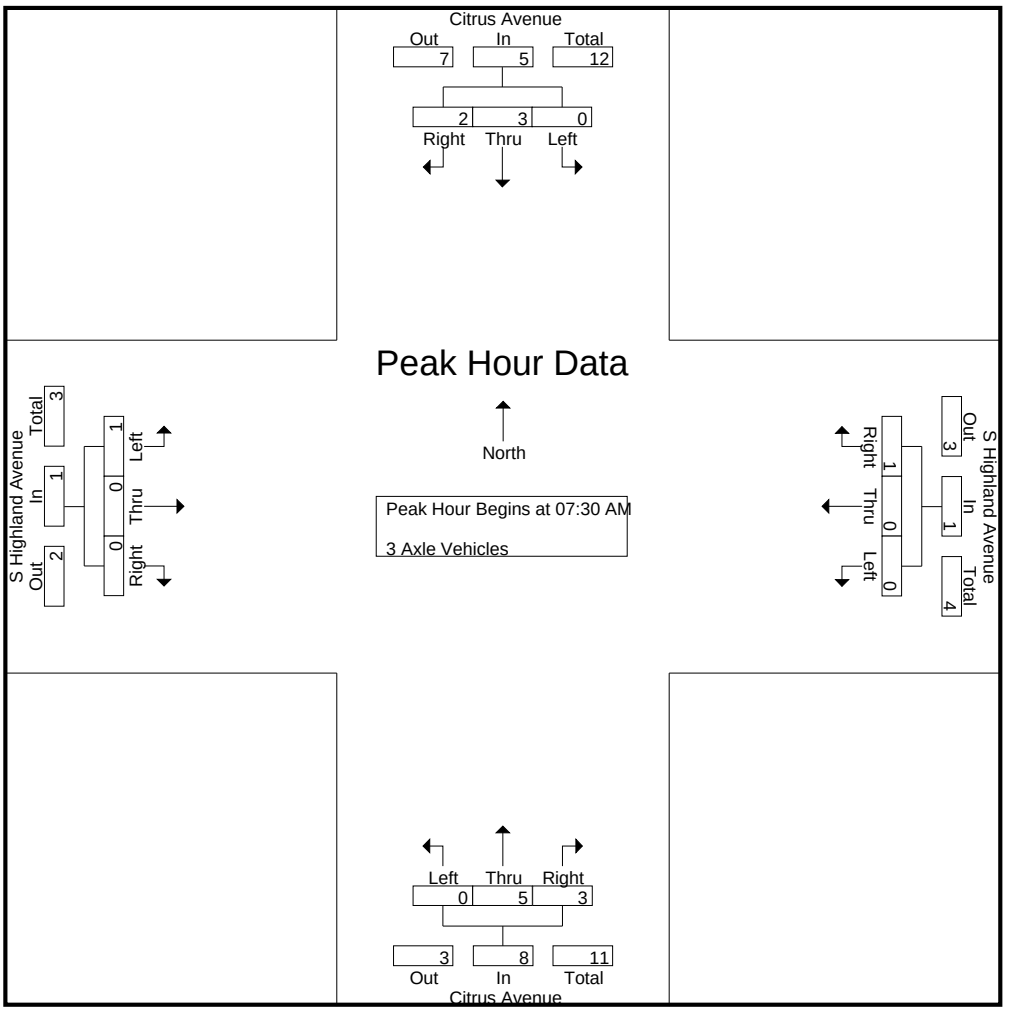
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
07:30 AM	0	0	1	1	0	0	1	1	0	1	1	2	0	0	0	0	4
07:45 AM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
Total	0	2	1	3	0	0	2	2	0	4	4	8	0	0	0	0	13
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:15 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
Total	1	2	1	4	0	0	1	1	0	5	0	5	1	0	0	1	11
Grand Total	1	4	2	7	0	0	3	3	0	9	4	13	1	0	0	1	24
Apprch %	14.3	57.1	28.6		0	0	100		0	69.2	30.8		100	0	0		
Total %	4.2	16.7	8.3	29.2	0	0	12.5	12.5	0	37.5	16.7	54.2	4.2	0	0	4.2	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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	**1**	**1**	0	1	1	2	0	0	0	0	4
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	1	**2**	**3**	0	0	0	0	**5**
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	**1**	2
08:15 AM	0	1	1	2	0	0	0	0	0	**2**	0	2	0	0	0	0	4
Total Volume	0	3	2	5	0	0	1	1	0	5	3	8	1	0	0	1	15
% App. Total	0	60	40		0	0	100		0	62.5	37.5		100	0	0		
PHF	.000	.375	.500	.625	.000	.000	.250	.250	.000	.625	.375	.667	.250	.000	.000	.250	.750

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	0	0	**1**	**1**	0	1	1	2	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	1	**2**	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	**1**
+45 mins.	0	1	1	2	0	0	0	0	0	**2**	0	2	0	0	0	0
Total Volume	0	3	2	5	0	0	1	1	0	5	3	8	1	0	0	1
% App. Total	0	60	40		0	0	100		0	62.5	37.5		100	0	0	
PHF	.000	.375	.500	.625	.000	.000	.250	.250	.000	.625	.375	.667	.250	.000	.000	.250

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City of Fontana
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Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

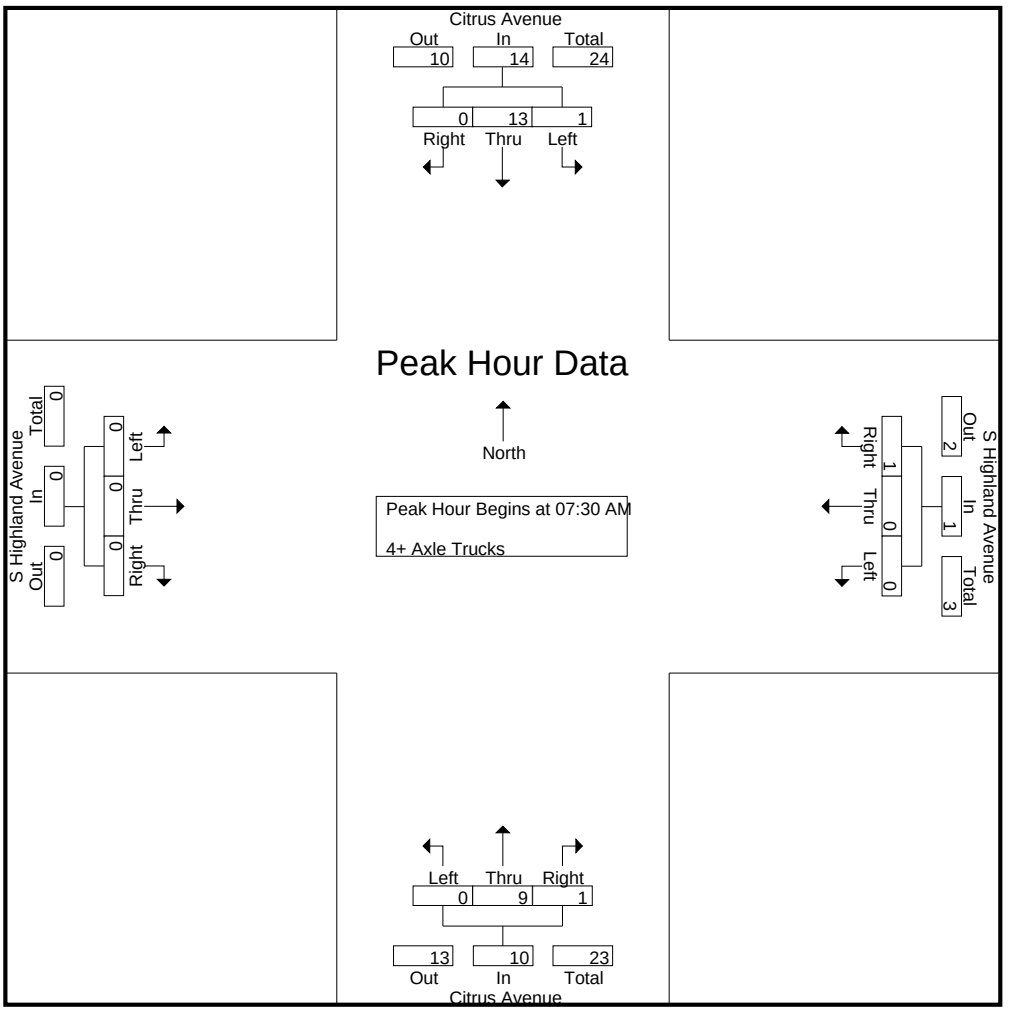
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	0	0	0	4	0	4	0	0	0	0	9
07:15 AM	2	6	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
07:30 AM	0	4	0	4	0	0	1	1	0	3	0	3	0	0	0	0	8
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	2	18	1	21	0	0	1	1	0	10	0	10	0	0	0	0	32
08:00 AM	1	4	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
08:15 AM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:45 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	1	9	1	11	0	0	0	0	0	9	1	10	0	0	0	0	21
Grand Total	3	27	2	32	0	0	1	1	0	19	1	20	0	0	0	0	53
Apprch %	9.4	84.4	6.2		0	0	100		0	95	5		0	0	0		
Total %	5.7	50.9	3.8	60.4	0	0	1.9	1.9	0	35.8	1.9	37.7	0	0	0	0	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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**	0	4	0	0	**1**	**1**	0	**3**	0	3	0	0	0	0	**8**
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:00 AM	**1**	4	0	**5**	0	0	0	0	0	2	0	2	0	0	0	0	7
08:15 AM	0	1	0	1	0	0	0	0	0	3	**1**	**4**	0	0	0	0	5
Total Volume	1	13	0	14	0	0	1	1	0	9	1	10	0	0	0	0	25
% App. Total	7.1	92.9	0		0	0	100		0	90	10		0	0	0		
PHF	.250	.813	.000	.700	.000	.000	.250	.250	.000	.750	.250	.625	.000	.000	.000	.000	.781

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High AM
Site Code : 99924433
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**4**	0	4	0	0	**1**	**1**	0	**3**	0	3	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	**1**	4	0	**5**	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	3	**1**	**4**	0	0	0	0
Total Volume	1	13	0	14	0	0	1	1	0	9	1	10	0	0	0	0
% App. Total	7.1	92.9	0		0	0	100		0	90	10		0	0	0	
PHF	.250	.813	.000	.700	.000	.000	.250	.250	.000	.750	.250	.625	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

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

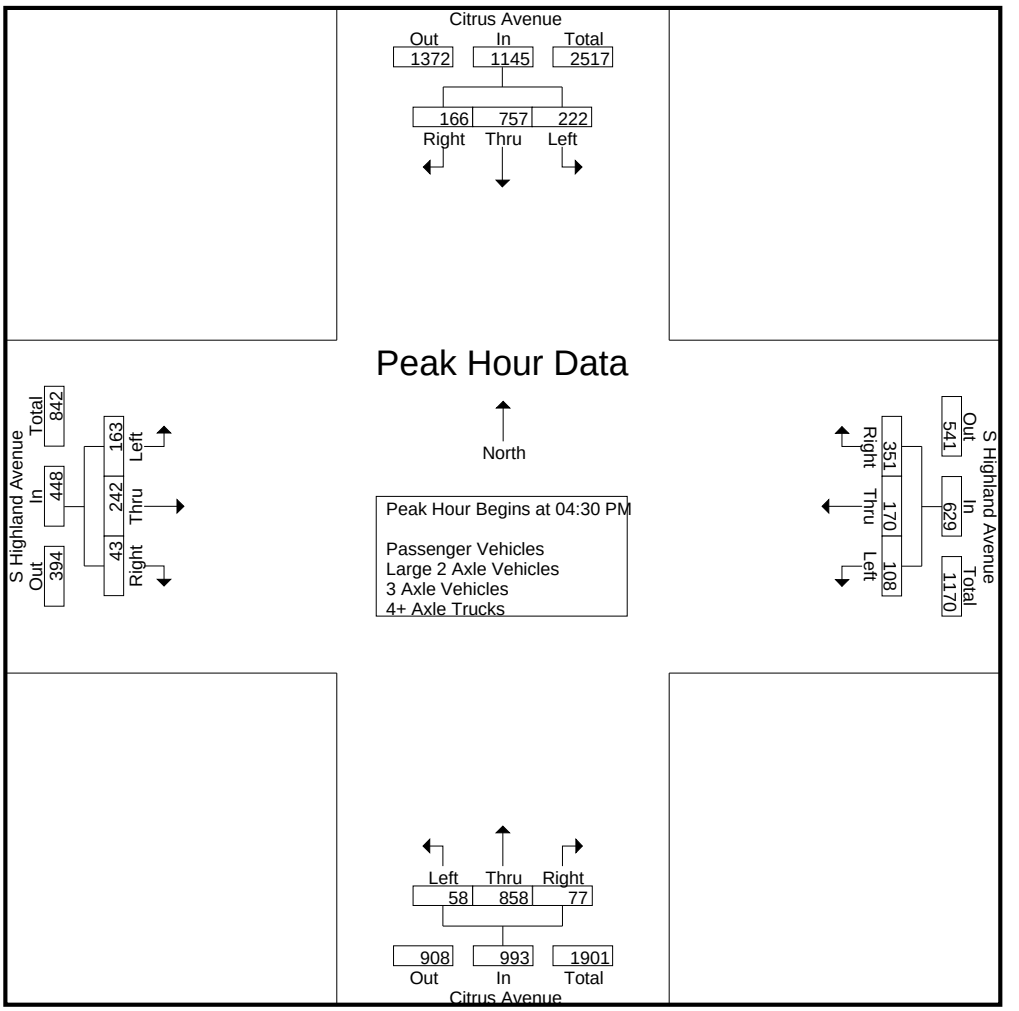
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	74	212	42	328	23	38	84	145	6	180	16	202	38	49	17	104	779
04:15 PM	56	190	36	282	29	53	87	169	10	198	22	230	29	48	12	89	770
04:30 PM	53	181	32	266	31	39	95	165	11	213	14	238	44	72	15	131	800
04:45 PM	42	193	48	283	30	39	96	165	16	215	16	247	35	60	5	100	795
Total	225	776	158	1159	113	169	362	644	43	806	68	917	146	229	49	424	3144
05:00 PM	56	166	44	266	22	42	85	149	15	218	19	252	43	62	11	116	783
05:15 PM	71	217	42	330	25	50	75	150	16	212	28	256	41	48	12	101	837
05:30 PM	59	181	39	279	25	41	95	161	13	200	12	225	45	51	8	104	769
05:45 PM	47	189	39	275	29	49	84	162	10	158	11	179	38	58	15	111	727
Total	233	753	164	1150	101	182	339	622	54	788	70	912	167	219	46	432	3116
Grand Total	458	1529	322	2309	214	351	701	1266	97	1594	138	1829	313	448	95	856	6260
Apprch %	19.8	66.2	13.9		16.9	27.7	55.4		5.3	87.2	7.5		36.6	52.3	11.1		
Total %	7.3	24.4	5.1	36.9	3.4	5.6	11.2	20.2	1.5	25.5	2.2	29.2	5	7.2	1.5	13.7	
Passenger Vehicles	454	1507	320	2281	212	351	692	1255	97	1558	133	1788	311	445	95	851	6175
% Passenger Vehicles	99.1	98.6	99.4	98.8	99.1	100	98.7	99.1	100	97.7	96.4	97.8	99.4	99.3	100	99.4	98.6
Large 2 Axle Vehicles	4	10	2	16	1	0	8	9	0	20	1	21	1	2	0	3	49
% Large 2 Axle Vehicles	0.9	0.7	0.6	0.7	0.5	0	1.1	0.7	0	1.3	0.7	1.1	0.3	0.4	0	0.4	0.8
3 Axle Vehicles	0	5	0	5	1	0	1	2	0	11	2	13	1	1	0	2	22
% 3 Axle Vehicles	0	0.3	0	0.2	0.5	0	0.1	0.2	0	0.7	1.4	0.7	0.3	0.2	0	0.2	0.4
4+ Axle Trucks	0	7	0	7	0	0	0	0	0	5	2	7	0	0	0	0	14
% 4+ Axle Trucks	0	0.5	0	0.3	0	0	0	0	0	0.3	1.4	0.4	0	0	0	0	0.2

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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 04:30 PM																	
04:30 PM	53	181	32	266	**31**	39	95	**165**	11	213	14	238	**44**	**72**	**15**	**131**	800
04:45 PM	42	193	**48**	283	30	39	**96**	165	**16**	215	16	247	35	60	5	100	795
05:00 PM	56	166	44	266	22	42	85	149	15	**218**	19	252	43	62	11	116	783
05:15 PM	**71**	**217**	42	**330**	25	**50**	75	150	16	212	**28**	**256**	41	48	12	101	**837**
Total Volume	222	757	166	1145	108	170	351	629	58	858	77	993	163	242	43	448	3215
% App. Total	19.4	66.1	14.5		17.2	27	55.8		5.8	86.4	7.8		36.4	54	9.6		
PHF	.782	.872	.865	.867	.871	.850	.914	.953	.906	.984	.688	.970	.926	.840	.717	.855	.960

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City of Fontana
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Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	**74**	**212**	42	**328**	29	**53**	87	**169**	11	213	14	238	**44**	**72**	**15**	**131**
+15 mins.	56	190	36	282	**31**	39	95	165	**16**	215	16	247	35	60	5	100
+30 mins.	53	181	32	266	30	39	**96**	165	15	**218**	19	252	43	62	11	116
+45 mins.	42	193	**48**	283	22	42	85	149	16	212	**28**	**256**	41	48	12	101
Total Volume	225	776	158	1159	112	173	363	648	58	858	77	993	163	242	43	448
% App. Total	19.4	67	13.6		17.3	26.7	56		5.8	86.4	7.8		36.4	54	9.6	
PHF	.760	.915	.823	.883	.903	.816	.945	.959	.906	.984	.688	.970	.926	.840	.717	.855

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File Name : 10_FON_Citrus_High PM
Site Code : 99924433
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Groups Printed- Passenger Vehicles

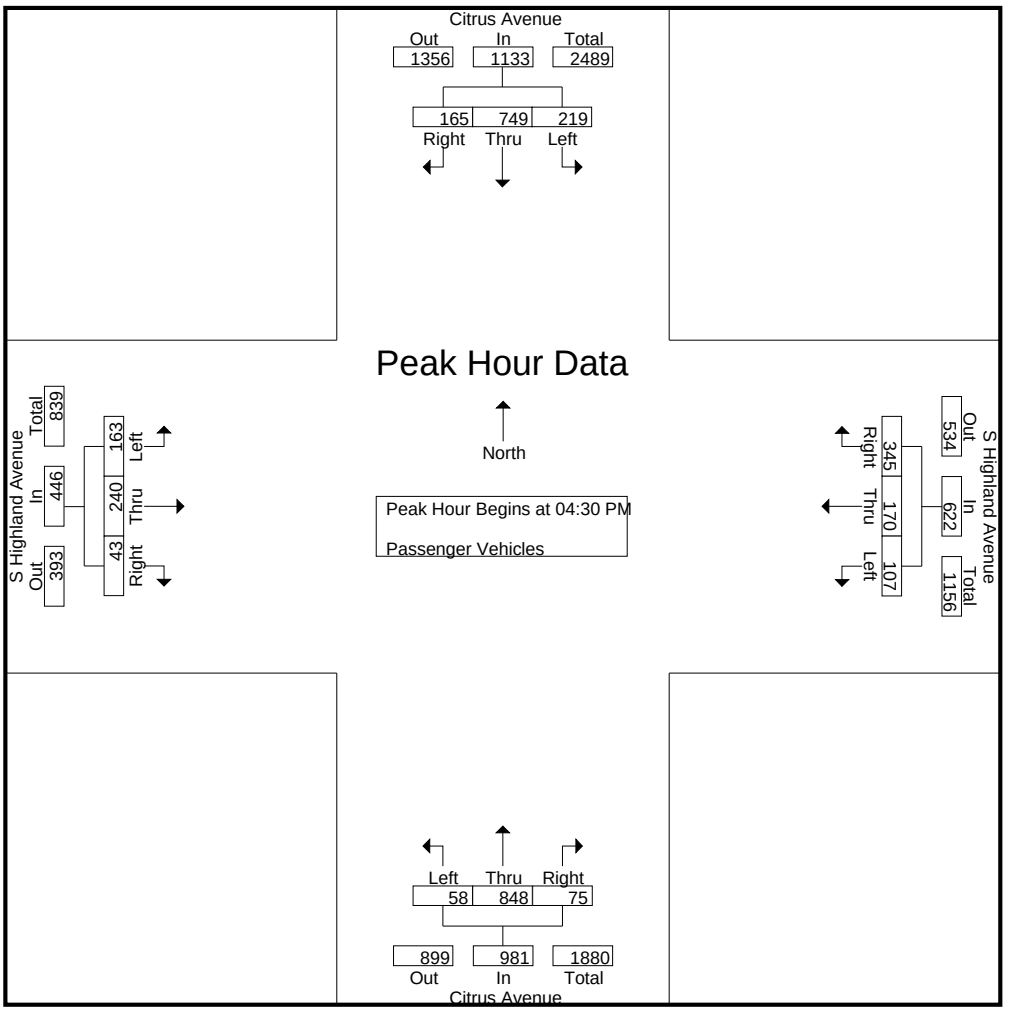
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	74	209	42	325	22	38	83	143	6	174	15	195	37	48	17	102	765
04:15 PM	55	182	36	273	29	53	86	168	10	193	21	224	29	48	12	89	754
04:30 PM	52	179	31	262	31	39	93	163	11	207	14	232	44	71	15	130	787
04:45 PM	42	190	48	280	30	39	95	164	16	214	15	245	35	60	5	100	789
Total	223	760	157	1140	112	169	357	638	43	788	65	896	145	227	49	421	3095
05:00 PM	56	164	44	264	21	42	82	145	15	216	19	250	43	62	11	116	775
05:15 PM	69	216	42	327	25	50	75	150	16	211	27	254	41	47	12	100	831
05:30 PM	59	179	38	276	25	41	94	160	13	193	12	218	45	51	8	104	758
05:45 PM	47	188	39	274	29	49	84	162	10	150	10	170	37	58	15	110	716
Total	231	747	163	1141	100	182	335	617	54	770	68	892	166	218	46	430	3080
Grand Total	454	1507	320	2281	212	351	692	1255	97	1558	133	1788	311	445	95	851	6175
Apprch %	19.9	66.1	14		16.9	28	55.1		5.4	87.1	7.4		36.5	52.3	11.2		
Total %	7.4	24.4	5.2	36.9	3.4	5.7	11.2	20.3	1.6	25.2	2.2	29	5	7.2	1.5	13.8	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	52	179	31	262	**31**	39	93	163	11	207	14	232	**44**	**71**	**15**	**130**	787
04:45 PM	42	190	**48**	280	30	39	**95**	**164**	**16**	214	15	245	35	60	5	100	789
05:00 PM	56	164	44	264	21	42	82	145	15	**216**	19	250	43	62	11	116	775
05:15 PM	**69**	**216**	42	**327**	25	**50**	75	150	16	211	**27**	**254**	41	47	12	100	**831**
Total Volume	219	749	165	1133	107	170	345	622	58	848	75	981	163	240	43	446	3182
% App. Total	19.3	66.1	14.6		17.2	27.3	55.5		5.9	86.4	7.6		36.5	53.8	9.6		
PHF	.793	.867	.859	.866	.863	.850	.908	.948	.906	.981	.694	.966	.926	.845	.717	.858	.957

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File Name : 10_FON_Citrus_High PM
Site Code : 99924433
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	52	179	31	262	**31**	39	93	163	11	207	14	232	**44**	**71**	**15**	**130**
+15 mins.	42	190	**48**	280	30	39	**95**	**164**	**16**	214	15	245	35	60	5	100
+30 mins.	56	164	44	264	21	42	82	145	15	**216**	19	250	43	62	11	116
+45 mins.	**69**	**216**	42	**327**	25	**50**	75	150	16	211	**27**	**254**	41	47	12	100
Total Volume	219	749	165	1133	107	170	345	622	58	848	75	981	163	240	43	446
% App. Total	19.3	66.1	14.6		17.2	27.3	55.5		5.9	86.4	7.6		36.5	53.8	9.6	
PHF	.793	.867	.859	.866	.863	.850	.908	.948	.906	.981	.694	.966	.926	.845	.717	.858

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City of Fontana
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File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
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Groups Printed- Large 2 Axle Vehicles

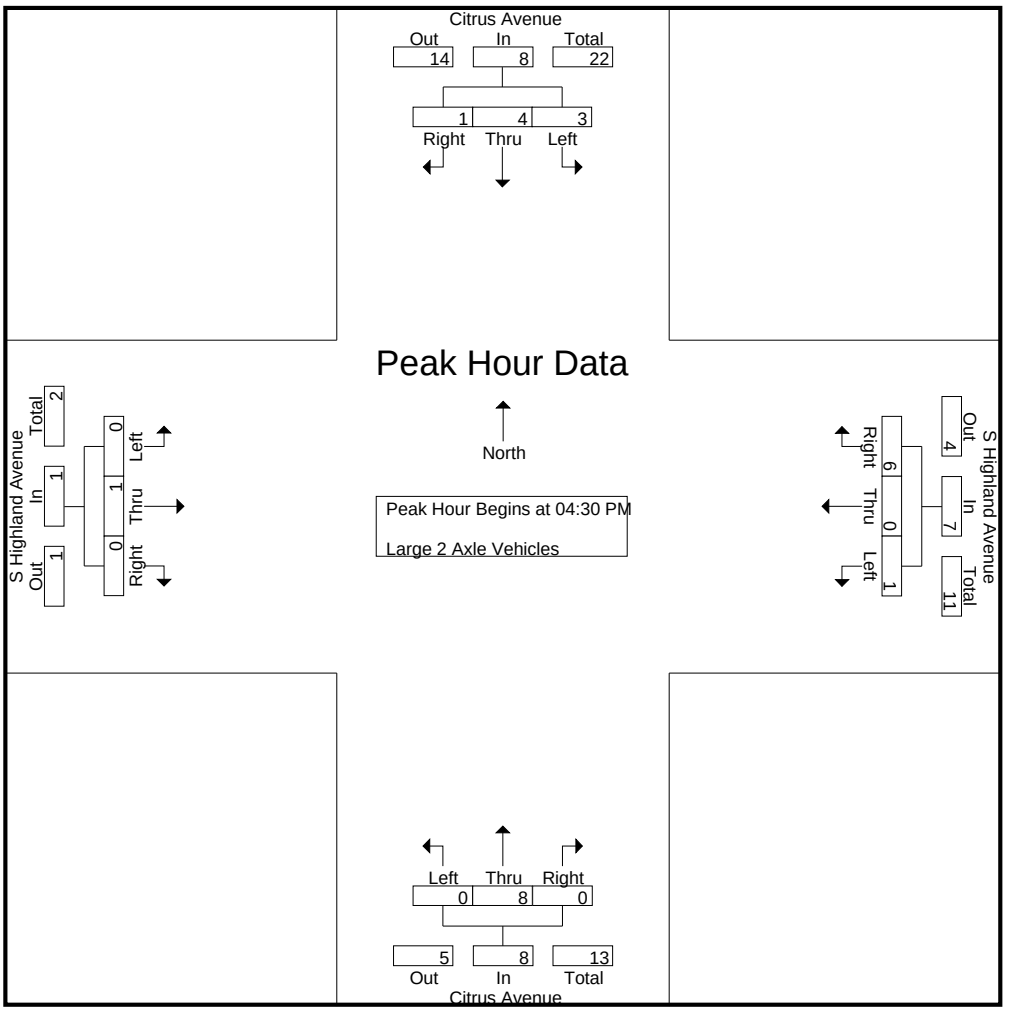
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	1	1	0	2	0	2	0	1	0	1	5
04:15 PM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:30 PM	1	0	1	2	0	0	2	2	0	4	0	4	0	0	0	0	8
04:45 PM	0	3	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Total	2	7	1	10	0	0	4	4	0	9	0	9	0	1	0	1	24
05:00 PM	0	1	0	1	1	0	3	4	0	2	0	2	0	0	0	0	7
05:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
05:30 PM	0	1	1	2	0	0	1	1	0	4	0	4	0	0	0	0	7
05:45 PM	0	1	0	1	0	0	0	0	0	4	1	5	1	0	0	1	7
Total	2	3	1	6	1	0	4	5	0	11	1	12	1	1	0	2	25
Grand Total	4	10	2	16	1	0	8	9	0	20	1	21	1	2	0	3	49
Apprch %	25	62.5	12.5		11.1	0	88.9		0	95.2	4.8		33.3	66.7	0		
Total %	8.2	20.4	4.1	32.7	2	0	16.3	18.4	0	40.8	2	42.9	2	4.1	0	6.1	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	**1**	2	0	0	2	2	0	**4**	0	**4**	0	0	0	0	**8**
04:45 PM	0	**3**	0	**3**	0	0	1	1	0	1	0	1	0	0	0	0	5
05:00 PM	0	1	0	1	**1**	0	**3**	**4**	0	2	0	2	0	0	0	0	7
05:15 PM	**2**	0	0	2	0	0	0	0	0	1	0	1	0	**1**	0	**1**	4
Total Volume	3	4	1	8	1	0	6	7	0	8	0	8	0	1	0	1	24
% App. Total	37.5	50	12.5		14.3	0	85.7		0	100	0		0	100	0		
PHF	.375	.333	.250	.667	.250	.000	.500	.438	.000	.500	.000	.500	.000	.250	.000	.250	.750

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	**1**	2	0	0	2	2	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	**1**	0	**3**	**4**	0	2	0	2	0	0	0	0
+45 mins.	**2**	0	0	2	0	0	0	0	0	1	0	1	0	**1**	0	**1**
Total Volume	3	4	1	8	1	0	6	7	0	8	0	8	0	1	0	1
% App. Total	37.5	50	12.5		14.3	0	85.7		0	100	0		0	100	0	
PHF	.375	.333	.250	.667	.250	.000	.500	.438	.000	.500	.000	.500	.000	.250	.000	.250

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

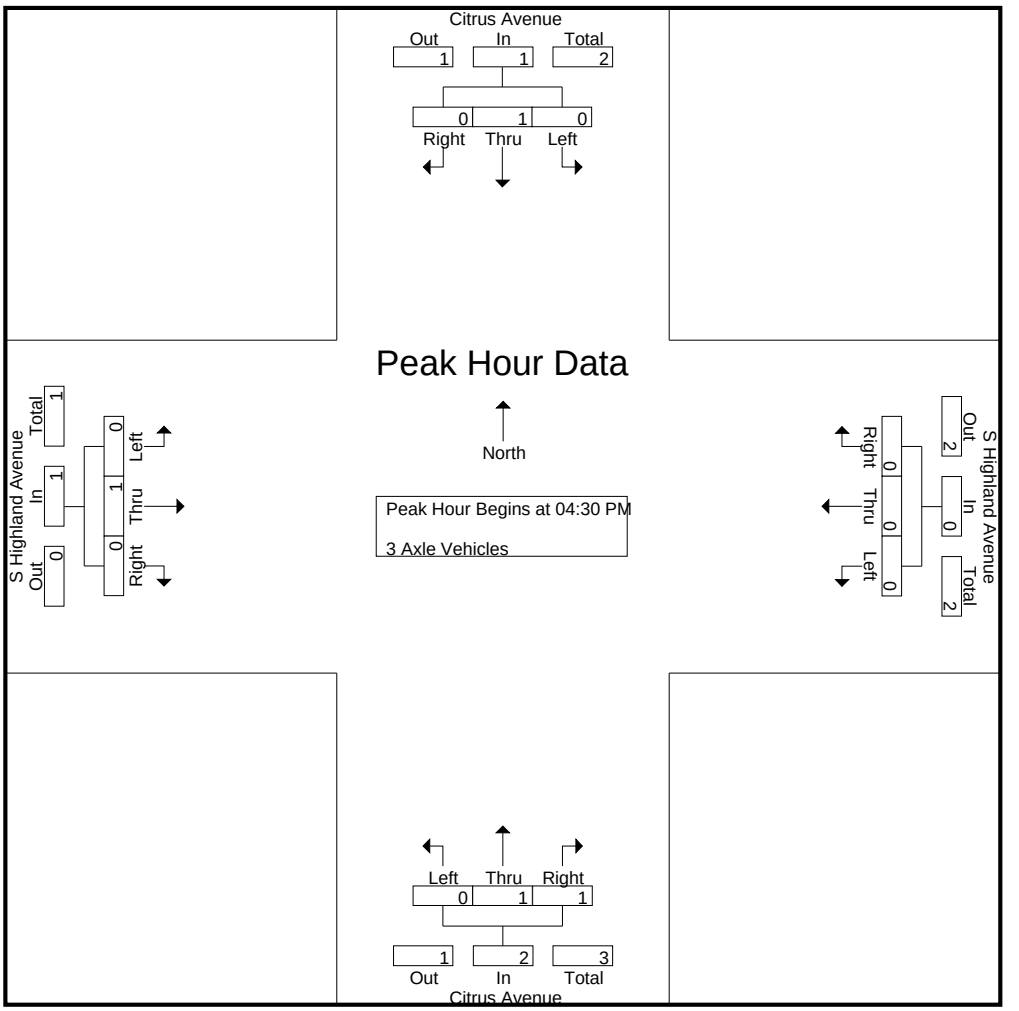
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	0	1	0	2	1	3	1	0	0	1	6
04:15 PM	0	3	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	4	0	4	1	0	1	2	0	5	2	7	1	1	0	2	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	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	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
Grand Total	0	5	0	5	1	0	1	2	0	11	2	13	1	1	0	2	22
Apprch %	0	100	0		50	0	50		0	84.6	15.4		50	50	0		
Total %	0	22.7	0	22.7	4.5	0	4.5	9.1	0	50	9.1	59.1	4.5	4.5	0	9.1	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
% App. Total	0	100	0		0	0	0		0	50	50		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.500	.000	.250	.000	.250	.500

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

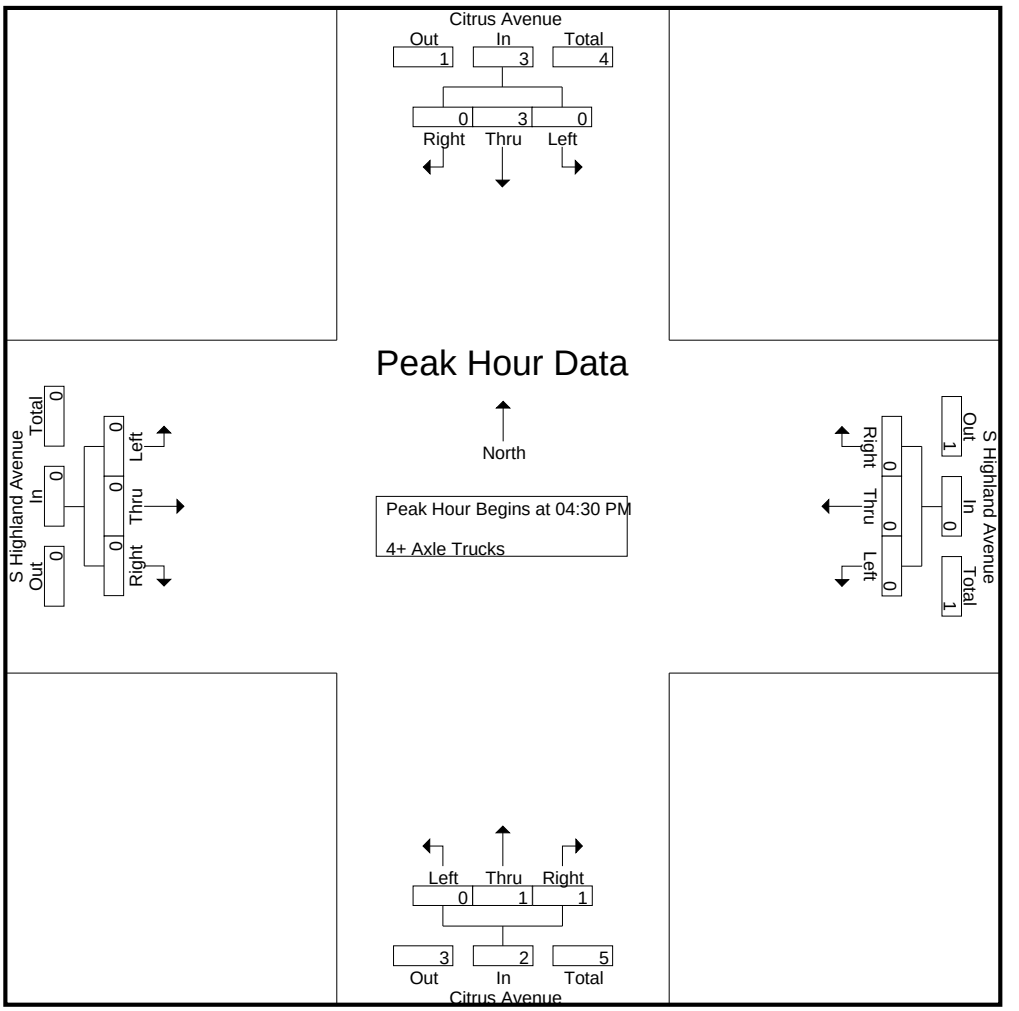
	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	0	4	1	5	0	0	0	0	10
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Grand Total	0	7	0	7	0	0	0	0	0	5	2	7	0	0	0	0	14
Apprch %	0	100	0		0	0	0		0	71.4	28.6		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	35.7	14.3	50	0	0	0	0	

	Citrus Avenue Southbound				S Highland Avenue Westbound				Citrus Avenue Northbound				S Highland 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.417

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City of Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue
Weather: Clear

File Name : 10_FON_Citrus_High PM
Site Code : 99924433
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000

Location: Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue

Date: 5/7/2024
Day: Tuesday

PEDESTRIANS

	North Leg Citrus Avenue	East Leg S Highland Avenue	South Leg Citrus Avenue	West Leg S Highland Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	2	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	3	5

	North Leg Citrus Avenue	East Leg S Highland Avenue	South Leg Citrus Avenue	West Leg S Highland Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	4	3	8
4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	1	0	1
5:30 PM	1	0	1	1	3
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	1	10	5	17

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Location: Fontana
N/S: Citrus Avenue
E/W: S Highland Avenue

Date: 5/7/2024
Day: Tuesday

BICYCLES

	Southbound Citrus Avenue			Westbound S Highland Avenue			Northbound Citrus Avenue			Eastbound S Highland Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Citrus Avenue			Westbound S Highland Avenue			Northbound Citrus Avenue			Eastbound S Highland Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	1	0	2	1	5

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

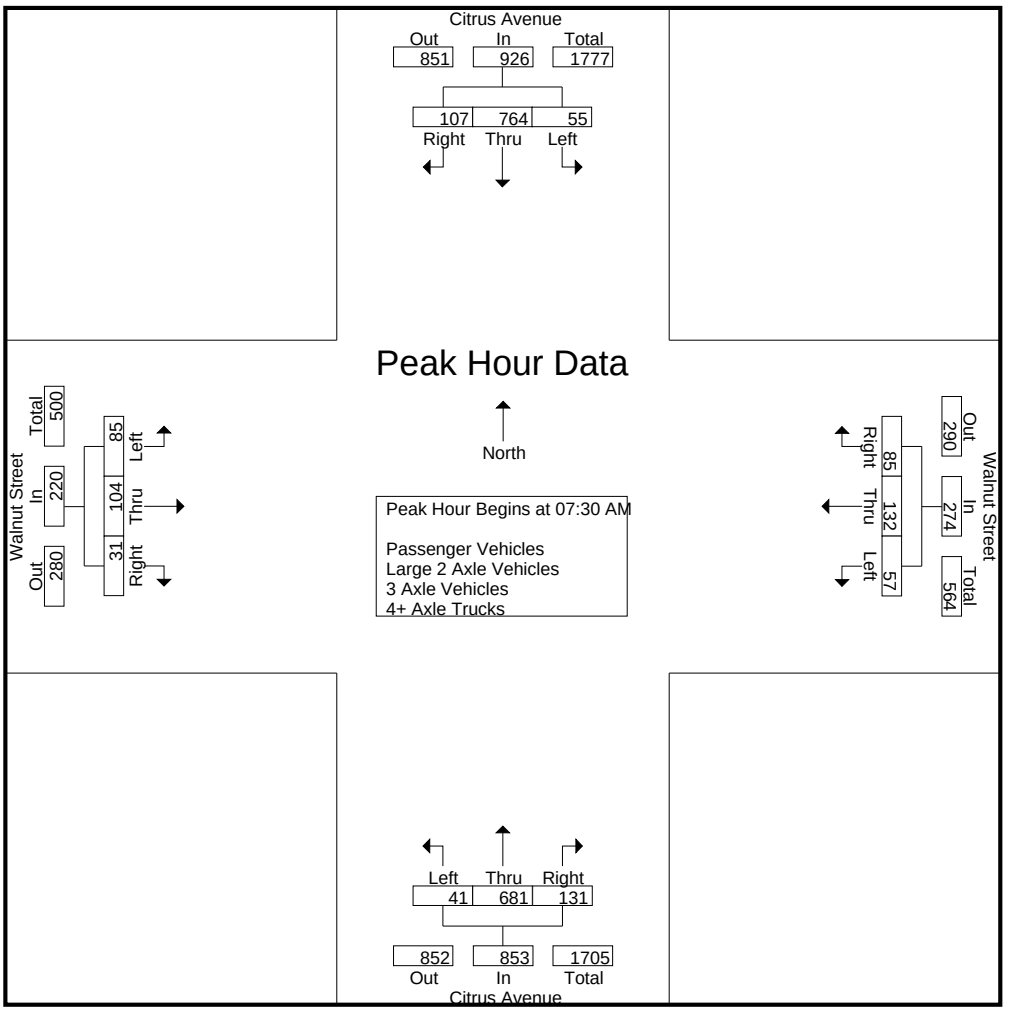
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	144	7	155	7	7	5	19	6	118	4	128	12	9	5	26	328
07:15 AM	7	174	17	198	11	12	13	36	5	169	9	183	17	13	12	42	459
07:30 AM	16	195	18	229	9	46	19	74	9	147	27	183	23	36	9	68	554
07:45 AM	14	202	28	244	16	43	24	83	8	189	27	224	17	27	9	53	604
Total	41	715	70	826	43	108	61	212	28	623	67	718	69	85	35	189	1945
08:00 AM	15	193	32	240	12	39	20	71	15	181	36	232	21	17	6	44	587
08:15 AM	10	174	29	213	20	4	22	46	9	164	41	214	24	24	7	55	528
08:30 AM	9	171	14	194	14	11	14	39	8	118	18	144	14	6	12	32	409
08:45 AM	10	156	11	177	4	6	7	17	2	153	13	168	13	8	5	26	388
Total	44	694	86	824	50	60	63	173	34	616	108	758	72	55	30	157	1912
Grand Total	85	1409	156	1650	93	168	124	385	62	1239	175	1476	141	140	65	346	3857
Apprch %	5.2	85.4	9.5		24.2	43.6	32.2		4.2	83.9	11.9		40.8	40.5	18.8		
Total %	2.2	36.5	4	42.8	2.4	4.4	3.2	10	1.6	32.1	4.5	38.3	3.7	3.6	1.7	9	
Passenger Vehicles	81	1336	150	1567	85	165	119	369	54	1166	163	1383	135	139	60	334	3653
% Passenger Vehicles	95.3	94.8	96.2	95	91.4	98.2	96	95.8	87.1	94.1	93.1	93.7	95.7	99.3	92.3	96.5	94.7
Large 2 Axle Vehicles	4	41	6	51	8	2	4	14	7	43	10	60	4	1	4	9	134
% Large 2 Axle Vehicles	4.7	2.9	3.8	3.1	8.6	1.2	3.2	3.6	11.3	3.5	5.7	4.1	2.8	0.7	6.2	2.6	3.5
3 Axle Vehicles	0	13	0	13	0	1	0	1	1	14	2	17	2	0	1	3	34
% 3 Axle Vehicles	0	0.9	0	0.8	0	0.6	0	0.3	1.6	1.1	1.1	1.2	1.4	0	1.5	0.9	0.9
4+ Axle Trucks	0	19	0	19	0	0	1	1	0	16	0	16	0	0	0	0	36
% 4+ Axle Trucks	0	1.3	0	1.2	0	0	0.8	0.3	0	1.3	0	1.1	0	0	0	0	0.9

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	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	**16**	195	18	229	9	**46**	19	74	9	147	27	183	23	**36**	**9**	**68**	554
07:45 AM	14	**202**	28	**244**	16	43	**24**	**83**	8	**189**	27	224	17	27	9	53	**604**
08:00 AM	15	193	**32**	240	12	39	20	71	**15**	181	36	**232**	21	17	6	44	587
08:15 AM	10	174	29	213	**20**	4	22	46	9	164	**41**	214	**24**	24	7	55	528
Total Volume	55	764	107	926	57	132	85	274	41	681	131	853	85	104	31	220	2273
% App. Total	5.9	82.5	11.6		20.8	48.2	31		4.8	79.8	15.4		38.6	47.3	14.1		
PHF	.859	.946	.836	.949	.713	.717	.885	.825	.683	.901	.799	.919	.885	.722	.861	.809	.941

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**16**	195	18	229	9	**46**	19	74	9	147	27	183	23	**36**	**9**	**68**
+15 mins.	14	**202**	28	**244**	16	43	**24**	**83**	8	**189**	27	224	17	27	9	53
+30 mins.	15	193	**32**	240	12	39	20	71	**15**	181	36	**232**	21	17	6	44
+45 mins.	10	174	29	213	**20**	4	22	46	9	164	**41**	214	**24**	24	7	55
Total Volume	55	764	107	926	57	132	85	274	41	681	131	853	85	104	31	220
% App. Total	5.9	82.5	11.6		20.8	48.2	31		4.8	79.8	15.4		38.6	47.3	14.1	
PHF	.859	.946	.836	.949	.713	.717	.885	.825	.683	.901	.799	.919	.885	.722	.861	.809

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

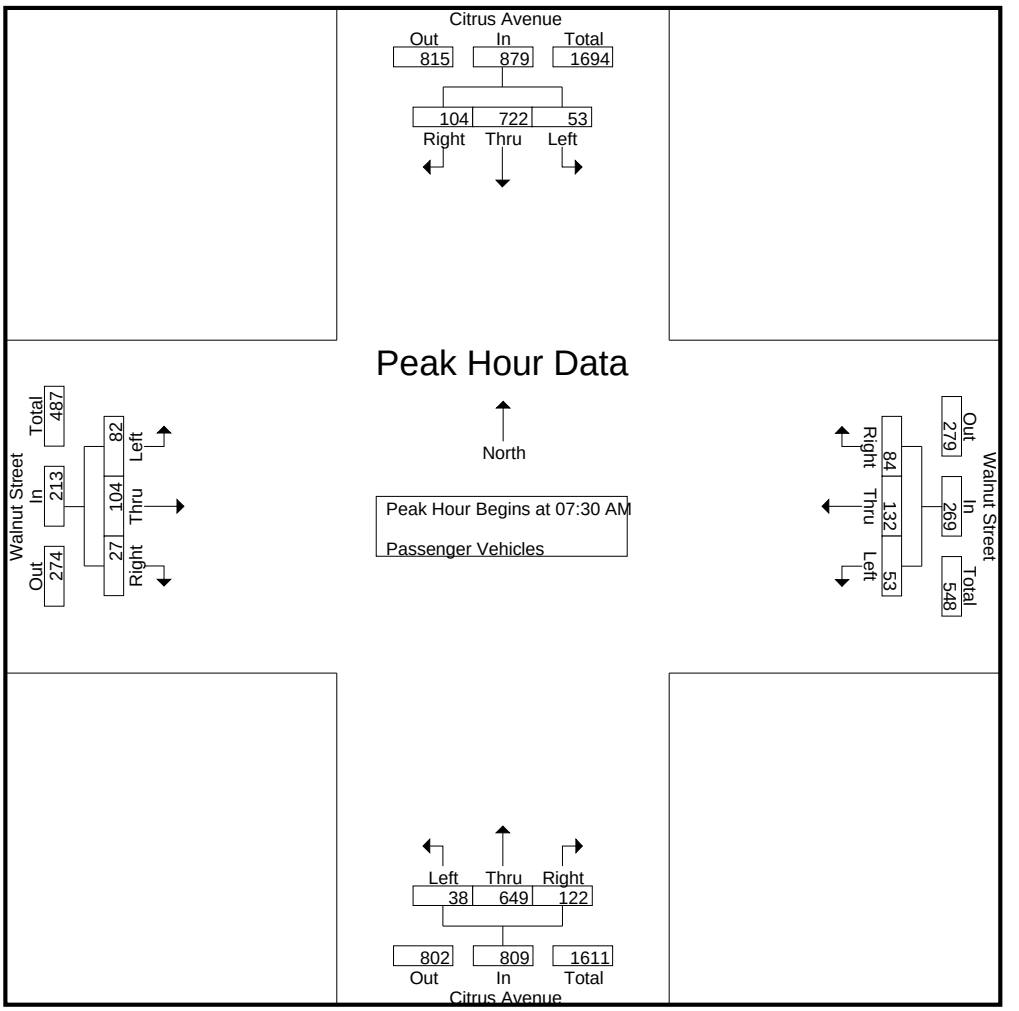
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	131	7	142	3	6	4	13	5	108	4	117	12	9	5	26	298
07:15 AM	7	168	16	191	11	10	13	34	5	157	8	170	16	13	12	41	436
07:30 AM	16	188	18	222	8	46	18	72	8	140	25	173	22	36	8	66	533
07:45 AM	13	189	27	229	15	43	24	82	7	181	24	212	17	27	7	51	574
Total	40	676	68	784	37	105	59	201	25	586	61	672	67	85	32	184	1841
08:00 AM	14	183	31	228	11	39	20	70	14	172	34	220	21	17	6	44	562
08:15 AM	10	162	28	200	19	4	22	45	9	156	39	204	22	24	6	52	501
08:30 AM	9	167	13	189	14	11	12	37	4	110	17	131	13	5	11	29	386
08:45 AM	8	148	10	166	4	6	6	16	2	142	12	156	12	8	5	25	363
Total	41	660	82	783	48	60	60	168	29	580	102	711	68	54	28	150	1812
Grand Total	81	1336	150	1567	85	165	119	369	54	1166	163	1383	135	139	60	334	3653
Apprch %	5.2	85.3	9.6		23	44.7	32.2		3.9	84.3	11.8		40.4	41.6	18		
Total %	2.2	36.6	4.1	42.9	2.3	4.5	3.3	10.1	1.5	31.9	4.5	37.9	3.7	3.8	1.6	9.1	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	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	**16**	188	18	222	8	**46**	18	72	8	140	25	173	**22**	**36**	**8**	**66**	533
07:45 AM	13	**189**	27	**229**	15	43	**24**	**82**	7	**181**	24	212	17	27	7	51	**574**
08:00 AM	14	183	**31**	228	11	39	20	70	**14**	172	34	**220**	21	17	6	44	562
08:15 AM	10	162	28	200	**19**	4	22	45	9	156	**39**	204	22	24	6	52	501
Total Volume	53	722	104	879	53	132	84	269	38	649	122	809	82	104	27	213	2170
% App. Total	6	82.1	11.8		19.7	49.1	31.2		4.7	80.2	15.1		38.5	48.8	12.7		
PHF	.828	.955	.839	.960	.697	.717	.875	.820	.679	.896	.782	.919	.932	.722	.844	.807	.945

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
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.	**16**	188	18	222	8	**46**	18	72	8	140	25	173	**22**	**36**	**8**	**66**
+15 mins.	13	**189**	27	**229**	15	43	**24**	**82**	7	**181**	24	212	17	27	7	51
+30 mins.	14	183	**31**	228	11	39	20	70	**14**	172	34	**220**	21	17	6	44
+45 mins.	10	162	28	200	**19**	4	22	45	9	156	**39**	204	22	24	6	52
Total Volume	53	722	104	879	53	132	84	269	38	649	122	809	82	104	27	213
% App. Total	6	82.1	11.8		19.7	49.1	31.2		4.7	80.2	15.1		38.5	48.8	12.7	
PHF	.828	.955	.839	.960	.697	.717	.875	.820	.679	.896	.782	.919	.932	.722	.844	.807

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

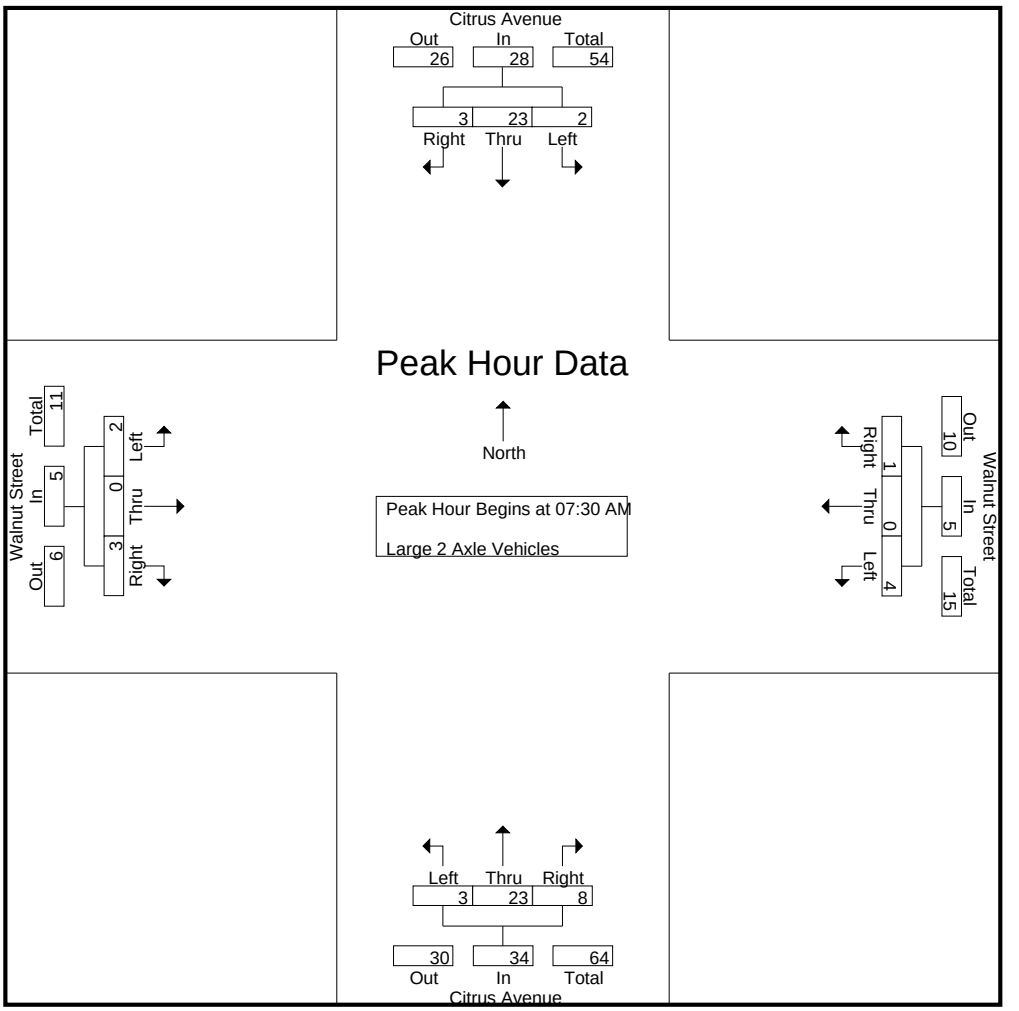
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	4	1	0	5	0	2	0	2	0	0	0	0	14
07:15 AM	0	3	1	4	0	1	0	1	0	8	0	8	1	0	0	1	14
07:30 AM	0	4	0	4	1	0	1	2	1	5	2	8	1	0	0	1	15
07:45 AM	1	8	1	10	1	0	0	1	1	7	2	10	0	0	2	2	23
Total	1	22	2	25	6	2	1	9	2	22	4	28	2	0	2	4	66
08:00 AM	1	6	1	8	1	0	0	1	1	7	2	10	0	0	0	0	19
08:15 AM	0	5	1	6	1	0	0	1	0	4	2	6	1	0	1	2	15
08:30 AM	0	2	1	3	0	0	2	2	4	5	1	10	0	1	1	2	17
08:45 AM	2	6	1	9	0	0	1	1	0	5	1	6	1	0	0	1	17
Total	3	19	4	26	2	0	3	5	5	21	6	32	2	1	2	5	68
Grand Total	4	41	6	51	8	2	4	14	7	43	10	60	4	1	4	9	134
Apprch %	7.8	80.4	11.8		57.1	14.3	28.6		11.7	71.7	16.7		44.4	11.1	44.4		
Total %	3	30.6	4.5	38.1	6	1.5	3	10.4	5.2	32.1	7.5	44.8	3	0.7	3	6.7	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	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	0	4	**1**	0	**1**	**2**	**1**	5	**2**	8	**1**	0	0	1	15
07:45 AM	**1**	**8**	**1**	**10**	1	0	0	1	1	**7**	2	**10**	0	0	**2**	**2**	**23**
08:00 AM	1	6	1	8	1	0	0	1	1	7	2	10	0	0	0	0	19
08:15 AM	0	5	1	6	1	0	0	1	0	4	2	6	1	0	1	2	15
Total Volume	2	23	3	28	4	0	1	5	3	23	8	34	2	0	3	5	72
% App. Total	7.1	82.1	10.7		80	0	20		8.8	67.6	23.5		40	0	60		
PHF	.500	.719	.750	.700	1.00	.000	.250	.625	.750	.821	1.00	.850	.500	.000	.375	.625	.783

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	4	0	4	**1**	0	**1**	**2**	**1**	5	**2**	8	**1**	0	0	1
+15 mins.	**1**	**8**	**1**	**10**	1	0	0	1	1	**7**	2	**10**	0	0	**2**	**2**
+30 mins.	1	6	1	8	1	0	0	1	1	7	2	10	0	0	0	0
+45 mins.	0	5	1	6	1	0	0	1	0	4	2	6	1	0	1	2
Total Volume	2	23	3	28	4	0	1	5	3	23	8	34	2	0	3	5
% App. Total	7.1	82.1	10.7		80	0	20		8.8	67.6	23.5		40	0	60	
PHF	.500	.719	.750	.700	1.000	.000	.250	.625	.750	.821	1.000	.850	.500	.000	.375	.625

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

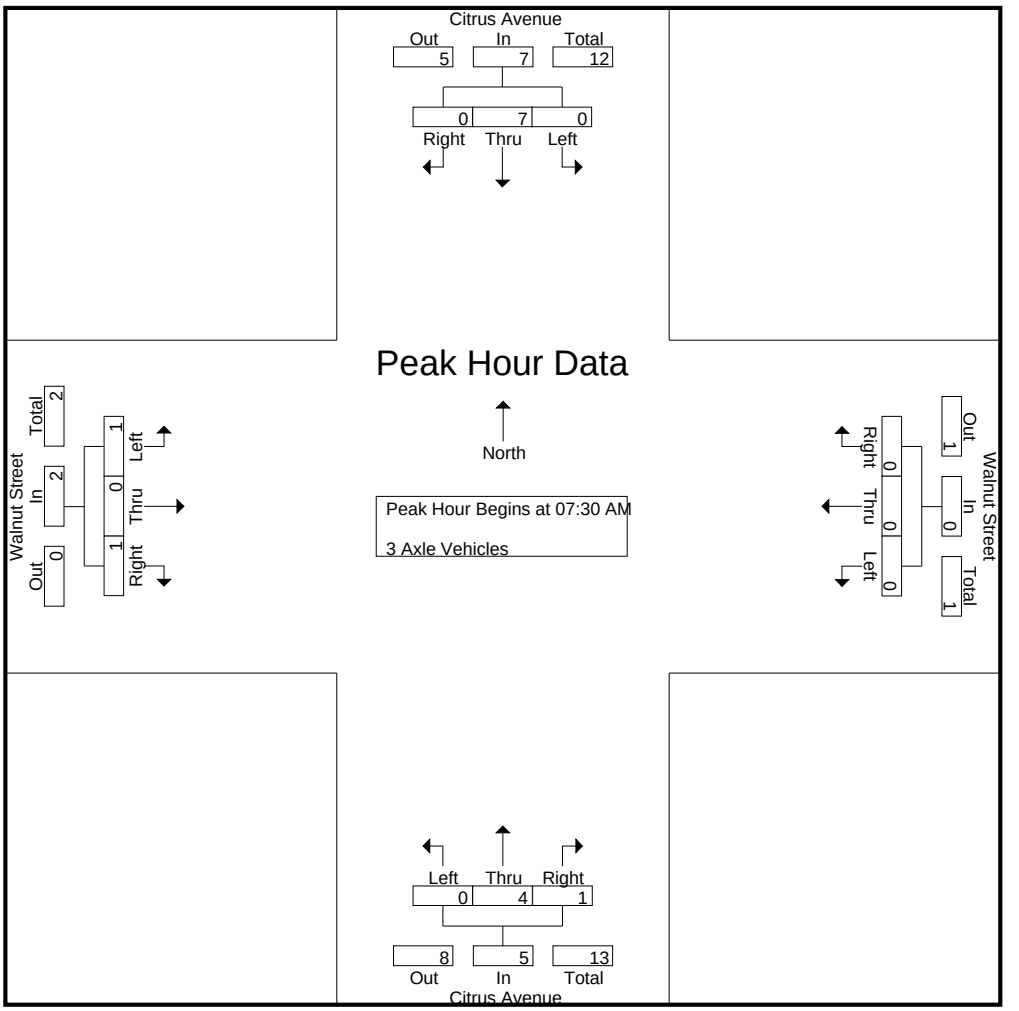
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
07:15 AM	0	3	0	3	0	1	0	1	0	1	1	2	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	8	0	8	0	1	0	1	1	5	2	8	0	0	1	1	18
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	9	0	9	2	0	0	2	16
Grand Total	0	13	0	13	0	1	0	1	1	14	2	17	2	0	1	3	34
Apprch %	0	100	0		0	100	0		5.9	82.4	11.8		66.7	0	33.3		
Total %	0	38.2	0	38.2	0	2.9	0	2.9	2.9	41.2	5.9	50	5.9	0	2.9	8.8	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	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	2	0	2	0	0	0	0	0	1	0	1	0	0	**1**	**1**	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	**3**	0	**3**	0	0	0	0	0	**3**	0	**3**	**1**	0	0	1	**7**
Total Volume	0	7	0	7	0	0	0	0	0	4	1	5	1	0	1	2	14
% App. Total	0	100	0		0	0	0		0	80	20		50	0	50		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.333	.250	.417	.250	.000	.250	.500	.500

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	**3**	0	**3**	**1**	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	4	1	5	1	0	1	2
% App. Total	0	100	0		0	0	0		0	80	20		50	0	50	
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.333	.250	.417	.250	.000	.250	.500

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

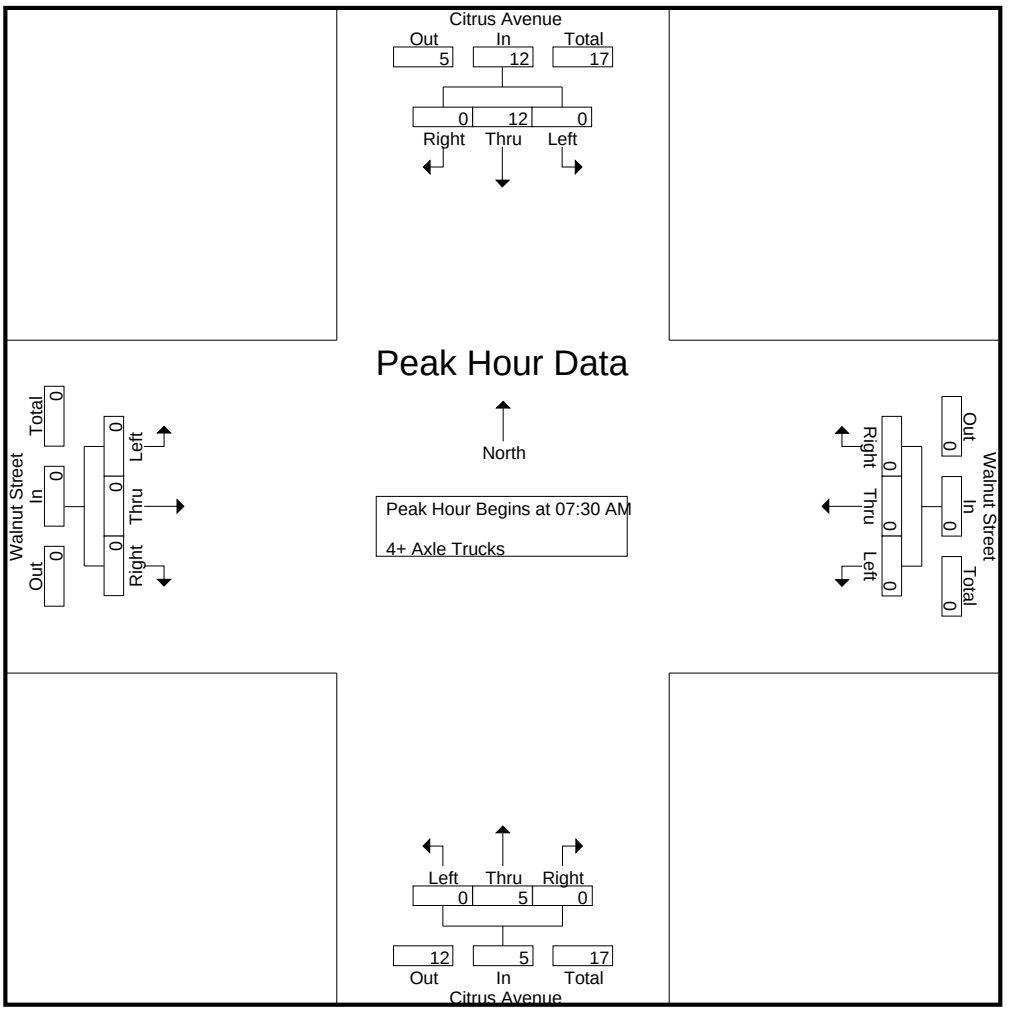
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	1	1	0	5	0	5	0	0	0	0	10
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	9	0	9	0	0	1	1	0	10	0	10	0	0	0	0	20
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
Grand Total	0	19	0	19	0	0	1	1	0	16	0	16	0	0	0	0	36
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	52.8	0	52.8	0	0	2.8	2.8	0	44.4	0	44.4	0	0	0	0	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
08:00 AM	0	3	0	3	0	0	0	0	0	**2**	0	**2**	0	0	0	0	5
08:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.850

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City of Fontana
N/S: Citrus Avenue
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Weather: Clear

File Name : 11_FON_Citrus_Walnut AM
Site Code : 99924433
Start Date : 5/15/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

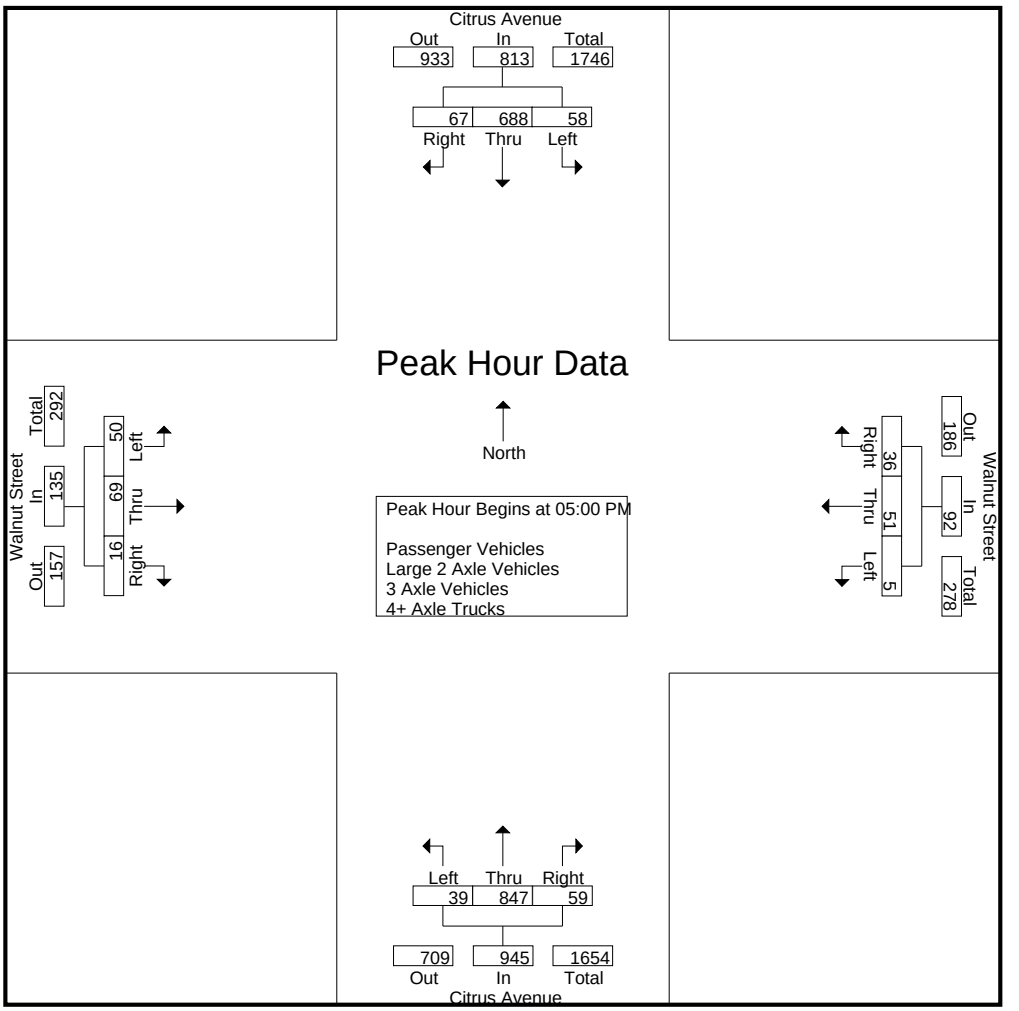
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	151	15	179	8	23	5	36	7	220	12	239	17	19	6	42	496
04:15 PM	10	168	20	198	4	10	11	25	8	186	11	205	7	10	8	25	453
04:30 PM	9	179	20	208	2	15	10	27	6	194	10	210	11	12	6	29	474
04:45 PM	5	213	23	241	4	12	10	26	10	189	8	207	8	21	6	35	509
Total	37	711	78	826	18	60	36	114	31	789	41	861	43	62	26	131	1932
05:00 PM	12	164	16	192	0	12	4	16	9	205	12	226	10	9	1	20	454
05:15 PM	15	157	14	186	2	14	8	24	13	210	13	236	13	19	7	39	485
05:30 PM	12	196	13	221	0	12	16	28	7	212	17	236	13	22	5	40	525
05:45 PM	19	171	24	214	3	13	8	24	10	220	17	247	14	19	3	36	521
Total	58	688	67	813	5	51	36	92	39	847	59	945	50	69	16	135	1985
Grand Total	95	1399	145	1639	23	111	72	206	70	1636	100	1806	93	131	42	266	3917
Apprch %	5.8	85.4	8.8		11.2	53.9	35		3.9	90.6	5.5		35	49.2	15.8		
Total %	2.4	35.7	3.7	41.8	0.6	2.8	1.8	5.3	1.8	41.8	2.6	46.1	2.4	3.3	1.1	6.8	
Passenger Vehicles	94	1366	144	1604	19	110	70	199	70	1595	96	1761	92	131	41	264	3828
% Passenger Vehicles	98.9	97.6	99.3	97.9	82.6	99.1	97.2	96.6	100	97.5	96	97.5	98.9	100	97.6	99.2	97.7
Large 2 Axle Vehicles	1	21	1	23	4	1	2	7	0	25	4	29	1	0	1	2	61
% Large 2 Axle Vehicles	1.1	1.5	0.7	1.4	17.4	0.9	2.8	3.4	0	1.5	4	1.6	1.1	0	2.4	0.8	1.6
3 Axle Vehicles	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	6	0	6	0	0	0	0	0	13	0	13	0	0	0	0	19
% 4+ Axle Trucks	0	0.4	0	0.4	0	0	0	0	0	0.8	0	0.7	0	0	0	0	0.5

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	164	16	192	0	12	4	16	9	205	12	226	10	9	1	20	454
05:15 PM	15	157	14	186	2	**14**	8	24	**13**	210	13	236	13	19	**7**	39	485
05:30 PM	12	**196**	13	**221**	0	12	**16**	**28**	7	212	**17**	236	13	**22**	5	**40**	**525**
05:45 PM	**19**	171	**24**	214	**3**	13	8	24	10	**220**	17	**247**	**14**	19	3	36	521
Total Volume	58	688	67	813	5	51	36	92	39	847	59	945	50	69	16	135	1985
% App. Total	7.1	84.6	8.2		5.4	55.4	39.1		4.1	89.6	6.2		37	51.1	11.9		
PHF	.763	.878	.698	.920	.417	.911	.563	.821	.750	.963	.868	.956	.893	.784	.571	.844	.945

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

City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	5	**213**	**23**	**241**	**8**	**23**	5	**36**	9	205	12	226	10	9	1	20
+15 mins.	12	164	16	192	4	10	**11**	25	**13**	210	13	236	13	19	**7**	39
+30 mins.	**15**	157	14	186	2	15	10	27	7	212	**17**	236	13	**22**	5	**40**
+45 mins.	12	196	13	221	4	12	10	26	10	**220**	17	**247**	**14**	19	3	36
Total Volume	44	730	66	840	18	60	36	114	39	847	59	945	50	69	16	135
% App. Total	5.2	86.9	7.9		15.8	52.6	31.6		4.1	89.6	6.2		37	51.1	11.9	
PHF	.733	.857	.717	.871	.563	.652	.818	.792	.750	.963	.868	.956	.893	.784	.571	.844

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

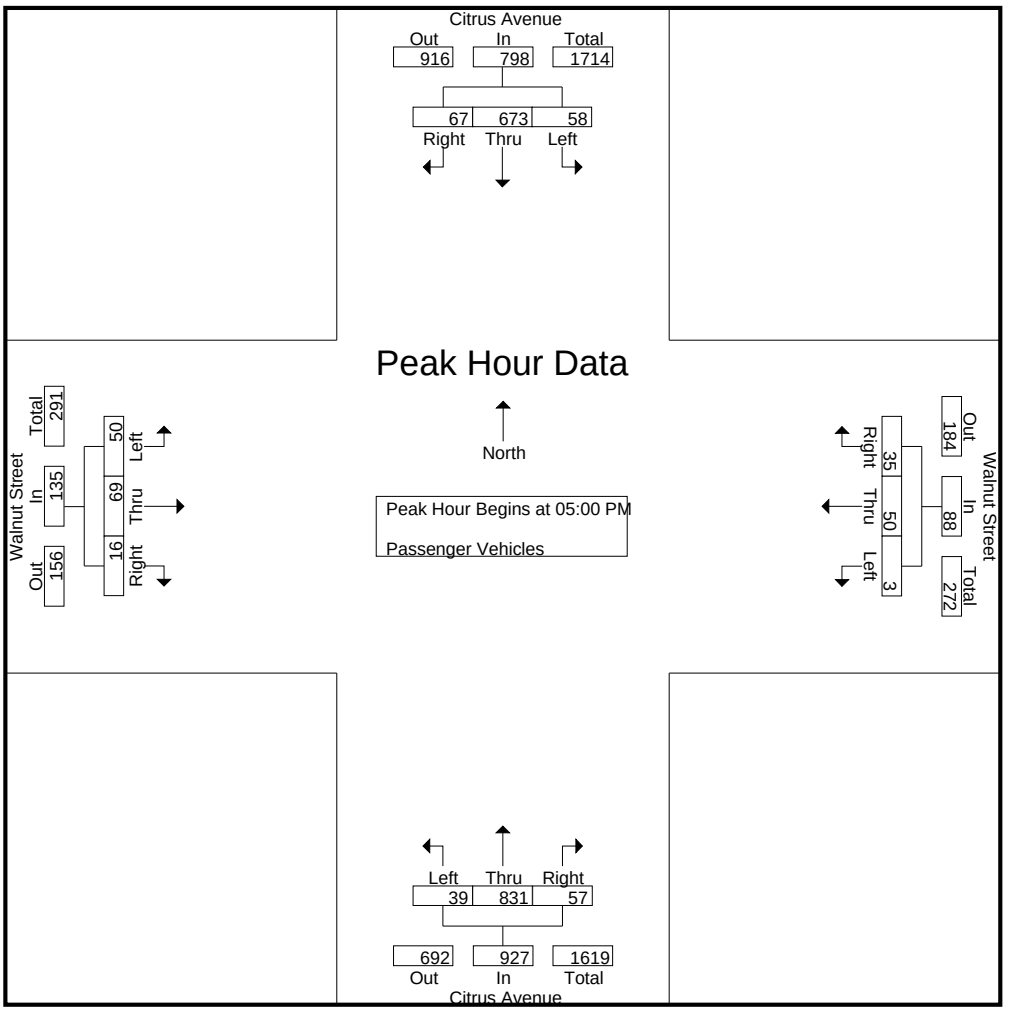
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	147	15	175	7	23	5	35	7	212	11	230	16	19	5	40	480
04:15 PM	9	166	20	195	3	10	11	24	8	180	11	199	7	10	8	25	443
04:30 PM	9	176	19	204	2	15	10	27	6	186	10	202	11	12	6	29	462
04:45 PM	5	204	23	232	4	12	9	25	10	186	7	203	8	21	6	35	495
Total	36	693	77	806	16	60	35	111	31	764	39	834	42	62	25	129	1880
05:00 PM	12	160	16	188	0	12	4	16	9	201	11	221	10	9	1	20	445
05:15 PM	15	156	14	185	0	14	8	22	13	205	12	230	13	19	7	39	476
05:30 PM	12	193	13	218	0	12	15	27	7	208	17	232	13	22	5	40	517
05:45 PM	19	164	24	207	3	12	8	23	10	217	17	244	14	19	3	36	510
Total	58	673	67	798	3	50	35	88	39	831	57	927	50	69	16	135	1948
Grand Total	94	1366	144	1604	19	110	70	199	70	1595	96	1761	92	131	41	264	3828
Apprch %	5.9	85.2	9		9.5	55.3	35.2		4	90.6	5.5		34.8	49.6	15.5		
Total %	2.5	35.7	3.8	41.9	0.5	2.9	1.8	5.2	1.8	41.7	2.5	46	2.4	3.4	1.1	6.9	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	160	16	188	0	12	4	16	9	201	11	221	10	9	1	20	445
05:15 PM	15	156	14	185	0	**14**	8	22	**13**	205	12	230	13	19	**7**	39	476
05:30 PM	12	**193**	13	**218**	0	12	**15**	**27**	7	208	**17**	232	13	**22**	5	**40**	**517**
05:45 PM	**19**	164	**24**	207	**3**	12	8	23	10	**217**	17	**244**	**14**	19	3	36	510
Total Volume	58	673	67	798	3	50	35	88	39	831	57	927	50	69	16	135	1948
% App. Total	7.3	84.3	8.4		3.4	56.8	39.8		4.2	89.6	6.1		37	51.1	11.9		
PHF	.763	.872	.698	.915	.250	.893	.583	.815	.750	.957	.838	.950	.893	.784	.571	.844	.942

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(951) 268-6268

City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	160	16	188	0	12	4	16	9	201	11	221	10	9	1	20
+15 mins.	15	156	14	185	0	**14**	8	22	**13**	205	12	230	13	19	**7**	39
+30 mins.	12	**193**	13	**218**	0	12	**15**	**27**	7	208	**17**	232	13	**22**	5	**40**
+45 mins.	**19**	164	**24**	207	**3**	12	8	23	10	**217**	17	**244**	**14**	19	3	36
Total Volume	58	673	67	798	3	50	35	88	39	831	57	927	50	69	16	135
% App. Total	7.3	84.3	8.4		3.4	56.8	39.8		4.2	89.6	6.1		37	51.1	11.9	
PHF	.763	.872	.698	.915	.250	.893	.583	.815	.750	.957	.838	.950	.893	.784	.571	.844

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

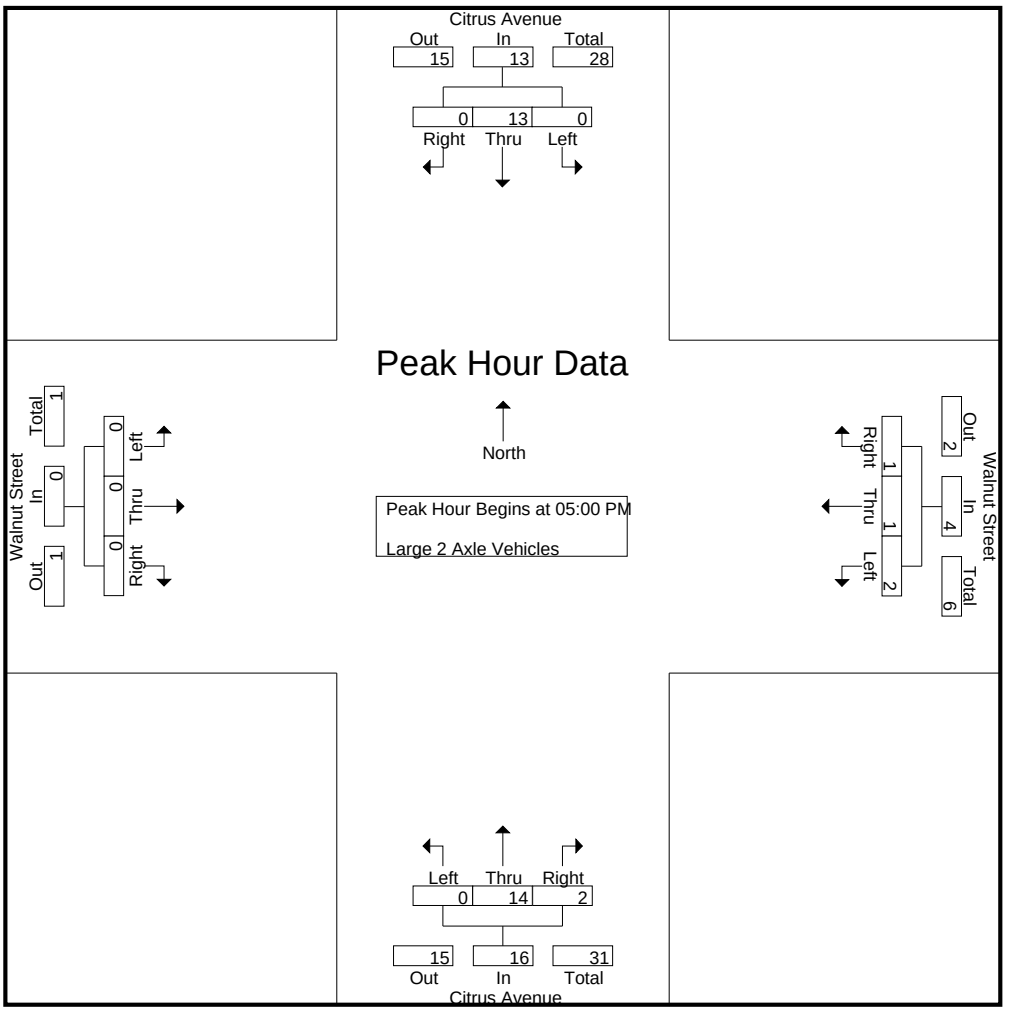
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	0	1	0	3	1	4	1	0	1	2	8
04:15 PM	1	2	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
04:30 PM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:45 PM	0	4	0	4	0	0	1	1	0	2	1	3	0	0	0	0	8
Total	1	8	1	10	2	0	1	3	0	11	2	13	1	0	1	2	28
05:00 PM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
05:15 PM	0	1	0	1	2	0	0	2	0	5	1	6	0	0	0	0	9
05:30 PM	0	3	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
05:45 PM	0	6	0	6	0	1	0	1	0	2	0	2	0	0	0	0	9
Total	0	13	0	13	2	1	1	4	0	14	2	16	0	0	0	0	33
Grand Total	1	21	1	23	4	1	2	7	0	25	4	29	1	0	1	2	61
Apprch %	4.3	91.3	4.3		57.1	14.3	28.6		0	86.2	13.8		50	0	50		
Total %	1.6	34.4	1.6	37.7	6.6	1.6	3.3	11.5	0	41	6.6	47.5	1.6	0	1.6	3.3	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	3	0	3	0	0	0	0	0	4	**1**	5	0	0	0	0	8
05:15 PM	0	1	0	1	**2**	0	0	**2**	0	**5**	1	**6**	0	0	0	0	**9**
05:30 PM	0	3	0	3	0	0	**1**	1	0	3	0	3	0	0	0	0	7
05:45 PM	0	**6**	0	**6**	0	**1**	0	1	0	2	0	2	0	0	0	0	9
Total Volume	0	13	0	13	2	1	1	4	0	14	2	16	0	0	0	0	33
% App. Total	0	100	0		50	25	25		0	87.5	12.5		0	0	0		
PHF	.000	.542	.000	.542	.250	.250	.250	.500	.000	.700	.500	.667	.000	.000	.000	.000	.917

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	4	**1**	5	0	0	0	0
+15 mins.	0	1	0	1	**2**	0	0	**2**	0	**5**	1	**6**	0	0	0	0
+30 mins.	0	3	0	3	0	0	**1**	1	0	3	0	3	0	0	0	0
+45 mins.	0	**6**	0	**6**	0	**1**	0	1	0	2	0	2	0	0	0	0
Total Volume	0	13	0	13	2	1	1	4	0	14	2	16	0	0	0	0
% App. Total	0	100	0		50	25	25		0	87.5	12.5		0	0	0	
PHF	.000	.542	.000	.542	.250	.250	.250	.500	.000	.700	.500	.667	.000	.000	.000	.000

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

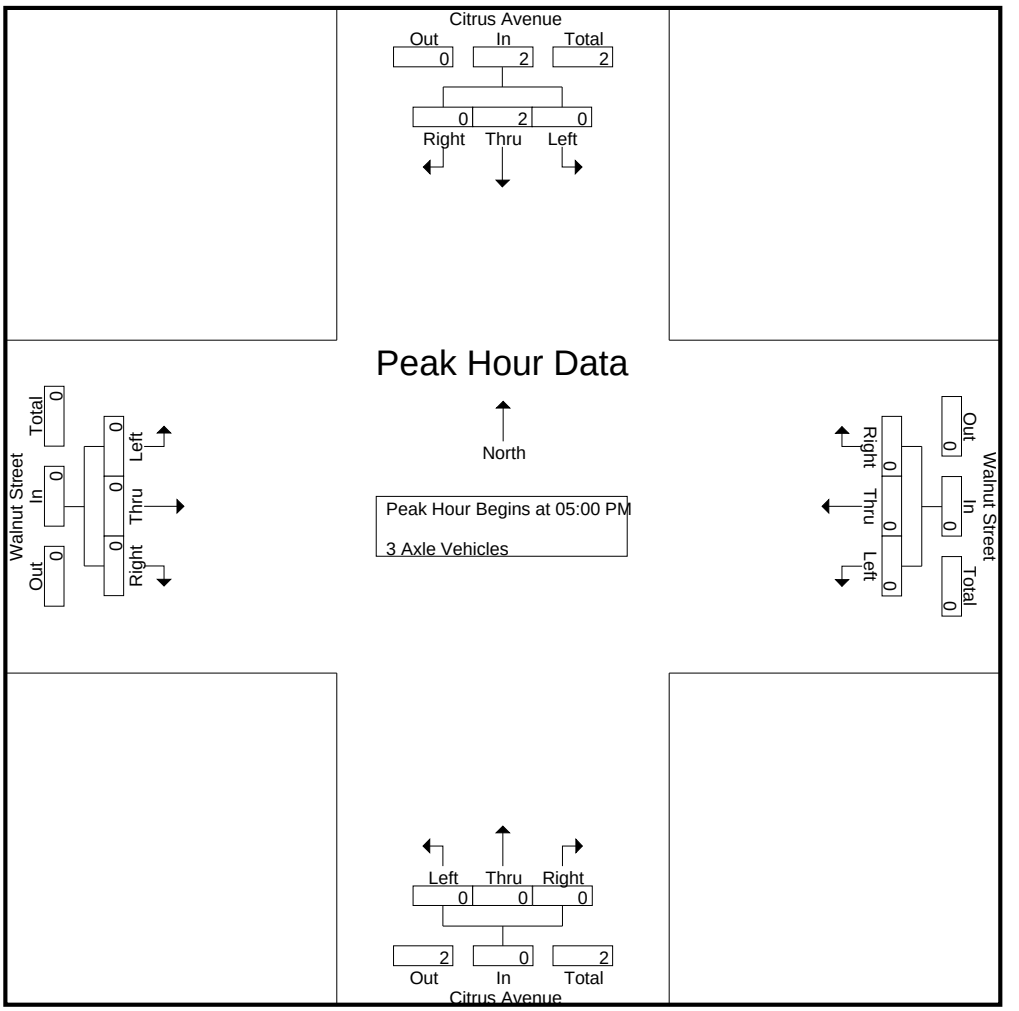
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
05:00 PM	0	1	0	1	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

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

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

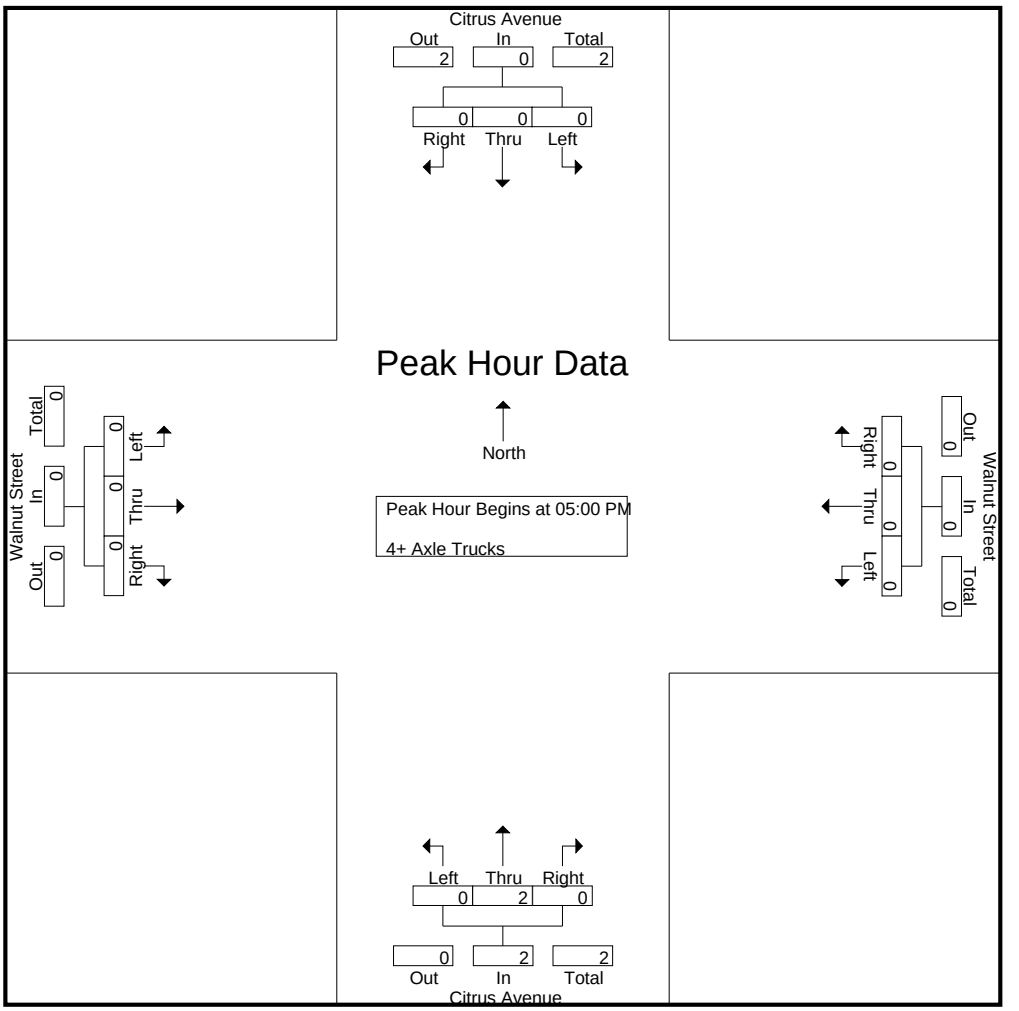
	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:45 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	6	0	6	0	0	0	0	0	11	0	11	0	0	0	0	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 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
Grand Total	0	6	0	6	0	0	0	0	0	13	0	13	0	0	0	0	19
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	31.6	0	31.6	0	0	0	0	0	68.4	0	68.4	0	0	0	0	

	Citrus Avenue Southbound				Walnut Street Westbound				Citrus Avenue Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	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	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

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City of Fontana
N/S: Citrus Avenue
E/W: Walnut Street
Weather: Clear

File Name : 11_FON_Citrus_Walnut PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	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	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

Location: Fontana
N/S: Citrus Avenue
E/W: Walnut Street

Date: 5/15/2024
Day: Wednesday

PEDESTRIANS

	North Leg Citrus Avenue Pedestrians	East Leg Walnut Street Pedestrians	South Leg Citrus Avenue Pedestrians	West Leg Walnut Street Pedestrians	
7:00 AM	2	1	2	3	8
7:15 AM	0	1	2	0	3
7:30 AM	1	0	0	0	1
7:45 AM	0	0	1	0	1
8:00 AM	1	0	3	2	6
8:15 AM	0	0	1	0	1
8:30 AM	0	3	1	0	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	5	10	5	24

	North Leg Citrus Avenue Pedestrians	East Leg Walnut Street Pedestrians	South Leg Citrus Avenue Pedestrians	West Leg Walnut Street Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	1	2	1	4
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	2	1	0	0	3
5:30 PM	0	0	1	2	3
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	5	3	3	3	14

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Location: Fontana
N/S: Citrus Avenue
E/W: Walnut Street

Date: 5/15/2024
Day: Wednesday

BICYCLES

	Southbound Citrus Avenue			Westbound Walnut Street			Northbound Citrus Avenue			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	3	0	4	0	9

	Southbound Citrus Avenue			Westbound Walnut Street			Northbound Citrus Avenue			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

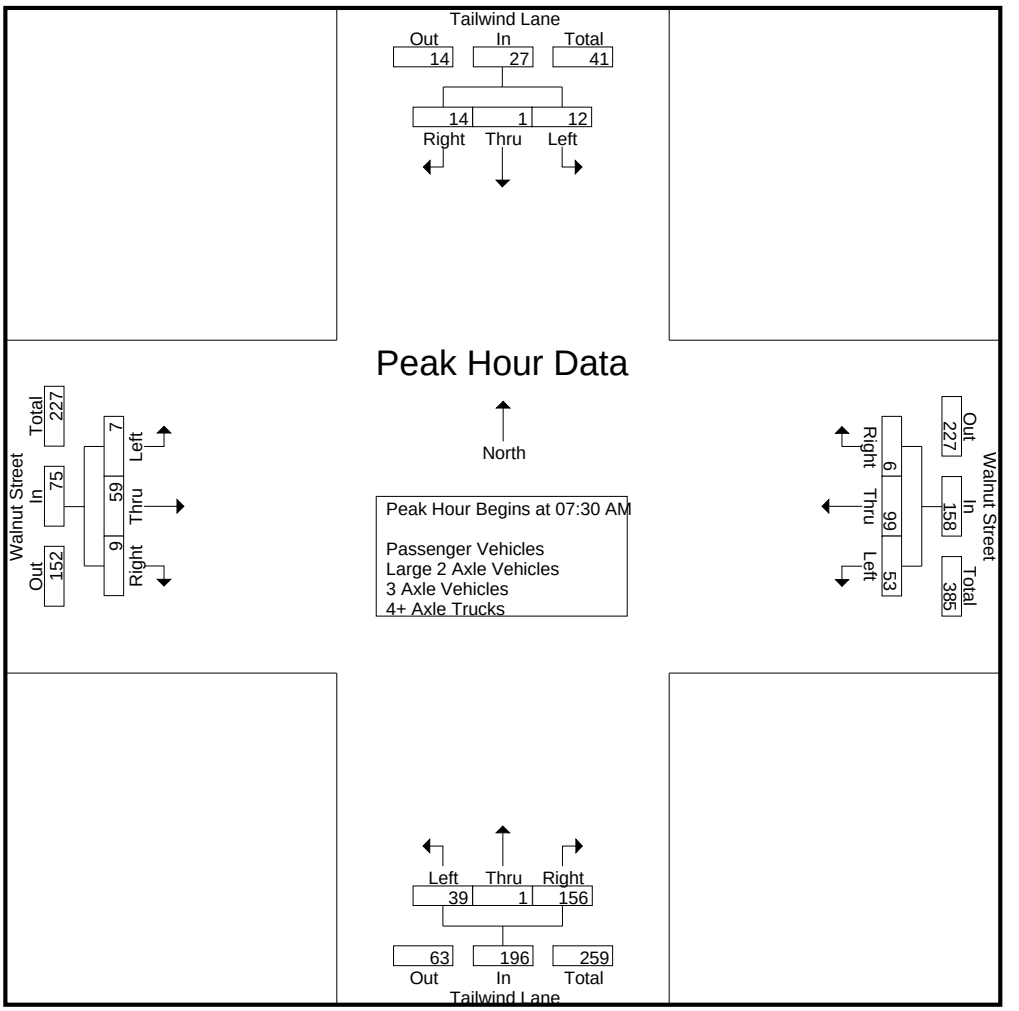
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	0	3	10	0	22	2	24	2	0	6	8	1	14	2	17	59
07:15 AM	5	0	8	13	5	24	1	30	5	0	11	16	0	11	3	14	73
07:30 AM	2	1	4	7	10	31	0	41	6	0	18	24	0	12	0	12	84
07:45 AM	2	0	8	10	28	30	2	60	13	1	41	55	2	12	4	18	143
Total	16	1	23	40	43	107	5	155	26	1	76	103	3	49	9	61	359
08:00 AM	3	0	1	4	13	21	2	36	15	0	57	72	3	18	3	24	136
08:15 AM	5	0	1	6	2	17	2	21	5	0	40	45	2	17	2	21	93
08:30 AM	1	0	4	5	4	10	1	15	1	0	6	7	0	11	2	13	40
08:45 AM	1	0	2	3	1	13	0	14	0	0	1	1	0	9	3	12	30
Total	10	0	8	18	20	61	5	86	21	0	104	125	5	55	10	70	299
Grand Total	26	1	31	58	63	168	10	241	47	1	180	228	8	104	19	131	658
Apprch %	44.8	1.7	53.4		26.1	69.7	4.1		20.6	0.4	78.9		6.1	79.4	14.5		
Total %	4	0.2	4.7	8.8	9.6	25.5	1.5	36.6	7.1	0.2	27.4	34.7	1.2	15.8	2.9	19.9	
Passenger Vehicles	26	1	31	58	62	159	10	231	46	1	179	226	8	103	19	130	645
% Passenger Vehicles	100	100	100	100	98.4	94.6	100	95.9	97.9	100	99.4	99.1	100	99	100	99.2	98
Large 2 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	1	1	0	0	0	0	5
% Large 2 Axle Vehicles	0	0	0	0	0	2.4	0	1.7	0	0	0.6	0.4	0	0	0	0	0.8
3 Axle Vehicles	0	0	0	0	1	5	0	6	1	0	0	1	0	1	0	1	8
% 3 Axle Vehicles	0	0	0	0	1.6	3	0	2.5	2.1	0	0	0.4	0	1	0	0.8	1.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**1**	4	7	10	**31**	0	41	6	0	18	24	0	12	0	12	84
07:45 AM	2	0	**8**	**10**	**28**	30	**2**	**60**	13	**1**	41	55	2	12	**4**	18	**143**
08:00 AM	3	0	1	4	13	21	2	36	**15**	0	**57**	**72**	**3**	**18**	3	**24**	136
08:15 AM	**5**	0	1	6	2	17	2	21	5	0	40	45	2	17	2	21	93
Total Volume	12	1	14	27	53	99	6	158	39	1	156	196	7	59	9	75	456
% App. Total	44.4	3.7	51.9		33.5	62.7	3.8		19.9	0.5	79.6		9.3	78.7	12		
PHF	.600	.250	.438	.675	.473	.798	.750	.658	.650	.250	.684	.681	.583	.819	.563	.781	.797

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
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				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	**7**	0	3	10	5	24	1	30	6	0	18	24	2	12	**4**	18
+15 mins.	5	0	**8**	**13**	10	**31**	0	41	13	**1**	41	55	**3**	**18**	3	**24**
+30 mins.	2	**1**	4	7	**28**	30	**2**	**60**	**15**	0	**57**	**72**	2	17	2	21
+45 mins.	2	0	8	10	13	21	2	36	5	0	40	45	0	11	2	13
Total Volume	16	1	23	40	56	106	5	167	39	1	156	196	7	58	11	76
% App. Total	40	2.5	57.5		33.5	63.5	3		19.9	0.5	79.6		9.2	76.3	14.5	
PHF	.571	.250	.719	.769	.500	.855	.625	.696	.650	.250	.684	.681	.583	.806	.688	.792

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

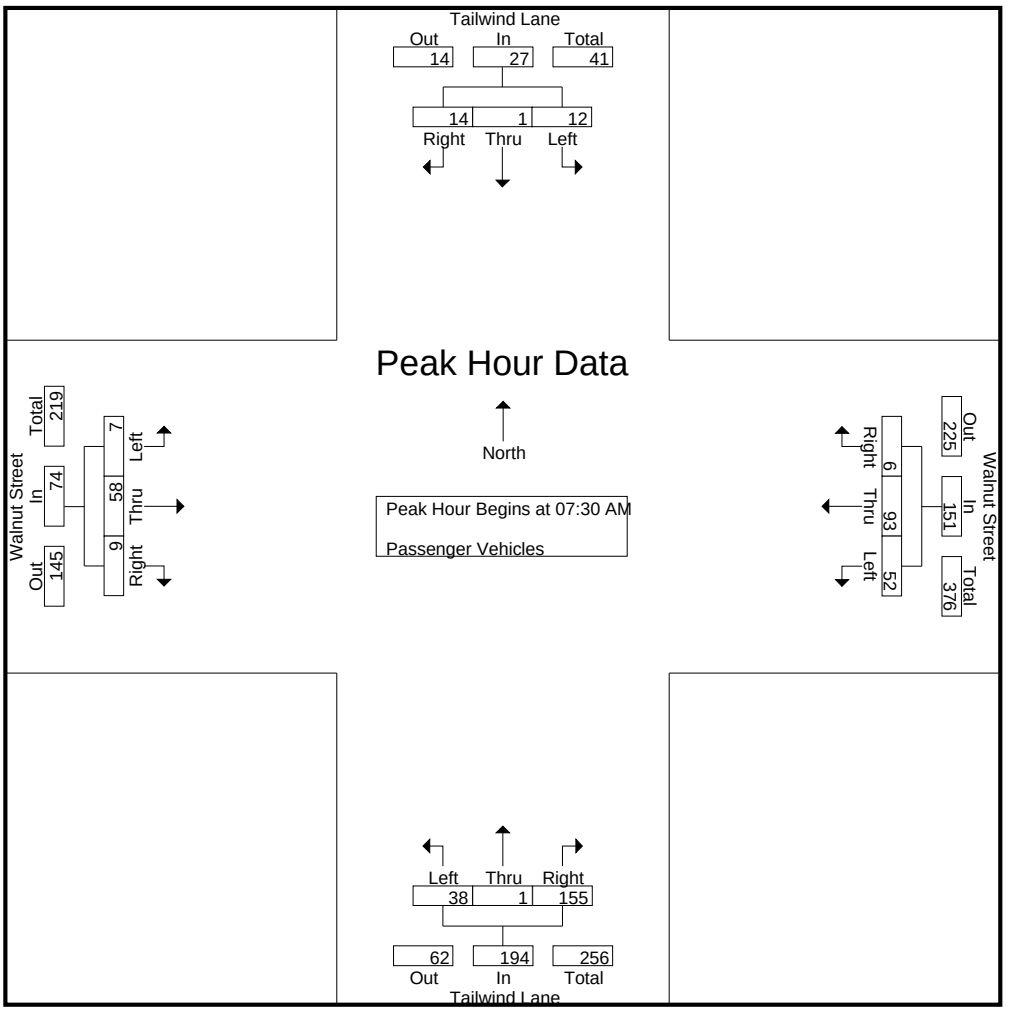
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	0	3	10	0	22	2	24	2	0	6	8	1	14	2	17	59
07:15 AM	5	0	8	13	5	22	1	28	5	0	11	16	0	11	3	14	71
07:30 AM	2	1	4	7	10	30	0	40	6	0	18	24	0	12	0	12	83
07:45 AM	2	0	8	10	27	28	2	57	13	1	41	55	2	12	4	18	140
Total	16	1	23	40	42	102	5	149	26	1	76	103	3	49	9	61	353
08:00 AM	3	0	1	4	13	19	2	34	15	0	57	72	3	18	3	24	134
08:15 AM	5	0	1	6	2	16	2	20	4	0	39	43	2	16	2	20	89
08:30 AM	1	0	4	5	4	9	1	14	1	0	6	7	0	11	2	13	39
08:45 AM	1	0	2	3	1	13	0	14	0	0	1	1	0	9	3	12	30
Total	10	0	8	18	20	57	5	82	20	0	103	123	5	54	10	69	292
Grand Total	26	1	31	58	62	159	10	231	46	1	179	226	8	103	19	130	645
Apprch %	44.8	1.7	53.4		26.8	68.8	4.3		20.4	0.4	79.2		6.2	79.2	14.6		
Total %	4	0.2	4.8	9	9.6	24.7	1.6	35.8	7.1	0.2	27.8	35	1.2	16	2.9	20.2	

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**1**	4	7	10	**30**	0	40	6	0	18	24	0	12	0	12	83
07:45 AM	2	0	**8**	**10**	**27**	28	**2**	**57**	13	**1**	41	55	2	12	**4**	18	**140**
08:00 AM	3	0	1	4	13	19	2	34	**15**	0	**57**	**72**	**3**	**18**	3	**24**	134
08:15 AM	**5**	0	1	6	2	16	2	20	4	0	39	43	2	16	2	20	89
Total Volume	12	1	14	27	52	93	6	151	38	1	155	194	7	58	9	74	446
% App. Total	44.4	3.7	51.9		34.4	61.6	4		19.6	0.5	79.9		9.5	78.4	12.2		
PHF	.600	.250	.438	.675	.481	.775	.750	.662	.633	.250	.680	.674	.583	.806	.563	.771	.796

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	**1**	4	7	10	**30**	0	40	6	0	18	24	0	12	0	12
+15 mins.	2	0	**8**	**10**	**27**	28	**2**	**57**	13	**1**	41	55	2	12	**4**	18
+30 mins.	3	0	1	4	13	19	2	34	**15**	0	**57**	**72**	**3**	**18**	3	**24**
+45 mins.	**5**	0	1	6	2	16	2	20	4	0	39	43	2	16	2	20
Total Volume	12	1	14	27	52	93	6	151	38	1	155	194	7	58	9	74
% App. Total	44.4	3.7	51.9		34.4	61.6	4		19.6	0.5	79.9		9.5	78.4	12.2	
PHF	.600	.250	.438	.675	.481	.775	.750	.662	.633	.250	.680	.674	.583	.806	.563	.771

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

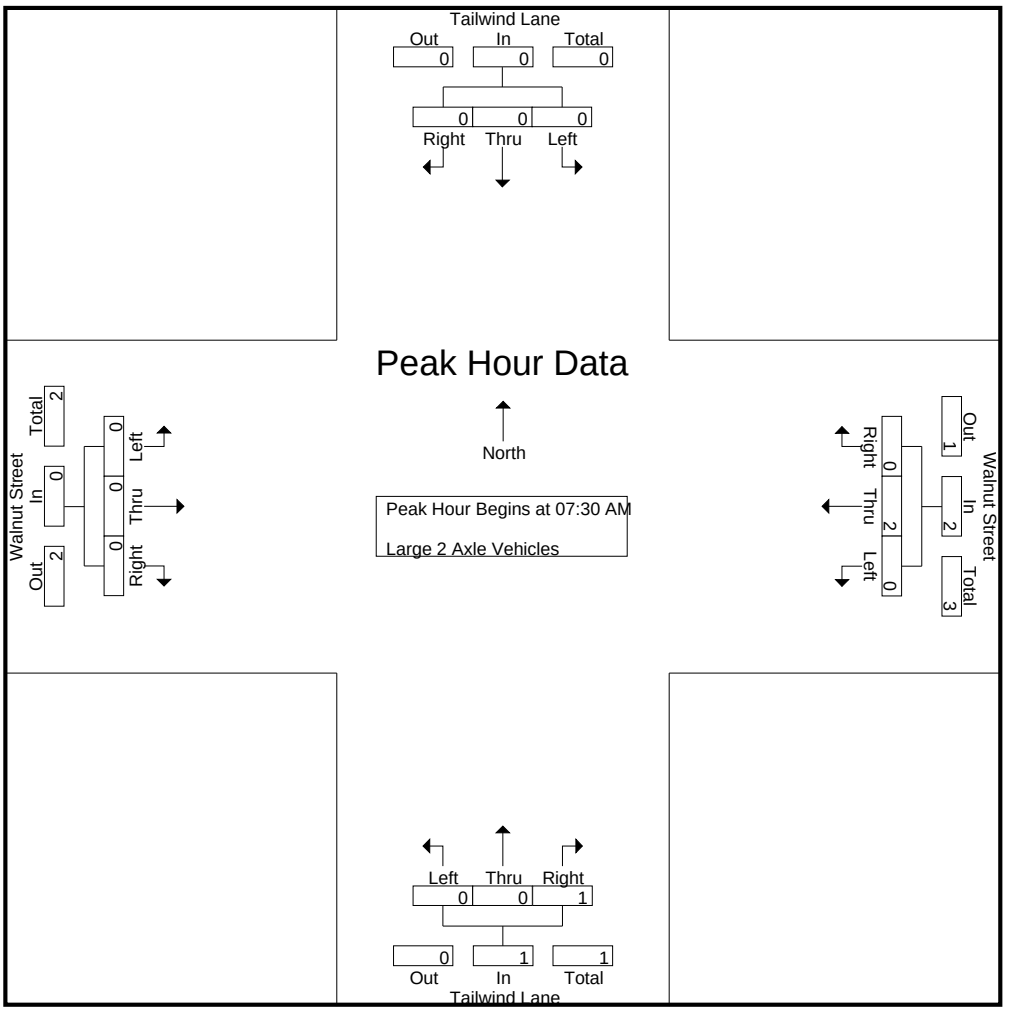
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Grand Total	0	0	0	0	0	4	0	4	0	0	1	1	0	0	0	0	5
Apprch %	0	0	0		0	100	0		0	0	100		0	0	0		
Total %	0	0	0	0	0	80	0	80	0	0	20	20	0	0	0	0	

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.375

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

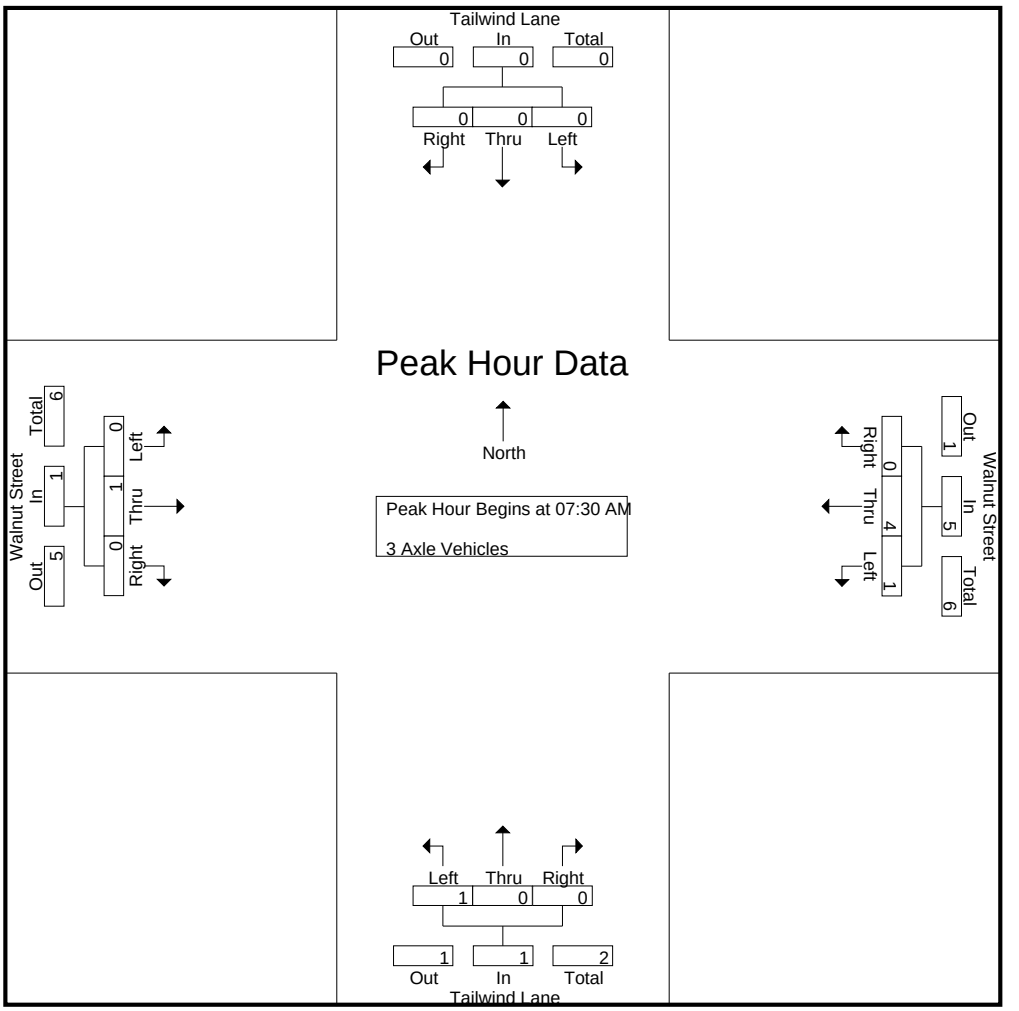
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
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	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
Grand Total	0	0	0	0	1	5	0	6	1	0	0	1	0	1	0	1	8
Apprch %	0	0	0		16.7	83.3	0		100	0	0		0	100	0		
Total %	0	0	0	0	12.5	62.5	0	75	12.5	0	0	12.5	0	12.5	0	12.5	

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	2
Total Volume	0	0	0	0	1	4	0	5	1	0	0	1	0	1	0	1	7
% App. Total	0	0	0		20	80	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.417	.250	.000	.000	.250	.000	.250	.000	.250	.583

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	0	0	0
+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	**1**	0	0	**1**	0	**1**	0	**1**
Total Volume	0	0	0	0	1	4	0	5	1	0	0	1	0	1	0	1
% App. Total	0	0	0		20	80	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.417	.250	.000	.000	.250	.000	.250	.000	.250

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

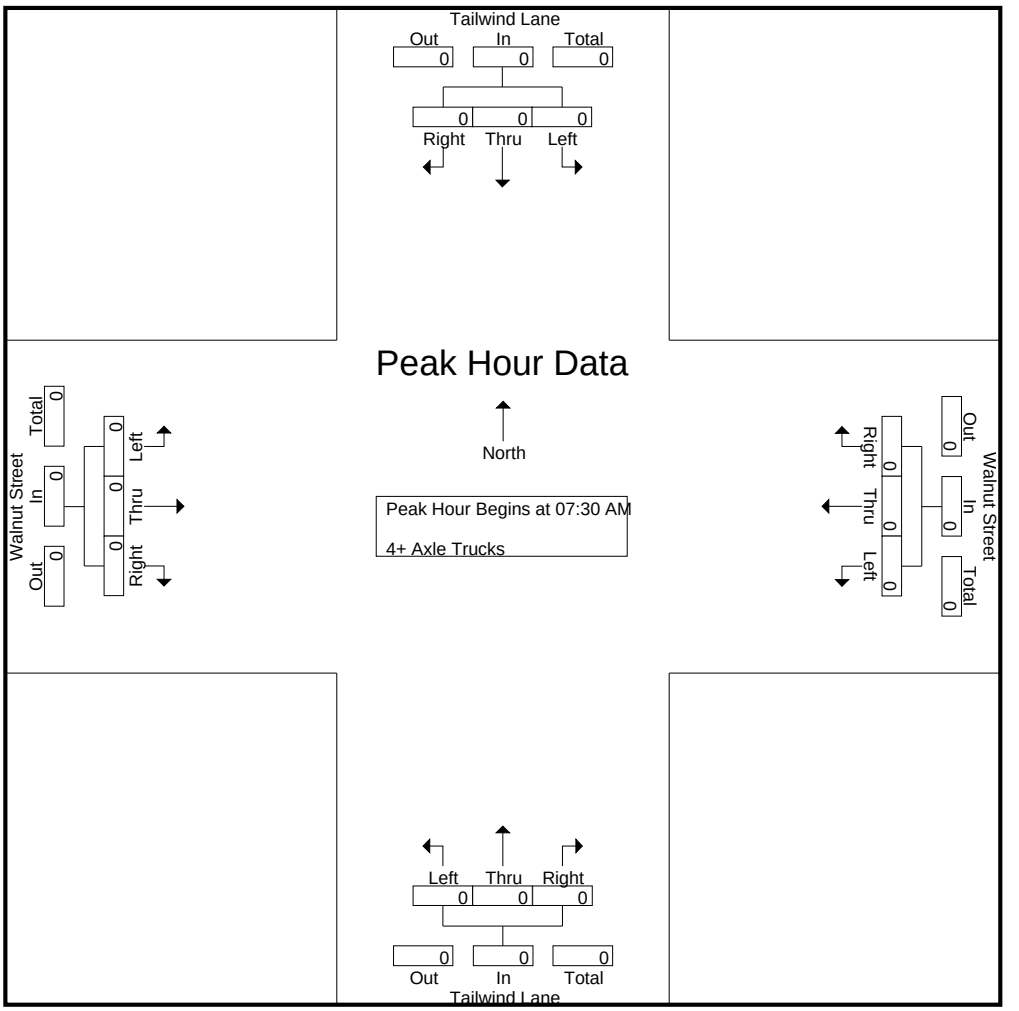
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal AM
Site Code : 99924433
Start Date : 5/15/2024
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

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

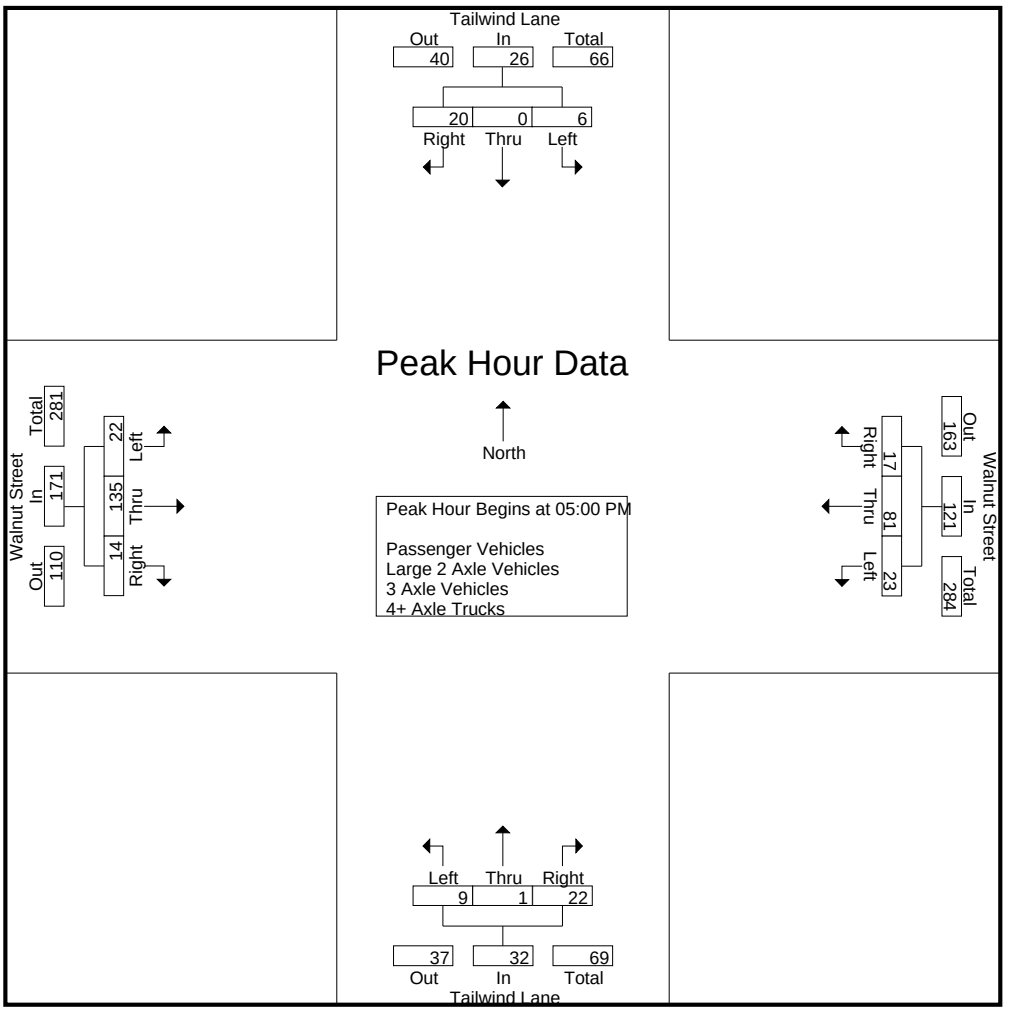
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	5	20	2	27	1	0	2	3	5	23	5	33	65
04:15 PM	2	0	3	5	6	19	2	27	1	0	8	9	1	31	3	35	76
04:30 PM	1	1	3	5	4	17	2	23	0	0	4	4	3	16	3	22	54
04:45 PM	1	0	3	4	5	16	7	28	0	0	5	5	3	28	4	35	72
Total	6	1	9	16	20	72	13	105	2	0	19	21	12	98	15	125	267
05:00 PM	1	0	3	4	4	24	3	31	3	0	3	6	6	49	6	61	102
05:15 PM	2	0	4	6	8	31	9	48	1	0	6	7	4	24	3	31	92
05:30 PM	1	0	10	11	3	17	3	23	4	1	2	7	8	31	2	41	82
05:45 PM	2	0	3	5	8	9	2	19	1	0	11	12	4	31	3	38	74
Total	6	0	20	26	23	81	17	121	9	1	22	32	22	135	14	171	350
Grand Total	12	1	29	42	43	153	30	226	11	1	41	53	34	233	29	296	617
Apprch %	28.6	2.4	69		19	67.7	13.3		20.8	1.9	77.4		11.5	78.7	9.8		
Total %	1.9	0.2	4.7	6.8	7	24.8	4.9	36.6	1.8	0.2	6.6	8.6	5.5	37.8	4.7	48	
Passenger Vehicles	12	1	28	41	43	152	28	223	10	1	41	52	34	231	29	294	610
% Passenger Vehicles	100	100	96.6	97.6	100	99.3	93.3	98.7	90.9	100	100	98.1	100	99.1	100	99.3	98.9
Large 2 Axle Vehicles	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
% Large 2 Axle Vehicles	0	0	0	0	0	0.7	3.3	0.9	0	0	0	0	0	0.9	0	0.7	0.6
3 Axle Vehicles	0	0	1	1	0	0	1	1	1	0	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0	3.4	2.4	0	0	3.3	0.4	9.1	0	0	1.9	0	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	3	4	4	24	3	31	3	0	3	6	6	**49**	**6**	**61**	**102**
05:15 PM	**2**	0	4	6	**8**	**31**	**9**	**48**	1	0	6	7	4	24	3	31	92
05:30 PM	1	0	**10**	**11**	3	17	3	23	**4**	**1**	2	7	**8**	31	2	41	82
05:45 PM	2	0	3	5	8	9	2	19	1	0	**11**	**12**	4	31	3	38	74
Total Volume	6	0	20	26	23	81	17	121	9	1	22	32	22	135	14	171	350
% App. Total	23.1	0	76.9		19	66.9	14		28.1	3.1	68.8		12.9	78.9	8.2		
PHF	.750	.000	.500	.591	.719	.653	.472	.630	.563	.250	.500	.667	.688	.689	.583	.701	.858

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	05:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	3	4	4	17	2	23	3	0	3	6	6	**49**	**6**	**61**
+15 mins.	**2**	0	4	6	5	16	7	28	1	0	6	7	4	24	3	31
+30 mins.	1	0	**10**	**11**	4	24	3	31	**4**	**1**	2	7	**8**	31	2	41
+45 mins.	2	0	3	5	**8**	**31**	**9**	**48**	1	0	**11**	**12**	4	31	3	38
Total Volume	6	0	20	26	21	88	21	130	9	1	22	32	22	135	14	171
% App. Total	23.1	0	76.9		16.2	67.7	16.2		28.1	3.1	68.8		12.9	78.9	8.2	
PHF	.750	.000	.500	.591	.656	.710	.583	.677	.563	.250	.500	.667	.688	.689	.583	.701

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Passenger Vehicles

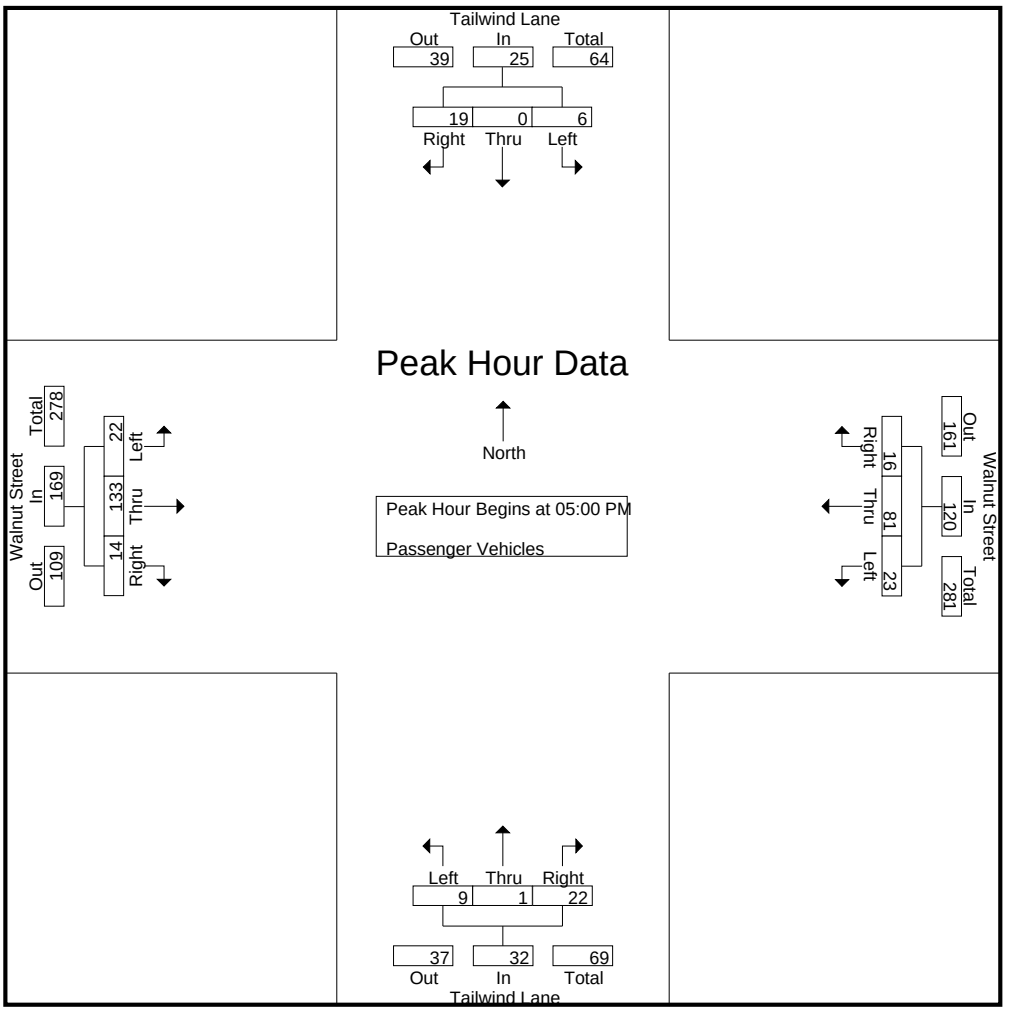
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	5	20	2	27	1	0	2	3	5	23	5	33	65
04:15 PM	2	0	3	5	6	18	2	26	0	0	8	8	1	31	3	35	74
04:30 PM	1	1	3	5	4	17	2	23	0	0	4	4	3	16	3	22	54
04:45 PM	1	0	3	4	5	16	6	27	0	0	5	5	3	28	4	35	71
Total	6	1	9	16	20	71	12	103	1	0	19	20	12	98	15	125	264
05:00 PM	1	0	3	4	4	24	3	31	3	0	3	6	6	49	6	61	102
05:15 PM	2	0	3	5	8	31	8	47	1	0	6	7	4	24	3	31	90
05:30 PM	1	0	10	11	3	17	3	23	4	1	2	7	8	30	2	40	81
05:45 PM	2	0	3	5	8	9	2	19	1	0	11	12	4	30	3	37	73
Total	6	0	19	25	23	81	16	120	9	1	22	32	22	133	14	169	346
Grand Total	12	1	28	41	43	152	28	223	10	1	41	52	34	231	29	294	610
Apprch %	29.3	2.4	68.3		19.3	68.2	12.6		19.2	1.9	78.8		11.6	78.6	9.9		
Total %	2	0.2	4.6	6.7	7	24.9	4.6	36.6	1.6	0.2	6.7	8.5	5.6	37.9	4.8	48.2	

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	3	4	4	24	3	31	3	0	3	6	6	**49**	**6**	**61**	**102**
05:15 PM	**2**	0	3	5	**8**	**31**	**8**	**47**	1	0	6	7	4	24	3	31	90
05:30 PM	1	0	**10**	**11**	3	17	3	23	**4**	**1**	2	7	**8**	30	2	40	81
05:45 PM	2	0	3	5	8	9	2	19	1	0	**11**	**12**	4	30	3	37	73
Total Volume	6	0	19	25	23	81	16	120	9	1	22	32	22	133	14	169	346
% App. Total	24	0	76		19.2	67.5	13.3		28.1	3.1	68.8		13	78.7	8.3		
PHF	.750	.000	.475	.568	.719	.653	.500	.638	.563	.250	.500	.667	.688	.679	.583	.693	.848

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	3	4	4	24	3	31	3	0	3	6	6	**49**	**6**	**61**
+15 mins.	**2**	0	3	5	**8**	**31**	**8**	**47**	1	0	6	7	4	24	3	31
+30 mins.	1	0	**10**	**11**	3	17	3	23	**4**	**1**	2	7	**8**	30	2	40
+45 mins.	2	0	3	5	8	9	2	19	1	0	**11**	**12**	4	30	3	37
Total Volume	6	0	19	25	23	81	16	120	9	1	22	32	22	133	14	169
% App. Total	24	0	76		19.2	67.5	13.3		28.1	3.1	68.8		13	78.7	8.3	
PHF	.750	.000	.475	.568	.719	.653	.500	.638	.563	.250	.500	.667	.688	.679	.583	.693

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

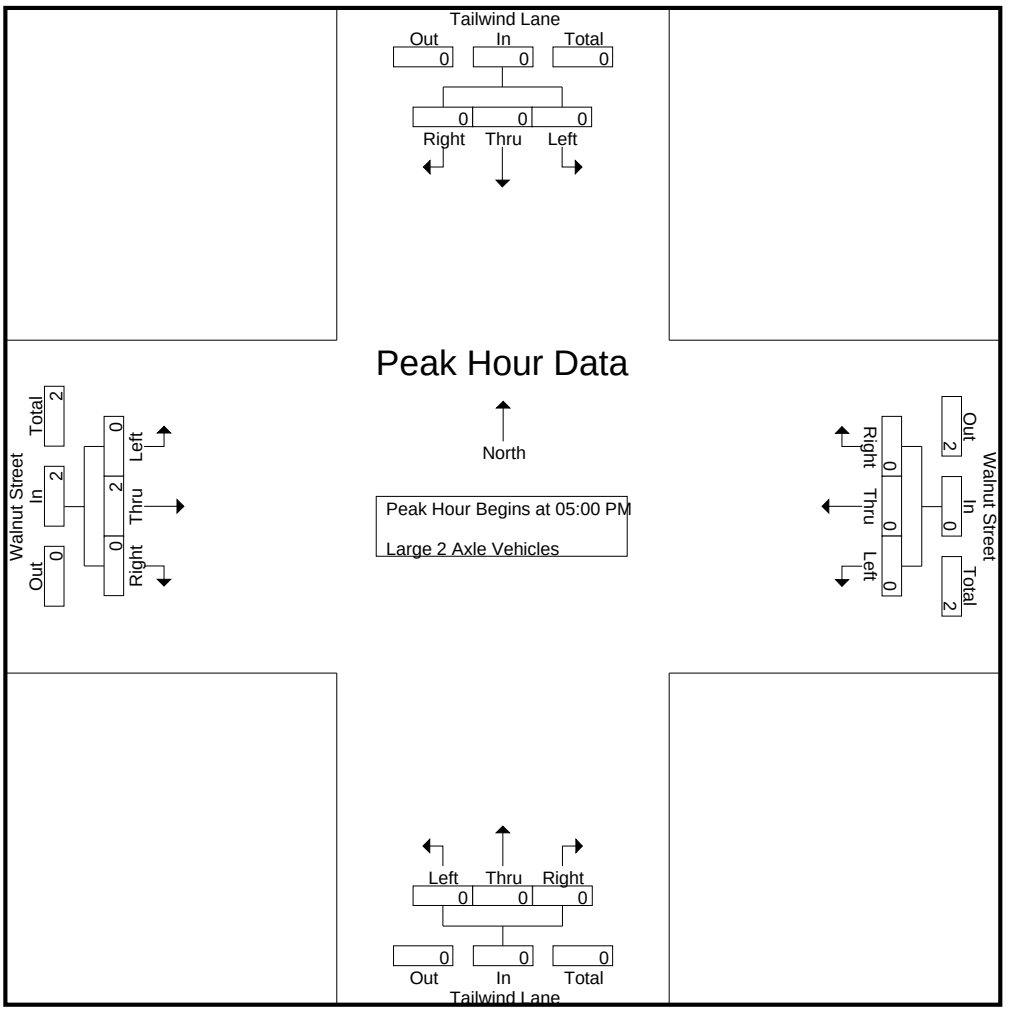
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	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	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Apprch %	0	0	0		0	50	50		0	0	0		0	100	0		
Total %	0	0	0	0	0	25	25	50	0	0	0	0	0	50	0	50	

	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

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

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
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Groups Printed- 3 Axle Vehicles

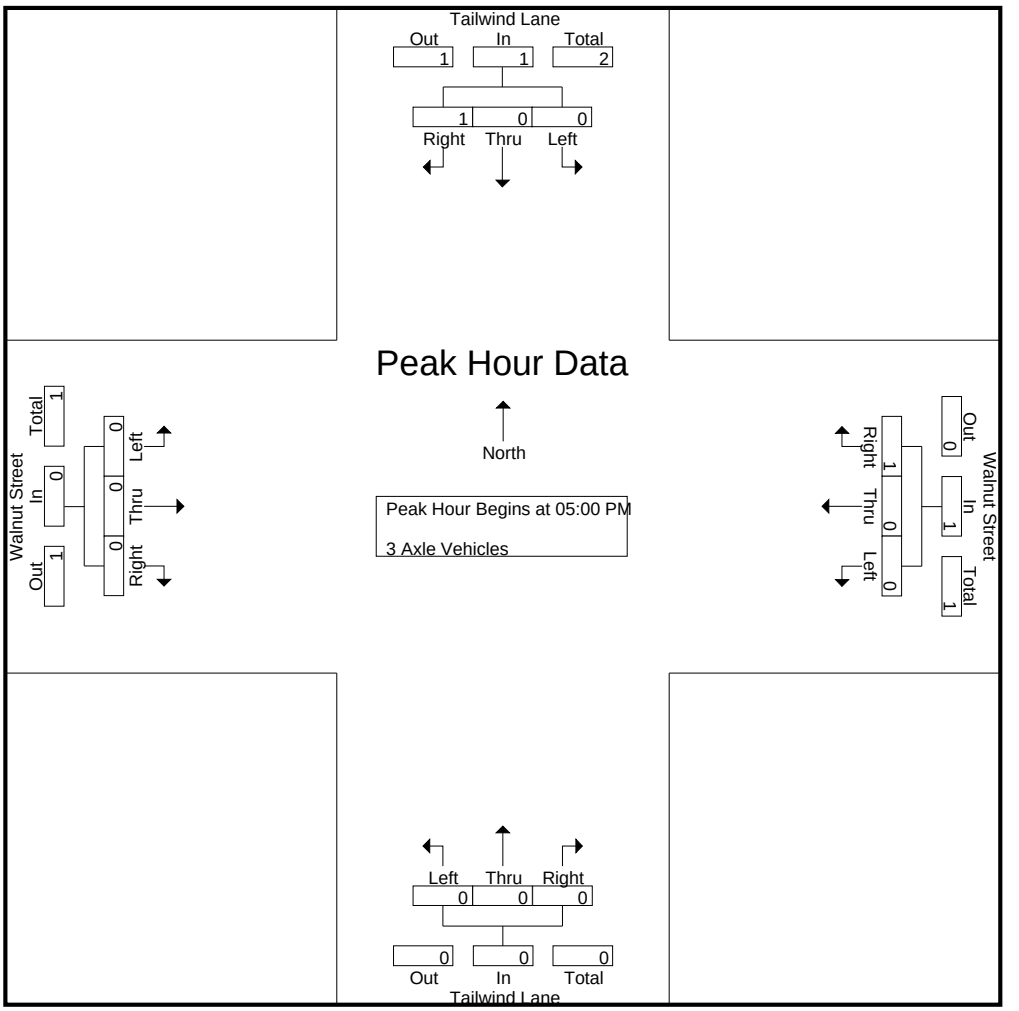
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	1	0	0	1	1	1	0	0	1	0	0	0	0	3
Apprch %	0	0	100		0	0	100		100	0	0		0	0	0		
Total %	0	0	33.3	33.3	0	0	33.3	33.3	33.3	0	0	33.3	0	0	0	0	

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

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

City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

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

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

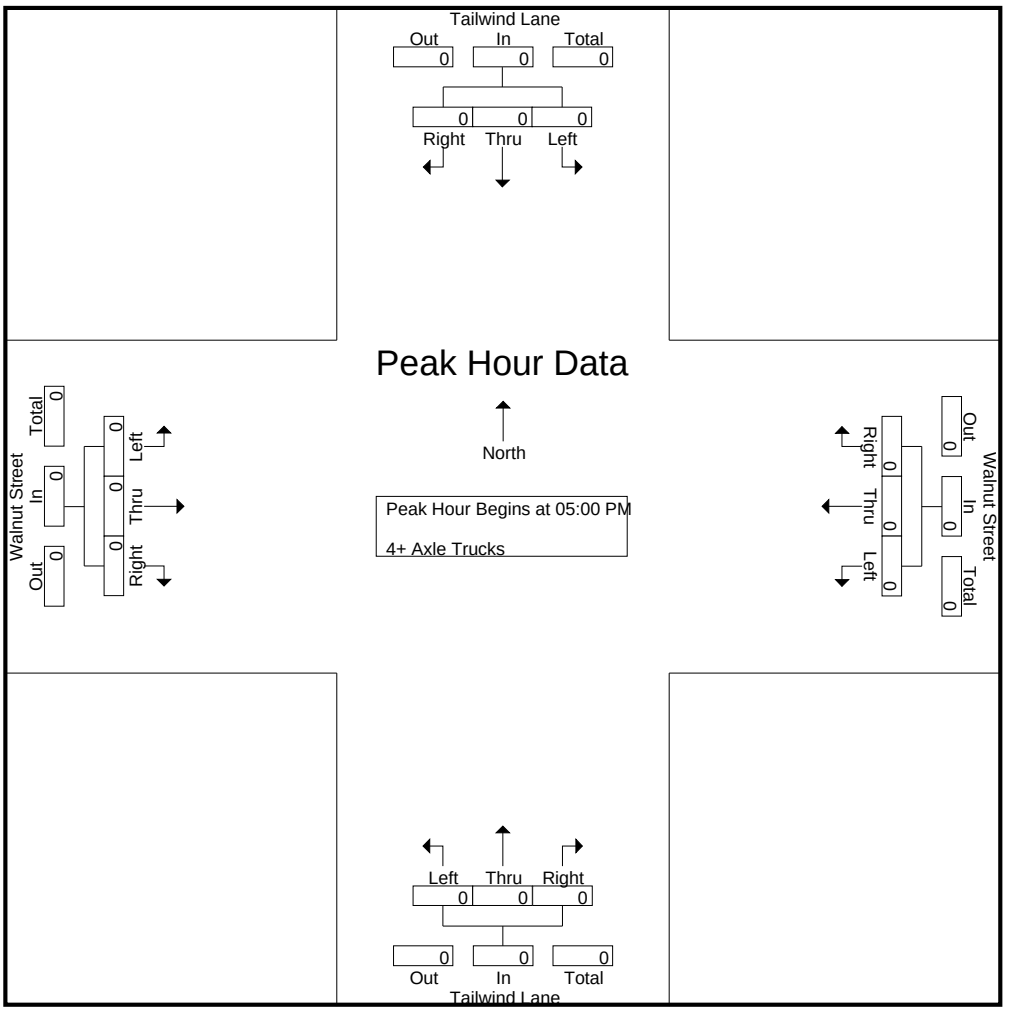
	Tailwind Lane Southbound				Walnut Street Westbound				Tailwind Lane Northbound				Walnut Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

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

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City of Fontana
N/S: Tailwind Lane
E/W: Walnut Street
Weather: Clear

File Name : 13_FON_Tail_Wal PM
Site Code : 99924433
Start Date : 5/15/2024
Page No : 2



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

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

Location: Fontana
N/S: Tailwind Lane
E/W: Walnut Street

Date: 5/15/2024
Day: Wednesday

PEDESTRIANS

	North Leg Tailwind Lane	East Leg Walnut Street	South Leg Tailwind Lane	West Leg Walnut Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	6	0	1	0	7
7:15 AM	1	0	2	0	3
7:30 AM	2	2	1	0	5
7:45 AM	0	0	0	0	0
8:00 AM	1	0	3	0	4
8:15 AM	0	0	2	0	2
8:30 AM	3	0	1	0	4
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	13	2	12	0	27

	North Leg Tailwind Lane	East Leg Walnut Street	South Leg Tailwind Lane	West Leg Walnut Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	0	2	1	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	6	1	8

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Location: Fontana
N/S: Tailwind Lane
E/W: Walnut Street

Date: 5/15/2024
Day: Wednesday

BICYCLES

	Southbound Tailwind Lane			Westbound Walnut Street			Northbound Tailwind Lane			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	5	0	1	0	0	0	1	0	8

	Southbound Tailwind Lane			Westbound Walnut Street			Northbound Tailwind Lane			Eastbound Walnut Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	3	0	4

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APPENDIX C:
VOLUME DEVELOPMENT WORKSHEETS

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . Beech Ave & Highland Ave												
NBL	40	2	0	0	4	44	22	1	0	0	2	24
NBT	541	7	0	0	14	555	364	3	0	0	6	370
NBR	70	0	1	0	3	73	75	1	0	0	2	77
SBL	47	1	0	0	2	49	103	1	0	0	2	105
SBT	411	2	0	0	4	415	387	1	1	1	8	395
SBR	122	2	0	0	4	126	70	0	0	0	0	70
EBL	105	2	0	0	4	109	68	2	0	0	4	72
EBT	180	2	0	0	4	184	302	3	0	0	6	308
EBR	0	0	0	0	0	0	3	0	0	0	0	3
WBL	87	1	0	0	2	89	85	1	0	0	2	87
WBT	198	0	2	0	5	203	131	2	1	0	7	138
WBR	66	3	0	0	6	72	57	1	0	0	2	59
North Leg												
Approach	580	5	0	0	10	590	560	2	1	1	10	570
Departure	712	12	0	0	24	736	489	6	0	0	12	501
Total	1,292	17	0	0	34	1,326	1,049	8	1	1	22	1,071
South Leg												
Approach	651	9	1	0	21	672	461	5	0	0	10	471
Departure	498	3	0	0	6	504	475	2	1	1	10	485
Total	1,149	12	1	0	27	1,176	936	7	1	1	20	956
East Leg												
Approach	351	4	2	0	13	364	273	4	1	0	11	284
Departure	297	3	1	0	9	306	480	5	0	0	10	490
Total	648	7	3	0	22	670	753	9	1	0	21	774
West Leg												
Approach	285	4	0	0	8	293	373	5	0	0	10	383
Departure	360	4	2	0	13	373	223	3	1	0	9	232
Total	645	8	2	0	21	666	596	8	1	0	19	615
Total Approaches												
Approach	1,867	22	3	0	52	1,919	1,667	16	2	1	41	1,708
Departure	1,867	22	3	0	52	1,919	1,667	16	2	1	41	1,708
Total	3,734	44	6	0	104	3,838	3,334	32	4	2	82	3,416

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . Beech Ave & Walnut St												
NBL	20	0	0	0	0	20	19	0	0	0	0	19
NBT	366	7	1	0	17	383	408	1	1	0	5	413
NBR	7	0	0	0	0	7	37	1	0	0	2	39
SBL	18	0	0	0	0	18	57	0	0	0	0	57
SBT	317	3	1	2	15	332	374	4	0	0	8	382
SBR	9	0	0	0	0	9	19	1	0	0	2	21
EBL	36	1	2	0	7	43	44	0	0	0	0	44
EBT	32	0	0	0	0	32	80	0	0	0	0	80
EBR	15	0	0	0	0	15	23	0	0	0	0	23
WBL	24	2	1	0	7	31	17	0	0	0	0	17
WBT	47	1	0	0	2	49	37	0	0	0	0	37
WBR	44	0	0	0	0	44	41	1	0	0	2	43
North Leg												
Approach	344	3	1	2	15	359	450	5	0	0	10	460
Departure	446	8	3	0	24	470	493	2	1	0	7	500
Total	790	11	4	2	39	829	943	7	1	0	17	960
South Leg												
Approach	393	7	1	0	17	410	464	2	1	0	7	471
Departure	356	5	2	2	22	378	414	4	0	0	8	422
Total	749	12	3	2	39	788	878	6	1	0	15	893
East Leg												
Approach	115	3	1	0	9	124	95	1	0	0	2	97
Departure	57	0	0	0	0	57	174	1	0	0	2	176
Total	172	3	1	0	9	181	269	2	0	0	4	273
West Leg												
Approach	83	1	2	0	7	90	147	0	0	0	0	147
Departure	76	1	0	0	2	78	75	1	0	0	2	77
Total	159	2	2	0	9	168	222	1	0	0	2	224
Total Approaches												
Approach	935	14	5	2	48	983	1,156	8	1	0	19	1,175
Departure	935	14	5	2	48	983	1,156	8	1	0	19	1,175
Total	1,870	28	10	4	96	1,966	2,312	16	2	0	38	2,350

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
3 . Tailwind Ln & Walnut St												
NBL	38	0	1	0	3	41	9	0	0	0	0	9
NBT	1	0	0	0	0	1	1	0	0	0	0	1
NBR	155	1	0	0	2	157	22	0	0	0	0	22
SBL	12	0	0	0	0	12	6	0	0	0	0	6
SBT	1	0	0	0	0	1	0	0	0	0	0	0
SBR	14	0	0	0	0	14	19	0	1	0	3	22
EBL	7	0	0	0	0	7	22	0	0	0	0	22
EBT	58	0	1	0	3	61	133	2	0	0	4	137
EBR	9	0	0	0	0	9	14	0	0	0	0	14
WBL	52	0	1	0	3	55	23	0	0	0	0	23
WBT	93	2	4	0	14	107	81	0	0	0	0	81
WBR	6	0	0	0	0	6	16	0	1	0	3	19
North Leg												
Approach	27	0	0	0	0	27	25	0	1	0	3	28
Departure	14	0	0	0	0	14	39	0	1	0	3	42
Total	41	0	0	0	0	41	64	0	2	0	6	70
South Leg												
Approach	194	1	1	0	5	199	32	0	0	0	0	32
Departure	62	0	1	0	3	65	37	0	0	0	0	37
Total	256	1	2	0	8	264	69	0	0	0	0	69
East Leg												
Approach	151	2	5	0	17	168	120	0	1	0	3	123
Departure	225	1	1	0	5	230	161	2	0	0	4	165
Total	376	3	6	0	22	398	281	2	1	0	7	288
West Leg												
Approach	74	0	1	0	3	77	169	2	0	0	4	173
Departure	145	2	5	0	17	162	109	0	1	0	3	112
Total	219	2	6	0	20	239	278	2	1	0	7	285
Total Approaches												
Approach	446	3	7	0	25	471	346	2	2	0	10	356
Departure	446	3	7	0	25	471	346	2	2	0	10	356
Total	892	6	14	0	50	942	692	4	4	0	20	712

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 . Knox Ave & Highland Ave												
NBL	2	0	0	0	0	2	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	4	0	0	0	0	4	1	0	0	0	0	1
SBL	189	5	0	0	10	199	98	0	0	0	0	98
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	67	0	1	0	3	70	76	1	1	0	5	81
EBL	44	0	0	0	0	44	77	2	0	0	4	81
EBT	243	2	1	0	7	250	381	3	0	0	6	387
EBR	2	0	0	0	0	2	0	0	0	0	0	0
WBL	0	0	0	0	0	0	2	0	0	0	0	2
WBT	202	2	1	0	7	209	220	2	0	0	4	224
WBR	298	2	0	0	4	302	112	0	0	0	0	112
North Leg												
Approach	256	5	1	0	13	269	174	1	1	0	5	179
Departure	342	2	0	0	4	346	189	2	0	0	4	193
Total	598	7	1	0	17	615	363	3	1	0	9	372
South Leg												
Approach	6	0	0	0	0	6	1	0	0	0	0	1
Departure	2	0	0	0	0	2	2	0	0	0	0	2
Total	8	0	0	0	0	8	3	0	0	0	0	3
East Leg												
Approach	500	4	1	0	11	511	334	2	0	0	4	338
Departure	436	7	1	0	17	453	480	3	0	0	6	486
Total	936	11	2	0	28	964	814	5	0	0	10	824
West Leg												
Approach	289	2	1	0	7	296	458	5	0	0	10	468
Departure	271	2	2	0	10	281	296	3	1	0	9	305
Total	560	4	3	0	17	577	754	8	1	0	19	773
Total Approaches												
Approach	1,051	11	3	0	31	1,082	967	8	1	0	19	986
Departure	1,051	11	3	0	31	1,082	967	8	1	0	19	986
Total	2,102	22	6	0	62	2,164	1,934	16	2	0	38	1,972

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
6 . Citrus Ave & SR-210 WB Ramps												
NBL	246	2	2	5	24	270	362	3	0	0	6	368
NBT	712	15	2	4	47	759	1,027	6	1	1	18	1,045
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	694	15	0	5	45	739	679	7	1	0	17	696
SBR	271	2	1	3	16	287	342	4	0	0	8	350
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	326	9	2	8	47	373	349	4	1	2	17	366
WBT	1	0	0	2	6	7	1	0	0	1	3	4
WBR	297	1	0	4	14	311	353	2	0	0	4	357
North Leg												
Approach	965	17	1	8	61	1,026	1,021	11	1	0	25	1,046
Departure	1,009	16	2	8	61	1,070	1,380	8	1	1	22	1,402
Total	1,974	33	3	16	122	2,096	2,401	19	2	1	47	2,448
South Leg												
Approach	958	17	4	9	71	1,029	1,389	9	1	1	24	1,413
Departure	1,020	24	2	13	92	1,112	1,028	11	2	2	34	1,062
Total	1,978	41	6	22	163	2,141	2,417	20	3	3	58	2,475
East Leg												
Approach	624	10	2	14	67	691	703	6	1	3	24	727
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	624	10	2	14	67	691	703	6	1	3	24	727
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	518	4	3	10	46	564	705	7	0	1	17	722
Total	518	4	3	10	46	564	705	7	0	1	17	722
Total Approaches												
Approach	2,547	44	7	31	199	2,746	3,113	26	3	4	73	3,186
Departure	2,547	44	7	31	199	2,746	3,113	26	3	4	73	3,186
Total	5,094	88	14	62	398	5,492	6,226	52	6	8	146	6,372

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
7 . Citrus Ave & SR-210 EB Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	678	11	4	5	47	725	1,005	6	1	1	18	1,023
NBR	422	2	4	4	26	448	355	6	0	0	12	367
SBL	281	5	0	2	16	297	196	1	1	1	8	204
SBT	774	18	4	10	76	850	819	8	1	2	25	844
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	260	6	0	5	27	287	401	4	1	3	20	421
EBT	0	0	0	1	3	3	2	0	0	0	0	2
EBR	381	4	2	3	22	403	316	1	0	1	5	321
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	1,055	23	4	12	92	1,147	1,015	9	2	3	33	1,048
Departure	938	17	4	10	74	1,012	1,406	10	2	4	38	1,444
Total	1,993	40	8	22	166	2,159	2,421	19	4	7	71	2,492
South Leg												
Approach	1,100	13	8	9	73	1,173	1,360	12	1	1	30	1,390
Departure	1,155	22	6	13	98	1,253	1,135	9	1	3	30	1,165
Total	2,255	35	14	22	171	2,426	2,495	21	2	4	60	2,555
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	703	7	4	7	45	748	553	7	1	1	20	573
Total	703	7	4	7	45	748	553	7	1	1	20	573
West Leg												
Approach	641	10	2	9	52	693	719	5	1	4	25	744
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	641	10	2	9	52	693	719	5	1	4	25	744
Total Approaches												
Approach	2,796	46	14	30	217	3,013	3,094	26	4	8	88	3,182
Departure	2,796	46	14	30	217	3,013	3,094	26	4	8	88	3,182
Total	5,592	92	28	60	434	6,026	6,188	52	8	16	176	6,364

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
8 . Citrus Ave & Highland Ave												
NBL	109	1	0	0	2	111	58	0	0	0	0	58
NBT	641	12	5	9	64	705	848	8	1	1	22	870
NBR	70	1	3	1	13	83	75	0	1	1	6	81
SBL	298	3	0	1	9	307	219	3	0	0	6	225
SBT	729	13	3	13	73	802	749	4	1	3	20	769
SBR	115	4	2	0	13	128	165	1	0	0	2	167
EBL	224	2	1	0	7	231	163	0	0	0	0	163
EBT	284	4	0	0	8	292	240	1	1	0	5	245
EBR	91	1	0	0	2	93	43	0	0	0	0	43
WBL	81	1	0	0	2	83	107	1	0	0	2	109
WBT	240	4	0	0	8	248	170	0	0	0	0	170
WBR	274	3	1	1	12	286	345	6	0	0	12	357
North Leg												
Approach	1,142	20	5	14	95	1,237	1,133	8	1	3	28	1,161
Departure	1,139	17	7	10	83	1,222	1,356	14	1	1	34	1,390
Total	2,281	37	12	24	178	2,459	2,489	22	2	4	62	2,551
South Leg												
Approach	820	14	8	10	79	899	981	8	2	2	28	1,009
Departure	901	15	3	13	77	978	899	5	1	3	22	921
Total	1,721	29	11	23	156	1,877	1,880	13	3	5	50	1,930
East Leg												
Approach	595	8	1	1	22	617	622	7	0	0	14	636
Departure	652	8	3	2	30	682	534	4	2	1	17	551
Total	1,247	16	4	3	52	1,299	1,156	11	2	1	31	1,187
West Leg												
Approach	599	7	1	0	17	616	446	1	1	0	5	451
Departure	464	9	2	0	23	487	393	1	0	0	2	395
Total	1,063	16	3	0	40	1,103	839	2	1	0	7	846
Total Approaches												
Approach	3,156	49	15	25	213	3,369	3,182	24	4	5	75	3,257
Departure	3,156	49	15	25	213	3,369	3,182	24	4	5	75	3,257
Total	6,312	98	30	50	426	6,738	6,364	48	8	10	150	6,514

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
9 . Citrus Ave & Walnut St												
NBL	38	3	0	0	6	44	39	0	0	0	0	39
NBT	649	23	4	5	71	720	831	14	0	2	34	865
NBR	122	8	1	0	19	141	57	2	0	0	4	61
SBL	53	2	0	0	4	57	58	0	0	0	0	58
SBT	722	23	7	12	100	822	673	13	2	0	31	704
SBR	104	3	0	0	6	110	67	0	0	0	0	67
EBL	82	2	1	0	7	89	50	0	0	0	0	50
EBT	104	0	0	0	0	104	69	0	0	0	0	69
EBR	27	3	1	0	9	36	16	0	0	0	0	16
WBL	53	4	0	0	8	61	3	2	0	0	4	7
WBT	132	0	0	0	0	132	50	1	0	0	2	52
WBR	84	1	0	0	2	86	35	1	0	0	2	37
North Leg												
Approach	879	28	7	12	110	989	798	13	2	0	31	829
Departure	815	26	5	5	80	895	916	15	0	2	36	952
Total	1,694	54	12	17	190	1,884	1,714	28	2	2	67	1,781
South Leg												
Approach	809	34	5	5	96	905	927	16	0	2	38	965
Departure	802	30	8	12	117	919	692	15	2	0	35	727
Total	1,611	64	13	17	213	1,824	1,619	31	2	2	73	1,692
East Leg												
Approach	269	5	0	0	10	279	88	4	0	0	8	96
Departure	279	10	1	0	23	302	184	2	0	0	4	188
Total	548	15	1	0	33	581	272	6	0	0	12	284
West Leg												
Approach	213	5	2	0	16	229	135	0	0	0	0	135
Departure	274	6	0	0	12	286	156	1	0	0	2	158
Total	487	11	2	0	28	515	291	1	0	0	2	293
Total Approaches												
Approach	2,170	72	14	17	232	2,402	1,948	33	2	2	77	2,025
Departure	2,170	72	14	17	232	2,402	1,948	33	2	2	77	2,025
Total	4,340	144	28	34	464	4,804	3,896	66	4	4	154	4,050

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Beech Ave & Highland Ave								
NBL	40	2	42	4.76%	22	1	23	4.35%
NBT	541	7	548	1.28%	364	3	367	0.82%
NBR	70	1	71	1.41%	75	1	76	1.32%
SBL	47	1	48	2.08%	103	1	104	0.96%
SBT	411	2	413	0.48%	387	3	390	0.77%
SBR	122	2	124	1.61%	70	0	70	0.00%
EBL	105	2	107	1.87%	68	2	70	2.86%
EBT	180	2	182	1.10%	302	3	305	0.98%
EBR	0	0	0	0.00%	3	0	3	0.00%
WBL	87	1	88	1.14%	85	1	86	1.16%
WBT	198	2	200	1.00%	131	3	134	2.24%
WBR	66	3	69	4.35%	57	1	58	1.72%
North Leg								
Approach	580	5	585	0.9%	560	4	564	0.7%
Departure	712	12	724	1.7%	489	6	495	1.2%
Total	1,292	17	1,309	1.3%	1,049	10	1,059	0.9%
South Leg								
Approach	651	10	661	1.5%	461	5	466	1.1%
Departure	498	3	501	0.6%	475	4	479	0.8%
Total	1,149	13	1,162	1.1%	936	9	945	1.0%
East Leg								
Approach	351	6	357	1.7%	273	5	278	1.8%
Departure	297	4	301	1.3%	480	5	485	1.0%
Total	648	10	658	1.5%	753	10	763	1.3%
West Leg								
Approach	285	4	289	1.4%	373	5	378	1.3%
Departure	360	6	366	1.6%	223	4	227	1.8%
Total	645	10	655	1.5%	596	9	605	1.5%
Total Approaches								
Approach	1,867	25	1,892		1,667	19	1,686	
Departure	1,867	25	1,892		1,667	19	1,686	
Total	3,734	50	3,784	1.3%	3,334	38	3,372	1.1%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Beech Ave & Walnut St								
NBL	20	0	20	0.00%	19	0	19	0.00%
NBT	366	8	374	2.14%	408	2	410	0.49%
NBR	7	0	7	0.00%	37	1	38	2.63%
SBL	18	0	18	0.00%	57	0	57	0.00%
SBT	317	6	323	1.86%	374	4	378	1.06%
SBR	9	0	9	0.00%	19	1	20	5.00%
EBL	36	3	39	7.69%	44	0	44	0.00%
EBT	32	0	32	0.00%	80	0	80	0.00%
EBR	15	0	15	0.00%	23	0	23	0.00%
WBL	24	3	27	11.11%	17	0	17	0.00%
WBT	47	1	48	2.08%	37	0	37	0.00%
WBR	44	0	44	0.00%	41	1	42	2.38%
North Leg								
Approach	344	6	350		450	5	455	
Departure	446	11	457		493	3	496	
Total	790	17	807	2.1%	943	8	951	0.8%
South Leg								
Approach	393	8	401		464	3	467	
Departure	356	9	365		414	4	418	
Total	749	17	766	2.2%	878	7	885	0.8%
East Leg								
Approach	115	4	119		95	1	96	
Departure	57	0	57		174	1	175	
Total	172	4	176	2.3%	269	2	271	0.7%
West Leg								
Approach	83	3	86		147	0	147	
Departure	76	1	77		75	1	76	
Total	159	4	163	2.5%	222	1	223	0.4%
Total Approaches								
Approach	935	21	956		1,156	9	1,165	
Departure	935	21	956		1,156	9	1,165	
Total	1,870	42	1,912	2.2%	2,312	18	2,330	0.8%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Tailwind Ln & Walnut St								
NBL	38	1	39	2.56%	9	0	9	0.00%
NBT	1	0	1	0.00%	1	0	1	0.00%
NBR	155	1	156	0.64%	22	0	22	0.00%
SBL	12	0	12	0.00%	6	0	6	0.00%
SBT	1	0	1	0.00%	0	0	0	0.00%
SBR	14	0	14	0.00%	19	1	20	5.00%
EBL	7	0	7	0.00%	22	0	22	0.00%
EBT	58	1	59	1.69%	133	2	135	1.48%
EBR	9	0	9	0.00%	14	0	14	0.00%
WBL	52	1	53	1.89%	23	0	23	0.00%
WBT	93	6	99	6.06%	81	0	81	0.00%
WBR	6	0	6	0.00%	16	1	17	5.88%
North Leg								
Approach	27	0	27		25	1	26	
Departure	14	0	14		39	1	40	
Total	41	0	41	0.0%	64	2	66	3.0%
South Leg								
Approach	194	2	196		32	0	32	
Departure	62	1	63		37	0	37	
Total	256	3	259	1.2%	69	0	69	0.0%
East Leg								
Approach	151	7	158		120	1	121	
Departure	225	2	227		161	2	163	
Total	376	9	385	2.3%	281	3	284	1.1%
West Leg								
Approach	74	1	75		169	2	171	
Departure	145	7	152		109	1	110	
Total	219	8	227	3.5%	278	3	281	1.1%
Total Approaches								
Approach	446	10	456		346	4	350	
Departure	446	10	456		346	4	350	
Total	892	20	912	2.2%	692	8	700	1.1%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Knox Ave & Highland Ave								
NBL	2	0	2	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	4	0	4	0.00%	1	0	1	0.00%
SBL	189	5	194	2.58%	98	0	98	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	67	1	68	1.47%	76	2	78	2.56%
EBL	44	0	44	0.00%	77	2	79	2.53%
EBT	243	3	246	1.22%	381	3	384	0.78%
EBR	2	0	2	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	2	0	2	0.00%
WBT	202	3	205	1.46%	220	2	222	0.90%
WBR	298	2	300	0.67%	112	0	112	0.00%
North Leg								
Approach	256	6	262		174	2	176	
Departure	342	2	344		189	2	191	
Total	598	8	606	1.3%	363	4	367	1.1%
South Leg								
Approach	6	0	6		1	0	1	
Departure	2	0	2		2	0	2	
Total	8	0	8	0.0%	3	0	3	0.0%
East Leg								
Approach	500	5	505		334	2	336	
Departure	436	8	444		480	3	483	
Total	936	13	949	1.4%	814	5	819	0.6%
West Leg								
Approach	289	3	292		458	5	463	
Departure	271	4	275		296	4	300	
Total	560	7	567	1.2%	754	9	763	1.2%
Total Approaches								
Approach	1,051	14	1,065		967	9	976	
Departure	1,051	14	1,065		967	9	976	
Total	2,102	28	2,130	1.3%	1,934	18	1,952	0.9%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Citrus Ave & SR-210 WB Ramps								
NBL	246	9	255	3.53%	362	3	365	0.82%
NBT	712	21	733	2.86%	1,027	8	1,035	0.77%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	694	20	714	2.80%	679	8	687	1.16%
SBR	271	6	277	2.17%	342	4	346	1.16%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	326	19	345	5.51%	349	7	356	1.97%
WBT	1	2	3	66.67%	1	1	2	50.00%
WBR	297	5	302	1.66%	353	2	355	0.56%
North Leg								
Approach	965	26	991		1,021	12	1,033	
Departure	1,009	26	1,035		1,380	10	1,390	
Total	1,974	52	2,026	2.6%	2,401	22	2,423	0.9%
South Leg								
Approach	958	30	988		1,389	11	1,400	
Departure	1,020	39	1,059		1,028	15	1,043	
Total	1,978	69	2,047	3.4%	2,417	26	2,443	1.1%
East Leg								
Approach	624	26	650		703	10	713	
Departure	0	0	0		0	0	0	
Total	624	26	650	4.0%	703	10	713	1.4%
West Leg								
Approach	0	0	0		0	0	0	
Departure	518	17	535		705	8	713	
Total	518	17	535	3.2%	705	8	713	1.1%
Total Approaches								
Approach	2,547	82	2,629		3,113	33	3,146	
Departure	2,547	82	2,629		3,113	33	3,146	
Total	5,094	164	5,258	3.1%	6,226	66	6,292	1.0%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . Citrus Ave & SR-210 EB Ramps								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	678	20	698	2.87%	1,005	8	1,013	0.79%
NBR	422	10	432	2.31%	355	6	361	1.66%
SBL	281	7	288	2.43%	196	3	199	1.51%
SBT	774	32	806	3.97%	819	11	830	1.33%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	260	11	271	4.06%	401	8	409	1.96%
EBT	0	1	1	100.00%	2	0	2	0.00%
EBR	381	9	390	2.31%	316	2	318	0.63%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	1,055	39	1,094		1,015	14	1,029	
Departure	938	31	969		1,406	16	1,422	
Total	1,993	70	2,063	3.4%	2,421	30	2,451	1.2%
South Leg								
Approach	1,100	30	1,130		1,360	14	1,374	
Departure	1,155	41	1,196		1,135	13	1,148	
Total	2,255	71	2,326	3.1%	2,495	27	2,522	1.1%
East Leg								
Approach	0	0	0		0	0	0	
Departure	703	18	721		553	9	562	
Total	703	18	721	2.5%	553	9	562	1.6%
West Leg								
Approach	641	21	662		719	10	729	
Departure	0	0	0		0	0	0	
Total	641	21	662	3.2%	719	10	729	1.4%
Total Approaches								
Approach	2,796	90	2,886		3,094	38	3,132	
Departure	2,796	90	2,886		3,094	38	3,132	
Total	5,592	180	5,772	3.1%	6,188	76	6,264	1.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
8 . Citrus Ave & Highland Ave								
NBL	109	1	110	0.91%	58	0	58	0.00%
NBT	641	26	667	3.90%	848	10	858	1.17%
NBR	70	5	75	6.67%	75	2	77	2.60%
SBL	298	4	302	1.32%	219	3	222	1.35%
SBT	729	29	758	3.83%	749	8	757	1.06%
SBR	115	6	121	4.96%	165	1	166	0.60%
EBL	224	3	227	1.32%	163	0	163	0.00%
EBT	284	4	288	1.39%	240	2	242	0.83%
EBR	91	1	92	1.09%	43	0	43	0.00%
WBL	81	1	82	1.22%	107	1	108	0.93%
WBT	240	4	244	1.64%	170	0	170	0.00%
WBR	274	5	279	1.79%	345	6	351	1.71%
North Leg								
Approach	1,142	39	1,181		1,133	12	1,145	
Departure	1,139	34	1,173		1,356	16	1,372	
Total	2,281	73	2,354	3.1%	2,489	28	2,517	1.1%
South Leg								
Approach	820	32	852		981	12	993	
Departure	901	31	932		899	9	908	
Total	1,721	63	1,784	3.5%	1,880	21	1,901	1.1%
East Leg								
Approach	595	10	605		622	7	629	
Departure	652	13	665		534	7	541	
Total	1,247	23	1,270	1.8%	1,156	14	1,170	1.2%
West Leg								
Approach	599	8	607		446	2	448	
Departure	464	11	475		393	1	394	
Total	1,063	19	1,082	1.8%	839	3	842	0.4%
Total Approaches								
Approach	3,156	89	3,245		3,182	33	3,215	
Departure	3,156	89	3,245		3,182	33	3,215	
Total	6,312	178	6,490	2.7%	6,364	66	6,430	1.0%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 . Citrus Ave & Walnut St								
NBL	38	3	41	7.32%	39	0	39	0.00%
NBT	649	32	681	4.70%	831	16	847	1.89%
NBR	122	9	131	6.87%	57	2	59	3.39%
SBL	53	2	55	3.64%	58	0	58	0.00%
SBT	722	42	764	5.50%	673	15	688	2.18%
SBR	104	3	107	2.80%	67	0	67	0.00%
EBL	82	3	85	3.53%	50	0	50	0.00%
EBT	104	0	104	0.00%	69	0	69	0.00%
EBR	27	4	31	12.90%	16	0	16	0.00%
WBL	53	4	57	7.02%	3	2	5	40.00%
WBT	132	0	132	0.00%	50	1	51	1.96%
WBR	84	1	85	1.18%	35	1	36	2.78%
North Leg								
Approach	879	47	926		798	15	813	
Departure	815	36	851		916	17	933	
Total	1,694	83	1,777	4.7%	1,714	32	1,746	1.8%
South Leg								
Approach	809	44	853		927	18	945	
Departure	802	50	852		692	17	709	
Total	1,611	94	1,705	5.5%	1,619	35	1,654	2.1%
East Leg								
Approach	269	5	274		88	4	92	
Departure	279	11	290		184	2	186	
Total	548	16	564	2.8%	272	6	278	2.2%
West Leg								
Approach	213	7	220		135	0	135	
Departure	274	6	280		156	1	157	
Total	487	13	500	2.6%	291	1	292	0.3%
Total Approaches								
Approach	2,170	103	2,273		1,948	37	1,985	
Departure	2,170	103	2,273		1,948	37	1,985	
Total	4,340	206	4,546	4.5%	3,896	74	3,970	1.9%

Walnut Street and Highland Avenue Residential
Table C-3 Volume Balancing For Existing Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
6 Citrus Ave & SR-210 WB Ramps						
NBL	270	3	273	368	8	376
NBT	759	10	769	1,045	23	1,068
NBR	0		0	0		0
SBL	0		0	0		0
SBT	739	16	755	696	-9	687
SBR	287		287	350		350
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	373	8	381	366	-5	361
WBT	7		7	4		4
WBR	311		311	357		357
North Leg						
Approach	1,026	16	1,042	1,046	-9	1,037
Departure	1,070	10	1,080	1,402	23	1,425
Total	2,096	26	2,122	2,448	14	2,462
South Leg						
Approach	1,029	13	1,042	1,413	31	1,444
Departure	1,112	24	1,136	1,062	-14	1,048
Total	2,141	37	2,178	2,475	17	2,492
East Leg						
Approach	691	8	699	727	-5	722
Departure	0	0	0	0	0	0
Total	691	8	699	727	-5	722
West Leg						
Approach	0	0	0	0	0	0
Departure	564	3	567	722	8	730
Total	564	3	567	722	8	730
Total Approaches						
Approach	2,746	37	2,783	3,186	17	3,203
Departure	2,746	37	2,783	3,186	17	3,203
Total	5,492	74	5,566	6,372	34	6,406

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Walnut Street and Highland Avenue Residential
Table C-3 Volume Balancing For Existing Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
7 Citrus Ave & SR-210 EB Ramps						
NBL	0		0	0		0
NBT	755		755	1,023		1,023
NBR	467		467	367		367
SBL	297		297	204		204
SBT	839		839	844		844
SBR	0		0	0		0
EBL	287		287	421		421
EBT	3		3	2		2
EBR	398		398	321		321
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	1,136	0	1,136	1,048	0	1,048
Departure	1,042	0	1,042	1,444	0	1,444
Total	2,178	0	2,178	2,492	0	2,492
South Leg						
Approach	1,222	0	1,222	1,390	0	1,390
Departure	1,237	0	1,237	1,165	0	1,165
Total	2,459	0	2,459	2,555	0	2,555
East Leg						
Approach	0	0	0	0	0	0
Departure	767	0	767	573	0	573
Total	767	0	767	573	0	573
West Leg						
Approach	688	0	688	744	0	744
Departure	0	0	0	0	0	0
Total	688	0	688	744	0	744
Total Approaches						
Approach	3,046	0	3,046	3,182	0	3,182
Departure	3,046	0	3,046	3,182	0	3,182
Total	6,092	0	6,092	6,364	0	6,364

Walnut Street and Highland Avenue Residential
Table C-3 Volume Balancing For Existing Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
7 Citrus Ave & SR-210 EB Ramps						
NBL	0		0	0		0
NBT	725	30	755	1,023		1,023
NBR	448	19	467	367		367
SBL	297		297	204		204
SBT	850	-11	839	844		844
SBR	0		0	0		0
EBL	287		287	421		421
EBT	3		3	2		2
EBR	403	-5	398	321		321
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	1,147	-11	1,136	1,048	0	1,048
Departure	1,012	30	1,042	1,444	0	1,444
Total	2,159	19	2,178	2,492	0	2,492
South Leg						
Approach	1,173	49	1,222	1,390	0	1,390
Departure	1,253	-16	1,237	1,165	0	1,165
Total	2,426	33	2,459	2,555	0	2,555
East Leg						
Approach	0	0	0	0	0	0
Departure	748	19	767	573	0	573
Total	748	19	767	573	0	573
West Leg						
Approach	693	-5	688	744	0	744
Departure	0	0	0	0	0	0
Total	693	-5	688	744	0	744
Total Approaches						
Approach	3,013	33	3,046	3,182	0	3,182
Departure	3,013	33	3,046	3,182	0	3,182
Total	6,026	66	6,092	6,364	0	6,364

Walnut Street and Highland Avenue Residential
Table C-3 Volume Balancing For Existing Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
8 Citrus Ave & Highland Ave						
NBL	111		111	58		58
NBT	705		705	870		870
NBR	83		83	81		81
SBL	307		307	225	1	226
SBT	802		802	769	3	772
SBR	128		128	167	1	168
EBL	231		231	163		163
EBT	292		292	245		245
EBR	93		93	43		43
WBL	83		83	109		109
WBT	248		248	170		170
WBR	286		286	357		357
North Leg						
Approach	1,237	0	1,237	1,161	5	1,166
Departure	1,222	0	1,222	1,390	0	1,390
Total	2,459	0	2,459	2,551	5	2,556
South Leg						
Approach	899	0	899	1,009	0	1,009
Departure	978	0	978	921	3	924
Total	1,877	0	1,877	1,930	3	1,933
East Leg						
Approach	617	0	617	636	0	636
Departure	682	0	682	551	1	552
Total	1,299	0	1,299	1,187	1	1,188
West Leg						
Approach	616	0	616	451	0	451
Departure	487	0	487	395	1	396
Total	1,103	0	1,103	846	1	847
Total Approaches						
Approach	3,369	0	3,369	3,257	5	3,262
Departure	3,369	0	3,369	3,257	5	3,262
Total	6,738	0	6,738	6,514	10	6,524

Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
1 . Beech Ave & Highland Ave		
NBL	44	24
NBT	555	370
NBR	73	77
SBL	49	105
SBT	415	395
SBR	126	70
EBL	109	72
EBT	184	308
EBR	0	3
WBL	89	87
WBT	203	138
WBR	72	59
North Leg		
Approach	590	570
Departure	736	501
Total	1,326	1,071
South Leg		
Approach	672	471
Departure	504	485
Total	1,176	956
East Leg		
Approach	364	284
Departure	306	490
Total	670	774
West Leg		
Approach	293	383
Departure	373	232
Total	666	615
Total Approaches		
Approach	1,919	1,708
Departure	1,919	1,708
Total	3,838	3,416

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
2 . Beech Ave & Walnut St		
NBL	20	19
NBT	383	413
NBR	7	39
SBL	18	57
SBT	332	382
SBR	9	21
EBL	43	44
EBT	32	80
EBR	15	23
WBL	31	17
WBT	49	37
WBR	44	43
North Leg		
Approach	359	460
Departure	470	500
Total	829	960
South Leg		
Approach	410	471
Departure	378	422
Total	788	893
East Leg		
Approach	124	97
Departure	57	176
Total	181	273
West Leg		
Approach	90	147
Departure	78	77
Total	168	224
Total Approaches		
Approach	983	1,175
Departure	983	1,175
Total	1,966	2,350

Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
3 . Tailwind Ln & Walnut St		
NBL	41	9
NBT	1	1
NBR	157	22
SBL	12	6
SBT	1	0
SBR	14	22
EBL	7	22
EBT	61	137
EBR	9	14
WBL	55	23
WBT	107	81
WBR	6	19
North Leg		
Approach	27	28
Departure	14	42
Total	41	70
South Leg		
Approach	199	32
Departure	65	37
Total	264	69
East Leg		
Approach	168	123
Departure	230	165
Total	398	288
West Leg		
Approach	77	173
Departure	162	112
Total	239	285
Total Approaches		
Approach	471	356
Departure	471	356
Total	942	712

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
4 . Knox Ave & Highland Ave		
NBL	2	0
NBT	0	0
NBR	4	1
SBL	199	98
SBT	0	0
SBR	70	81
EBL	44	81
EBT	250	387
EBR	2	0
WBL	0	2
WBT	209	224
WBR	302	112
North Leg		
Approach	269	179
Departure	346	193
Total	615	372
South Leg		
Approach	6	1
Departure	2	2
Total	8	3
East Leg		
Approach	511	338
Departure	453	486
Total	964	824
West Leg		
Approach	296	468
Departure	281	305
Total	577	773
Total Approaches		
Approach	1,082	986
Departure	1,082	986
Total	2,164	1,972

Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
6 . Citrus Ave & SR-210 WB Ramps		
NBL	273	376
NBT	769	1,068
NBR	0	0
SBL	0	0
SBT	755	687
SBR	287	350
EBL	0	0
EBT	0	0
EBR	0	0
WBL	381	361
WBT	7	4
WBR	311	357
North Leg		
Approach	1,042	1,037
Departure	1,080	1,425
Total	2,122	2,462
South Leg		
Approach	1,042	1,444
Departure	1,136	1,048
Total	2,178	2,492
East Leg		
Approach	699	722
Departure	0	0
Total	699	722
West Leg		
Approach	0	0
Departure	567	730
Total	567	730
Total Approaches		
Approach	2,783	3,203
Departure	2,783	3,203
Total	5,566	6,406

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
7 . Citrus Ave & SR-210 EB Ramps		
NBL	0	0
NBT	755	1,023
NBR	467	367
SBL	297	204
SBT	839	844
SBR	0	0
EBL	287	421
EBT	3	2
EBR	398	321
WBL	0	0
WBT	0	0
WBR	0	0
North Leg		
Approach	1,136	1,048
Departure	1,042	1,444
Total	2,178	2,492
South Leg		
Approach	1,222	1,390
Departure	1,237	1,165
Total	2,459	2,555
East Leg		
Approach	0	0
Departure	767	573
Total	767	573
West Leg		
Approach	688	744
Departure	0	0
Total	688	744
Total Approaches		
Approach	3,046	3,182
Departure	3,046	3,182
Total	6,092	6,364

Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
8 . Citrus Ave & Highland Ave		
NBL	111	58
NBT	705	870
NBR	83	81
SBL	307	226
SBT	802	772
SBR	128	168
EBL	231	163
EBT	292	245
EBR	93	43
WBL	83	109
WBT	248	170
WBR	286	357
North Leg		
Approach	1,237	1,166
Departure	1,222	1,390
Total	2,459	2,556
South Leg		
Approach	899	1,009
Departure	978	924
Total	1,877	1,933
East Leg		
Approach	617	636
Departure	682	552
Total	1,299	1,188
West Leg		
Approach	616	451
Departure	487	396
Total	1,103	847
Total Approaches		
Approach	3,369	3,262
Departure	3,369	3,262
Total	6,738	6,524

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
9 . Citrus Ave & Walnut St		
NBL	44	39
NBT	720	865
NBR	141	61
SBL	57	58
SBT	822	704
SBR	110	67
EBL	89	50
EBT	104	69
EBR	36	16
WBL	61	7
WBT	132	52
WBR	86	37
North Leg		
Approach	989	829
Departure	895	952
Total	1,884	1,781
South Leg		
Approach	905	965
Departure	919	727
Total	1,824	1,692
East Leg		
Approach	279	96
Departure	302	188
Total	581	284
West Leg		
Approach	229	135
Departure	286	158
Total	515	293
Total Approaches		
Approach	2,402	2,025
Departure	2,402	2,025
Total	4,804	4,050

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
1 Beech Ave & Highland Ave										
AM Peak Hour										
Northbound	Left	42	Approach	661	467	561	94	36	39	700
	Through	548	Departure	501	194	630	436	166	179	680
	Right	71								
Southbound	Left	48	Approach	585	197	1,141	944	359	389	974
	Through	413	Departure	724	456	696	240	91	99	823
	Right	124								
Eastbound	Left	107	Approach	289	408	766	358	136	147	436
	Through	182	Departure	366	766	1,372	606	230	249	615
	Right	0								
Westbound	Left	88	Approach	357	795	1,143	348	132	143	500
	Through	200	Departure	301	450	913	463	176	191	492
	Right	69								
PM Peak Hour										
Northbound	Left	23	Approach	466	401	1267	866	242	263	729
	Through	367	Departure	479	575	821	246	69	75	554
	Right	76								
Southbound	Left	104	Approach	564	501	1,080	579	162	176	740
	Through	390	Departure	495	463	1,673	1,210	339	367	862
	Right	70								
Eastbound	Left	70	Approach	378	1,214	2,588	1,374	385	417	795
	Through	305	Departure	227	729	1,186	457	128	139	366
	Right	3								
Westbound	Left	86	Approach	278	829	1,309	480	134	146	424
	Through	134	Departure	485	1,179	2,564	1,385	388	420	905
	Right	58								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
2 Beech Ave & Walnut St										
AM Peak Hour										
Northbound	Left	20	Approach	401	390	539	149	57	61	462
	Through	374	Departure	365	317	728	411	156	169	534
	Right	7								
Southbound	Left	18	Approach	350	483	1,089	606	230	249	599
	Through	323	Departure	457	539	669	130	49	54	511
	Right	9								
Eastbound	Left	39	Approach	86	0	4	4	2	2	88
	Through	32	Departure	77	210	457	247	94	102	179
	Right	15								
Westbound	Left	27	Approach	119	269	344	75	29	31	150
	Through	48	Departure	57	75	122	47	18	19	76
	Right	44								
PM Peak Hour										
Northbound	Left	19	Approach	467	462	1398	936	262	284	751
	Through	410	Departure	418	560	860	300	84	91	509
	Right	38								
Southbound	Left	57	Approach	455	756	1,101	345	97	105	560
	Through	378	Departure	496	776	1,776	1,000	280	303	799
	Right	20								
Eastbound	Left	44	Approach	147	294	403	109	31	33	180
	Through	80	Departure	76	0	20	20	6	6	82
	Right	23								
Westbound	Left	17	Approach	96	160	199	39	11	12	108
	Through	37	Departure	175	337	444	107	30	32	207
	Right	42								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
3 Tailwind Ln & Walnut St										
AM Peak Hour										
Northbound	Left	39	Approach	196	0	0	0	0	0	196
	Through	1	Departure	63	0	0	0	0	0	63
	Right	156								
Southbound	Left	12	Approach	27	0	0	0	0	0	27
	Through	1	Departure	14	0	0	0	0	0	14
	Right	14								
Eastbound	Left	7	Approach	75	75	122	47	18	19	94
	Through	59	Departure	152	268	344	76	29	31	183
	Right	9								
Westbound	Left	53	Approach	158	268	344	76	29	31	189
	Through	99	Departure	227	75	122	47	18	19	246
	Right	6								
PM Peak Hour										
Northbound	Left	9	Approach	32	0	0	0	0	0	32
	Through	1	Departure	37	0	0	0	0	0	37
	Right	22								
Southbound	Left	6	Approach	26	0	0	0	0	0	26
	Through	0	Departure	40	0	0	0	0	0	40
	Right	20								
Eastbound	Left	22	Approach	171	337	444	107	30	32	203
	Through	135	Departure	110	160	199	39	11	12	122
	Right	14								
Westbound	Left	23	Approach	121	160	199	39	11	12	133
	Through	81	Departure	163	337	444	107	30	32	195
	Right	17								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
4 Knox Ave & Highland Ave										
AM Peak Hour										
Northbound	Left	2	Approach	6	0	0	0	0	0	6
	Through	0	Departure	2	0	0	0	0	0	2
	Right	4								
Southbound	Left	194	Approach	262	282	750	468	178	193	455
	Through	0	Departure	344	385	478	93	35	38	382
	Right	68								
Eastbound	Left	44	Approach	292	755	1,251	496	188	204	496
	Through	246	Departure	275	697	1,068	371	141	153	428
	Right	2								
Westbound	Left	0	Approach	505	853	1,257	404	154	166	671
	Through	205	Departure	444	808	1,712	904	344	372	816
	Right	300								
PM Peak Hour										
Northbound	Left	0	Approach	1	0	0	0	0	0	1
	Through	0	Departure	2	0	0	0	0	0	2
	Right	1								
Southbound	Left	98	Approach	176	494	645	151	42	46	222
	Through	0	Departure	191	480	955	475	133	144	335
	Right	78								
Eastbound	Left	79	Approach	463	1,149	2,412	1,263	354	383	846
	Through	384	Departure	300	1,080	1,537	457	128	139	439
	Right	0								
Westbound	Left	2	Approach	336	1,267	2,202	935	262	284	620
	Through	222	Departure	483	1,351	2,767	1,416	396	430	913
	Right	112								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
6 Citrus Ave & SR-210 WB Ramps										
AM Peak Hour										
Northbound	Left	255	Approach	988	1547	1192	-355	-135	-146	842
	Through	733	Departure	1,059	1,433	2,427	994	378	409	1,468
	Right	0								
Southbound	Left	0	Approach	991	1,713	2,950	1,237	470	509	1,500
	Through	714	Departure	1,035	1,388	1,391	3	1	1	1,036
	Right	277								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	535	1,012	1,349	337	128	139	674
	Right	0								
Westbound	Left	345	Approach	650	573	1,024	451	171	186	836
	Through	3	Departure	0	0	0	0	0	0	0
	Right	302								
PM Peak Hour										
Northbound	Left	365	Approach	1,400	2185	3105	920	258	279	1,679
	Through	1,035	Departure	1,043	2,755	2,662	-93	-26	-28	1,015
	Right	0								
Southbound	Left	0	Approach	1,033	2,182	2,235	53	15	16	1,049
	Through	687	Departure	1,390	2,683	3,953	1,270	356	385	1,775
	Right	346								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	713	1,007	1,168	161	45	49	762
	Right	0								
Westbound	Left	356	Approach	713	2,078	2,442	364	102	110	823
	Through	2	Departure	0	0	0	0	0	0	0
	Right	355								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
7 Citrus Ave & SR-210 EB Ramps										
AM Peak Hour										
Northbound	Left	0	Approach	1,130	1716	1414	-302	-115	-124	1,006
	Through	698	Departure	1,196	1,108	2,023	915	348	377	1,573
	Right	432								
Southbound	Left	288	Approach	1,094	1,433	2,427	994	378	409	1,503
	Through	806	Departure	969	1,547	1,192	-355	-135	-146	823
	Right	0								
Eastbound	Left	271	Approach	662	677	889	212	81	87	749
	Through	1	Departure	0	0	0	0	0	0	0
	Right	390								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	721	1,170	1,516	346	131	142	863
	Right	0								
PM Peak Hour										
Northbound	Left	0	Approach	1,374	1790	2695	905	253	275	1,649
	Through	1,013	Departure	1,148	3,027	3,116	89	25	27	1,175
	Right	361								
Southbound	Left	199	Approach	1,029	2,756	2,663	-93	-26	-28	1,001
	Through	830	Departure	1,422	2,185	3,106	921	258	279	1,701
	Right	0								
Eastbound	Left	409	Approach	729	1,719	2,127	408	114	124	853
	Through	2	Departure	0	0	0	0	0	0	0
	Right	318								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	562	1,053	1,263	210	59	64	626
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
8 Citrus Ave & Highland Ave										
AM Peak Hour										
Northbound	Left	110	Approach	852	1190	946	-244	-93	-100	752
	Through	667	Departure	932	560	1,561	1,001	380	412	1,344
	Right	75								
Southbound	Left	302	Approach	1,181	1,108	2,022	914	347	376	1,557
	Through	758	Departure	1,173	1,715	1,413	-302	-115	-124	1,049
	Right	121								
Eastbound	Left	227	Approach	607	790	1,683	893	339	368	975
	Through	288	Departure	475	803	1,215	412	157	170	645
	Right	92								
Westbound	Left	82	Approach	605	751	1,400	649	247	267	872
	Through	244	Departure	665	759	1,862	1,103	419	454	1,119
	Right	279								
PM Peak Hour										
Northbound	Left	58	Approach	993	1066	1760	694	194	211	1,204
	Through	858	Departure	908	2,073	2,002	-71	-20	-22	886
	Right	77								
Southbound	Left	222	Approach	1,145	3,026	3,115	89	25	27	1,172
	Through	757	Departure	1,372	1,789	2,695	906	254	275	1,647
	Right	166								
Eastbound	Left	163	Approach	448	1,298	2,636	1,338	375	406	854
	Through	242	Departure	394	1,228	2,145	917	257	278	672
	Right	43								
Westbound	Left	108	Approach	629	993	2,475	1,482	415	450	1,079
	Through	170	Departure	541	1,292	3,145	1,853	519	562	1,103
	Right	351								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-5: Forecast Link Volume Worksheet
Future Build-out Year (2050) Conditions

		Existing 2024 Volume		Existing 2024 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2024 to 2050 Link Vol Growth[1]	2050 Link Volume
9 Citrus Ave & Walnut St										
AM Peak Hour										
Northbound	Left	41	Approach	853	1011	849	-162	-62	-67	786
	Through	681	Departure	852	653	1,542	889	338	366	1,218
	Right	131								
Southbound	Left	55	Approach	926	673	1,703	1,030	391	424	1,350
	Through	764	Departure	851	1,291	1,173	-118	-45	-49	802
	Right	107								
Eastbound	Left	85	Approach	220	365	367	2	1	1	221
	Through	104	Departure	280	104	211	107	41	44	324
	Right	31								
Westbound	Left	57	Approach	274	13	22	9	3	4	278
	Through	132	Departure	290	15	15	0	0	0	290
	Right	85								
PM Peak Hour										
Northbound	Left	39	Approach	945	1102	1941	839	235	254	1,199
	Through	847	Departure	709	1,808	1,971	163	46	49	758
	Right	59								
Southbound	Left	58	Approach	813	2,064	2,245	181	51	55	868
	Through	688	Departure	933	1,165	2,004	839	235	254	1,187
	Right	67								
Eastbound	Left	50	Approach	135	205	390	185	52	56	191
	Through	69	Departure	157	398	542	144	40	44	201
	Right	16								
Westbound	Left	5	Approach	92	21	28	7	2	2	94
	Through	51	Departure	186	20	87	67	19	20	206
	Right	36								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 26 years from 2024 to 2050 the growth represents 1.08333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
1	Beech Ave & Highland Ave						
	A.M. Peak Hour						
	Northbound	Left	42	Approach	700	Left	43
		Through	548	Departure	680	Through	573
		Right	71		0	Right	86
	Southbound	Left	48	Approach	974	Left	122
		Through	413	Departure	823	Through	581
		Right	124		0	Right	267
	Eastbound	Left	107	Approach	436	Left	143
		Through	182	Departure	615	Through	283
		Right	14		0	Right	12
	Westbound	Left	88	Approach	500	Left	88
		Through	200	Departure	492	Through	305
		Right	69			Right	107
	P.M. Peak Hour						
	Northbound	Left	23	Approach	729	Left	33
		Through	367	Departure	554	Through	591
		Right	76		0	Right	107
	Southbound	Left	104	Approach	740	Left	171
		Through	390	Departure	862	Through	451
		Right	70		0	Right	115
	Eastbound	Left	70	Approach	795	Left	164
		Through	305	Departure	366	Through	627
		Right	3		0	Right	4
	Westbound	Left	86	Approach	424	Left	98
		Through	134	Departure	905	Through	218
		Right	58			Right	107

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
2	Beech Ave & Walnut St						
	A.M. Peak Hour						
	Northbound	Left	20	Approach	462	Left	43
		Through	374	Departure	534	Through	421
		Right	7		0	Right	7
	Southbound	Left	18	Approach	599	Left	38
		Through	323	Departure	511	Through	507
		Right	9		0	Right	44
	Eastbound	Left	39	Approach	88	Left	46
		Through	32	Departure	179	Through	31
		Right	15		0	Right	11
	Westbound	Left	27	Approach	150	Left	16
		Through	48	Departure	76	Through	91
		Right	44			Right	44
	P.M. Peak Hour						
	Northbound	Left	19	Approach	751	Left	24
		Through	410	Departure	509	Through	681
		Right	38		0	Right	49
	Southbound	Left	57	Approach	560	Left	68
		Through	378	Departure	799	Through	465
		Right	20		0	Right	23
	Eastbound	Left	44	Approach	180	Left	63
		Through	80	Departure	82	Through	90
		Right	23		0	Right	27
	Westbound	Left	17	Approach	108	Left	18
		Through	37	Departure	207	Through	36
		Right	42			Right	55

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
3	Tailwind Ln & Walnut St						
	A.M. Peak Hour						
	Northbound	Left	39	Approach	196	Left	39
		Through	1	Departure	63	Through	1
		Right	156		0	Right	156
	Southbound	Left	12	Approach	27	Left	12
		Through	1	Departure	14	Through	1
		Right	14		0	Right	14
	Eastbound	Left	7	Approach	94	Left	7
		Through	59	Departure	183	Through	78
		Right	9		0	Right	9
	Westbound	Left	53	Approach	189	Left	53
		Through	99	Departure	246	Through	130
		Right	6			Right	6
	P.M. Peak Hour						
	Northbound	Left	9	Approach	32	Left	9
		Through	1	Departure	37	Through	1
		Right	22		0	Right	22
	Southbound	Left	6	Approach	26	Left	6
		Through	0	Departure	40	Through	0
		Right	20		0	Right	20
	Eastbound	Left	22	Approach	203	Left	22
		Through	135	Departure	122	Through	167
		Right	14		0	Right	14
	Westbound	Left	23	Approach	133	Left	23
		Through	81	Departure	195	Through	93
		Right	17			Right	17

Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
4	Knox Ave & Highland Ave						
	A.M. Peak Hour						
	Northbound	Left	2	Approach	6	Left	2
		Through	0	Departure	2	Through	0
		Right	4		0	Right	4
	Southbound	Left	194	Approach	455	Left	359
		Through	0	Departure	382	Through	0
		Right	68		0	Right	98
	Eastbound	Left	44	Approach	496	Left	44
		Through	246	Departure	428	Through	453
		Right	2		0	Right	2
	Westbound	Left	0	Approach	671	Left	0
		Through	205	Departure	816	Through	328
		Right	300			Right	338
	P.M. Peak Hour						
	Northbound	Left	0	Approach	1	Left	0
		Through	0	Departure	2	Through	0
		Right	1		0	Right	1
	Southbound	Left	98	Approach	222	Left	158
		Through	0	Departure	335	Through	0
		Right	78		0	Right	64
	Eastbound	Left	79	Approach	846	Left	99
		Through	384	Departure	439	Through	753
		Right	0		0	Right	0
	Westbound	Left	2	Approach	620	Left	2
		Through	222	Departure	913	Through	374
		Right	112			Right	236

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
6	Citrus Ave & SR-210 WB Ramps						
	A.M. Peak Hour						
	Northbound	Left	255	Approach	842	Left	217
		Through	733	Departure	1,468	Through	625
		Right	0		0	Right	0
	Southbound	Left	0	Approach	1,500	Left	0
		Through	714	Departure	1,036	Through	1,047
		Right	277		0	Right	453
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	674	Through	0
		Right	0		0	Right	0
	Westbound	Left	345	Approach	836	Left	421
		Through	3	Departure	0	Through	4
		Right	302			Right	411
	P.M. Peak Hour						
	Northbound	Left	365	Approach	1,679	Left	379
		Through	1,035	Departure	1,015	Through	1,301
		Right	0		0	Right	0
	Southbound	Left	0	Approach	1,049	Left	0
		Through	687	Departure	1,775	Through	668
		Right	346		0	Right	380
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	762	Through	0
		Right	0		0	Right	0
	Westbound	Left	356	Approach	823	Left	347
		Through	2	Departure	0	Through	2
		Right	355			Right	474

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
7	Citrus Ave & SR-210 EB Ramps						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	1,006	Left	0
		Through	698	Departure	1,573	Through	555
		Right	432		0	Right	451
	Southbound	Left	288	Approach	1,503	Left	411
		Through	806	Departure	823	Through	1,092
		Right	0		0	Right	0
	Eastbound	Left	271	Approach	749	Left	268
		Through	1	Departure	0	Through	1
		Right	390		0	Right	480
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	863	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	0	Approach	1,649	Left	0
		Through	1,013	Departure	1,175	Through	1,219
		Right	361		0	Right	429
	Southbound	Left	199	Approach	1,001	Left	194
		Through	830	Departure	1,701	Through	807
		Right	0		0	Right	0
	Eastbound	Left	409	Approach	853	Left	482
		Through	2	Departure	0	Through	2
		Right	318		0	Right	368
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	626	Through	0
		Right	0			Right	0

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
8	Citrus Ave & Highland Ave						
	A.M. Peak Hour						
	Northbound	Left	110	Approach	752	Left	124
		Through	667	Departure	1,344	Through	512
		Right	75		0	Right	115
	Southbound	Left	302	Approach	1,557	Left	429
		Through	758	Departure	1,049	Through	1,004
		Right	121		0	Right	126
	Eastbound	Left	227	Approach	975	Left	228
		Through	288	Departure	645	Through	576
		Right	92		0	Right	172
	Westbound	Left	82	Approach	872	Left	168
		Through	244	Departure	1,119	Through	395
		Right	279			Right	308
	P.M. Peak Hour						
	Northbound	Left	58	Approach	1,204	Left	97
		Through	858	Departure	886	Through	935
		Right	77		0	Right	170
	Southbound	Left	222	Approach	1,172	Left	336
		Through	757	Departure	1,647	Through	646
		Right	166		0	Right	191
	Eastbound	Left	163	Approach	854	Left	198
		Through	242	Departure	672	Through	597
		Right	43		0	Right	60
	Westbound	Left	108	Approach	1,079	Left	181
		Through	170	Departure	1,103	Through	384
		Right	351			Right	514

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Table C-6 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume	
9	Citrus Ave & Walnut St						
	A.M. Peak Hour						
	Northbound	Left	41	Approach	786	Left	38
		Through	681	Departure	1,218	Through	631
		Right	131		0	Right	116
	Southbound	Left	55	Approach	1,350	Left	74
		Through	764	Departure	802	Through	1,125
		Right	107		0	Right	152
	Eastbound	Left	85	Approach	221	Left	87
		Through	104	Departure	324	Through	101
		Right	31		0	Right	33
	Westbound	Left	57	Approach	278	Left	60
		Through	132	Departure	290	Through	133
		Right	85			Right	85
	P.M. Peak Hour						
	Northbound	Left	39	Approach	1,199	Left	59
		Through	847	Departure	758	Through	1,077
		Right	59		0	Right	64
	Southbound	Left	58	Approach	868	Left	53
		Through	688	Departure	1,187	Through	730
		Right	67		0	Right	86
	Eastbound	Left	50	Approach	191	Left	77
		Through	69	Departure	201	Through	90
		Right	16		0	Right	24
	Westbound	Left	5	Approach	94	Left	5
		Through	51	Departure	206	Through	56
		Right	36			Right	33

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 Beech Ave & Highland Ave												
NBL	43	4.8%	41	2	4	45	33	4.3%	32	1	2	34
NBT	573	1.3%	566	7	14	580	591	0.8%	586	5	10	596
NBR	86	1.4%	85	1	3	88	107	1.3%	106	1	2	108
SBL	122	2.1%	119	3	6	125	171	1.0%	169	2	4	173
SBT	581	0.5%	578	3	6	584	451	0.8%	448	3	8	456
SBR	267	1.6%	263	4	8	271	115	0.0%	115	0	0	115
EBL	143	1.9%	140	3	6	146	164	2.9%	159	5	10	169
EBT	283	1.1%	280	3	6	286	627	1.0%	621	6	12	633
EBR	12	0.0%	12	0	0	12	4	0.0%	4	0	0	4
WBL	88	1.1%	87	1	2	89	98	1.2%	97	1	2	99
WBT	305	1.0%	302	3	8	310	218	2.2%	213	5	12	225
WBR	107	4.3%	102	5	10	112	107	1.7%	105	2	4	109
North Leg												
Approach	970		960	10	20	980	737		732	5	12	744
Departure	823		808	15	30	838	862		850	12	24	874
Total	1,793		1,768	25	50	1,818	1,599		1,582	17	36	1,618
South Leg												
Approach	702		692	10	21	713	731		724	7	14	738
Departure	681		677	4	8	685	553		549	4	10	559
Total	1,383		1,369	14	29	1,398	1,284		1,273	11	24	1,297
East Leg												
Approach	500		491	9	20	511	423		415	8	18	433
Departure	491		484	7	15	499	905		896	9	18	914
Total	991		975	16	35	1,010	1,328		1,311	17	36	1,347
West Leg												
Approach	438		432	6	12	444	795		784	11	22	806
Departure	615		606	9	20	626	366		360	6	14	374
Total	1,053		1,038	15	32	1,070	1,161		1,144	17	36	1,180
Total Approaches												
Approach	2,610		2,575	35	73	2,648	2,686		2,655	31	66	2,721
Departure	2,610		2,575	35	73	2,648	2,686		2,655	31	66	2,721
Total	5,220		5,150	70	146	5,296	5,372		5,310	62	132	5,442

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 Beech Ave & Walnut St												
NBL	43	0.0%	43	0	0	43	24	0.0%	24	0	0	24
NBT	421	2.1%	412	9	19	431	681	0.5%	678	3	8	686
NBR	7	0.0%	7	0	0	7	49	2.6%	48	1	2	50
SBL	38	0.0%	38	0	0	38	68	0.0%	68	0	0	68
SBT	507	1.9%	498	9	23	521	465	1.1%	460	5	10	470
SBR	44	0.0%	44	0	0	44	23	5.0%	22	1	2	24
EBL	46	7.7%	42	4	9	51	63	0.0%	63	0	0	63
EBT	31	0.0%	31	0	0	31	90	0.0%	90	0	0	90
EBR	11	0.0%	11	0	0	11	27	0.0%	27	0	0	27
WBL	16	11.1%	14	2	5	19	18	0.0%	18	0	0	18
WBT	91	2.1%	89	2	4	93	36	0.0%	36	0	0	36
WBR	44	0.0%	44	0	0	44	55	2.4%	54	1	2	56
North Leg												
Approach	589		580	9	23	603	556		550	6	12	562
Departure	511		498	13	28	526	799		795	4	10	805
Total	1,100		1,078	22	51	1,129	1,355		1,345	10	22	1,367
South Leg												
Approach	471		462	9	19	481	754		750	4	10	760
Departure	534		523	11	28	551	510		505	5	10	515
Total	1,005		985	20	47	1,032	1,264		1,255	9	20	1,275
East Leg												
Approach	151		147	4	9	156	109		108	1	2	110
Departure	76		76	0	0	76	207		206	1	2	208
Total	227		223	4	9	232	316		314	2	4	318
West Leg												
Approach	88		84	4	9	93	180		180	0	0	180
Departure	178		176	2	4	180	83		82	1	2	84
Total	266		260	6	13	273	263		262	1	2	264
Total Approaches												
Approach	1,299		1,273	26	60	1,333	1,599		1,588	11	24	1,612
Departure	1,299		1,273	26	60	1,333	1,599		1,588	11	24	1,612
Total	2,598		2,546	52	120	2,666	3,198		3,176	22	48	3,224

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 Tailwind Ln & Walnut St												
NBL	39	2.6%	38	1	3	41	9	0.0%	9	0	0	9
NBT	1	0.0%	1	0	0	1	1	0.0%	1	0	0	1
NBR	156	0.6%	155	1	2	157	22	0.0%	22	0	0	22
SBL	12	0.0%	12	0	0	12	6	0.0%	6	0	0	6
SBT	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
SBR	14	0.0%	14	0	0	14	20	5.0%	19	1	3	22
EBL	7	0.0%	7	0	0	7	22	0.0%	22	0	0	22
EBT	78	1.7%	77	1	3	80	167	1.5%	165	2	4	169
EBR	9	0.0%	9	0	0	9	14	0.0%	14	0	0	14
WBL	53	1.9%	52	1	3	55	23	0.0%	23	0	0	23
WBT	130	6.1%	122	8	19	141	93	0.0%	93	0	0	93
WBR	6	0.0%	6	0	0	6	17	5.9%	16	1	3	19
North Leg												
Approach	27		27	0	0	27	26		25	1	3	28
Departure	14		14	0	0	14	40		39	1	3	42
Total	41		41	0	0	41	66		64	2	6	70
South Leg												
Approach	196		194	2	5	199	32		32	0	0	32
Departure	63		62	1	3	65	37		37	0	0	37
Total	259		256	3	8	264	69		69	0	0	69
East Leg												
Approach	189		180	9	22	202	133		132	1	3	135
Departure	246		244	2	5	249	195		193	2	4	197
Total	435		424	11	27	451	328		325	3	7	332
West Leg												
Approach	94		93	1	3	96	203		201	2	4	205
Departure	183		174	9	22	196	122		121	1	3	124
Total	277		267	10	25	292	325		322	3	7	329
Total Approaches												
Approach	506		494	12	30	524	394		390	4	10	400
Departure	506		494	12	30	524	394		390	4	10	400
Total	1,012		988	24	60	1,048	788		780	8	20	800

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 Knox Ave & Highland Ave												
NBL	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	4	0.0%	4	0	0	4	1	0.0%	1	0	0	1
SBL	359	2.6%	350	9	18	368	158	0.0%	158	0	0	158
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	98	1.5%	97	1	3	100	64	2.6%	62	2	5	67
EBL	44	0.0%	44	0	0	44	99	2.5%	96	3	6	102
EBT	453	1.2%	447	6	14	461	753	0.8%	747	6	12	759
EBR	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
WBT	328	1.5%	323	5	12	335	374	0.9%	371	3	6	377
WBR	338	0.7%	336	2	4	340	236	0.0%	236	0	0	236
North Leg												
Approach	457		447	10	21	468	222		220	2	5	225
Departure	382		380	2	4	384	335		332	3	6	338
Total	839		827	12	25	852	557		552	5	11	563
South Leg												
Approach	6		6	0	0	6	1		1	0	0	1
Departure	2		2	0	0	2	2		2	0	0	2
Total	8		8	0	0	8	3		3	0	0	3
East Leg												
Approach	666		659	7	16	675	612		609	3	6	615
Departure	816		801	15	32	833	912		906	6	12	918
Total	1,482		1,460	22	48	1,508	1,524		1,515	9	18	1,533
West Leg												
Approach	499		493	6	14	507	852		843	9	18	861
Departure	428		422	6	15	437	438		433	5	11	444
Total	927		915	12	29	944	1,290		1,276	14	29	1,305
Total Approaches												
Approach	1,628		1,605	23	51	1,656	1,687		1,673	14	29	1,702
Departure	1,628		1,605	23	51	1,656	1,687		1,673	14	29	1,702
Total	3,256		3,210	46	102	3,312	3,374		3,346	28	58	3,404

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
6 Citrus Ave & SR-210 WB Ramps												
NBL	217	3.5%	209	8	21	230	379	0.8%	376	3	6	382
NBT	625	2.9%	607	18	40	647	1,301	0.8%	1,291	10	23	1,314
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	1,047	2.8%	1,018	29	65	1,083	668	1.2%	660	8	17	677
SBR	453	2.2%	443	10	27	470	380	1.2%	376	4	8	384
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	421	5.5%	398	23	57	455	347	2.0%	340	7	17	357
WBT	4	66.7%	1	3	9	10	2	50.0%	1	1	3	4
WBR	411	1.7%	404	7	20	424	474	0.6%	471	3	6	477
North Leg												
Approach	1,500		1,461	39	92	1,553	1,048		1,036	12	25	1,061
Departure	1,036		1,011	25	60	1,071	1,775		1,762	13	29	1,791
Total	2,536		2,472	64	152	2,624	2,823		2,798	25	54	2,852
South Leg												
Approach	842		816	26	61	877	1,680		1,667	13	29	1,696
Departure	1,468		1,416	52	122	1,538	1,015		1,000	15	34	1,034
Total	2,310		2,232	78	183	2,415	2,695		2,667	28	63	2,730
East Leg												
Approach	836		803	33	86	889	823		812	11	26	838
Departure	0		0	0	0	0	0		0	0	0	0
Total	836		803	33	86	889	823		812	11	26	838
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	674		653	21	57	710	761		753	8	17	770
Total	674		653	21	57	710	761		753	8	17	770
Total Approaches												
Approach	3,178		3,080	98	239	3,319	3,551		3,515	36	80	3,595
Departure	3,178		3,080	98	239	3,319	3,551		3,515	36	80	3,595
Total	6,356		6,160	196	478	6,638	7,102		7,030	72	160	7,190

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
7 Citrus Ave & SR-210 EB Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	555	2.9%	539	16	38	577	1,219	0.8%	1,209	10	23	1,232
NBR	451	2.3%	441	10	26	467	429	1.7%	422	7	14	436
SBL	411	2.4%	401	10	23	424	194	1.5%	191	3	8	199
SBT	1,092	4.0%	1,049	43	102	1,151	807	1.3%	796	11	25	821
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	268	4.1%	257	11	27	284	482	2.0%	473	9	23	496
EBT	1	100.0%	0	1	3	3	2	0.0%	2	0	0	2
EBR	480	2.3%	469	11	27	496	368	0.6%	366	2	5	371
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	1,503		1,450	53	125	1,575	1,001		987	14	33	1,020
Departure	823		796	27	65	861	1,701		1,682	19	46	1,728
Total	2,326		2,246	80	190	2,436	2,702		2,669	33	79	2,748
South Leg												
Approach	1,006		980	26	64	1,044	1,648		1,631	17	37	1,668
Departure	1,572		1,518	54	129	1,647	1,175		1,162	13	30	1,192
Total	2,578		2,498	80	193	2,691	2,823		2,793	30	67	2,860
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	863		842	21	52	894	625		615	10	22	637
Total	863		842	21	52	894	625		615	10	22	637
West Leg												
Approach	749		726	23	57	783	852		841	11	28	869
Departure	0		0	0	0	0	0		0	0	0	0
Total	749		726	23	57	783	852		841	11	28	869
Total Approaches												
Approach	3,258		3,156	102	246	3,402	3,501		3,459	42	98	3,557
Departure	3,258		3,156	102	246	3,402	3,501		3,459	42	98	3,557
Total	6,516		6,312	204	492	6,804	7,002		6,918	84	196	7,114

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	**Truck %**	**Pass. Veh.**	**Truck**	**Truck PCE**	**Total PCE Vol**	**Total Veh.**	**Truck %**	**Pass. Veh.**	**Truck**	**Truck PCE**	**Total PCE Vol**
8 Citrus Ave & Highland Ave												
NBL	124	0.9%	123	1	2	125	97	0.0%	97	0	0	97
NBT	512	3.9%	492	20	49	541	935	1.2%	924	11	24	948
NBR	115	6.7%	107	8	21	128	170	2.6%	166	4	12	178
SBL	429	1.3%	423	6	14	437	336	1.4%	331	5	10	341
SBT	1,004	3.8%	966	38	96	1,062	646	1.1%	639	7	18	657
SBR	126	5.0%	120	6	13	133	191	0.6%	190	1	2	192
EBL	228	1.3%	225	3	7	232	198	0.0%	198	0	0	198
EBT	576	1.4%	568	8	16	584	597	0.8%	592	5	13	605
EBR	172	1.1%	170	2	4	174	60	0.0%	60	0	0	60
WBL	168	1.2%	166	2	4	170	181	0.9%	179	2	4	183
WBT	395	1.6%	389	6	12	401	384	0.0%	384	0	0	384
WBR	308	1.8%	302	6	14	316	514	1.7%	505	9	18	523
North Leg					rming							
Approach	1,559		1,509	50	123	1,632	1,173		1,160	13	30	1,190
Departure	1,048		1,019	29	70	1,089	1,647		1,627	20	42	1,669
Total	2,607		2,528	79	193	2,721	2,820		2,787	33	72	2,859
South Leg												
Approach	751		722	29	72	794	1,202		1,187	15	36	1,223
Departure	1,344		1,302	42	104	1,406	887		878	9	22	900
Total	2,095		2,024	71	176	2,200	2,089		2,065	24	58	2,123
East Leg												
Approach	871		857	14	30	887	1,079		1,068	11	22	1,090
Departure	1,120		1,098	22	51	1,149	1,103		1,089	14	35	1,124
Total	1,991		1,955	36	81	2,036	2,182		2,157	25	57	2,214
West Leg												
Approach	976		963	13	27	990	855		850	5	13	863
Departure	645		632	13	27	659	672		671	1	2	673
Total	1,621		1,595	26	54	1,649	1,527		1,521	6	15	1,536
Total Approaches												
Approach	4,157		4,051	106	252	4,303	4,309		4,265	44	101	4,366
Departure	4,157		4,051	106	252	4,303	4,309		4,265	44	101	4,366
Total	8,314		8,102	212	504	8,606	8,618		8,530	88	202	8,732

Table C-7: Future Build-out Year (2050) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
9 Citrus Ave & Walnut St												
NBL	38	7.3%	35	3	6	41	59	0.0%	59	0	0	59
NBT	631	4.7%	601	30	67	668	1,077	1.9%	1,057	20	43	1,100
NBR	116	6.9%	108	8	17	125	64	3.4%	62	2	4	66
SBL	74	3.6%	71	3	6	77	53	0.0%	53	0	0	53
SBT	1,125	5.5%	1,063	62	148	1,211	730	2.2%	714	16	33	747
SBR	152	2.8%	148	4	8	156	86	0.0%	86	0	0	86
EBL	87	3.5%	84	3	7	91	77	0.0%	77	0	0	77
EBT	101	0.0%	101	0	0	101	90	0.0%	90	0	0	90
EBR	33	12.9%	29	4	9	38	24	0.0%	24	0	0	24
WBL	60	7.0%	56	4	8	64	5	40.0%	3	2	4	7
WBT	133	0.0%	133	0	0	133	56	2.0%	55	1	2	57
WBR	85	1.2%	84	1	2	86	33	2.8%	32	1	2	34
North Leg												
Approach	1,351		1,282	69	162	1,444	869		853	16	33	886
Departure	803		769	34	76	845	1,187		1,166	21	45	1,211
Total	2,154		2,051	103	238	2,289	2,056		2,019	37	78	2,097
South Leg												
Approach	785		744	41	90	834	1,200		1,178	22	47	1,225
Departure	1,218		1,148	70	165	1,313	759		741	18	37	778
Total	2,003		1,892	111	255	2,147	1,959		1,919	40	84	2,003
East Leg												
Approach	278		273	5	10	283	94		90	4	8	98
Departure	291		280	11	23	303	207		205	2	4	209
Total	569		553	16	33	586	301		295	6	12	307
West Leg												
Approach	221		214	7	16	230	191		191	0	0	191
Departure	323		316	7	14	330	201		200	1	2	202
Total	544		530	14	30	560	392		391	1	2	393
Total Approaches												
Approach	2,635		2,513	122	278	2,791	2,354		2,312	42	88	2,400
Departure	2,635		2,513	122	278	2,791	2,354		2,312	42	88	2,400
Total	5,270		5,026	244	556	5,582	4,708		4,624	84	176	4,800

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
1 . Beech Ave & Highland Ave						
NBL	45	44	45	34	24	34
NBT	580	555	580	596	370	596
NBR	88	73	88	108	77	108
SBL	125	49	125	173	105	173
SBT	584	415	584	456	395	456
SBR	271	126	271	115	70	115
EBL	146	109	146	169	72	169
EBT	286	184	286	633	308	633
EBR	12	0	12	4	3	4
WBL	89	89	89	99	87	99
WBT	310	203	310	225	138	225
WBR	112	72	112	109	59	109
North Leg						
Approach	980	590	980	744	570	744
Departure	838	736	838	874	501	874
Total	1,818	1,326	1,818	1,618	1,071	1,618
South Leg						
Approach	713	672	713	738	471	738
Departure	685	504	685	559	485	559
Total	1,398	1,176	1,398	1,297	956	1,297
East Leg						
Approach	511	364	511	433	284	433
Departure	499	306	499	914	490	914
Total	1,010	670	1,010	1,347	774	1,347
West Leg						
Approach	444	293	444	806	383	806
Departure	626	373	626	374	232	374
Total	1,070	666	1,070	1,180	615	1,180
Total Approaches						
Approach	2,648	1,919	2,648	2,721	1,708	2,721
Departure	2,648	1,919	2,648	2,721	1,708	2,721
Total	5,296	3,838	5,296	5,442	3,416	5,442

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
2 . Beech Ave & Walnut St						
NBL	43	20	43	24	19	24
NBT	431	383	431	686	413	686
NBR	7	7	7	50	39	50
SBL	38	18	38	68	57	68
SBT	521	332	521	470	382	470
SBR	44	9	44	24	21	24
EBL	51	43	51	63	44	63
EBT	31	32	34	90	80	90
EBR	11	15	16	27	23	27
WBL	19	31	33	18	17	18
WBT	93	49	93	36	37	39
WBR	44	44	44	56	43	56
North Leg						
Approach	603	359	603	562	460	562
Departure	526	470	526	805	500	805
Total	1,129	829	1,129	1,367	960	1,367
South Leg						
Approach	481	410	481	760	471	760
Departure	551	378	569	515	422	515
Total	1,032	788	1,050	1,275	893	1,275
East Leg						
Approach	156	124	170	110	97	113
Departure	76	57	79	208	176	208
Total	232	181	248	318	273	321
West Leg						
Approach	93	90	100	180	147	180
Departure	180	78	180	84	77	87
Total	273	168	280	264	224	267
Total Approaches						
Approach	1,333	983	1,354	1,612	1,175	1,615
Departure	1,333	983	1,354	1,612	1,175	1,615
Total	2,666	1,966	2,708	3,224	2,350	3,230

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
3 . Tailwind Ln & Walnut St						
NBL	41	41	41	9	9	9
NBT	1	1	1	1	1	1
NBR	157	157	157	22	22	22
SBL	12	12	12	6	6	6
SBT	1	1	1	0	0	0
SBR	14	14	14	22	22	22
EBL	7	7	7	22	22	22
EBT	80	61	80	169	137	169
EBR	9	9	9	14	14	14
WBL	55	55	55	23	23	23
WBT	141	107	141	93	81	93
WBR	6	6	6	19	19	19
North Leg						
Approach	27	27	27	28	28	28
Departure	14	14	14	42	42	42
Total	41	41	41	70	70	70
South Leg						
Approach	199	199	199	32	32	32
Departure	65	65	65	37	37	37
Total	264	264	264	69	69	69
East Leg						
Approach	202	168	202	135	123	135
Departure	249	230	249	197	165	197
Total	451	398	451	332	288	332
West Leg						
Approach	96	77	96	205	173	205
Departure	196	162	196	124	112	124
Total	292	239	292	329	285	329
Total Approaches						
Approach	524	471	524	400	356	400
Departure	524	471	524	400	356	400
Total	1,048	942	1,048	800	712	800

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
4 . Knox Ave & Highland Ave						
NBL	2	2	2	0	0	0
NBT	0	0	0	0	0	0
NBR	4	4	4	1	1	1
SBL	368	199	368	158	98	158
SBT	0	0	0	0	0	0
SBR	100	70	100	67	81	85
EBL	44	44	44	102	81	102
EBT	461	250	461	759	387	759
EBR	2	2	2	0	0	0
WBL	0	0	0	2	2	2
WBT	335	209	335	377	224	377
WBR	340	302	340	236	112	236
North Leg						
Approach	468	269	468	225	179	243
Departure	384	346	384	338	193	338
Total	852	615	852	563	372	581
South Leg						
Approach	6	6	6	1	1	1
Departure	2	2	2	2	2	2
Total	8	8	8	3	3	3
East Leg						
Approach	675	511	675	615	338	615
Departure	833	453	833	918	486	918
Total	1,508	964	1,508	1,533	824	1,533
West Leg						
Approach	507	296	507	861	468	861
Departure	437	281	437	444	305	462
Total	944	577	944	1,305	773	1,323
Total Approaches						
Approach	1,656	1,082	1,656	1,702	986	1,720
Departure	1,656	1,082	1,656	1,702	986	1,720
Total	3,312	2,164	3,312	3,404	1,972	3,440

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
6 . Citrus Ave & SR-210 WB Ramps						
NBL	230	273	287	382	376	382
NBT	647	769	807	1,314	1,068	1,314
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,083	755	1,083	677	687	721
SBR	470	287	470	384	350	384
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	455	381	455	357	361	379
WBT	10	7	10	4	4	4
WBR	424	311	424	477	357	477
North Leg						
Approach	1,553	1,042	1,553	1,061	1,037	1,105
Departure	1,071	1,080	1,231	1,791	1,425	1,791
Total	2,624	2,122	2,784	2,852	2,462	2,896
South Leg						
Approach	877	1,042	1,094	1,696	1,444	1,696
Departure	1,538	1,136	1,538	1,034	1,048	1,100
Total	2,415	2,178	2,632	2,730	2,492	2,796
East Leg						
Approach	889	699	889	838	722	860
Departure	0	0	0	0	0	0
Total	889	699	889	838	722	860
West Leg						
Approach	0	0	0	0	0	0
Departure	710	567	767	770	730	770
Total	710	567	767	770	730	770
Total Approaches						
Approach	3,319	2,783	3,536	3,595	3,203	3,661
Departure	3,319	2,783	3,536	3,595	3,203	3,661
Total	6,638	5,566	7,072	7,190	6,406	7,323

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
7 . Citrus Ave & SR-210 EB Ramps						
NBL	0	0	0	0	0	0
NBT	577	755	793	1,232	1,023	1,232
NBR	467	467	467	436	367	436
SBL	424	297	424	199	204	214
SBT	1,151	839	1,151	821	844	886
SBR	0	0	0	0	0	0
EBL	284	287	301	496	421	496
EBT	3	3	3	2	2	2
EBR	496	398	496	371	321	371
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,575	1,136	1,575	1,020	1,048	1,100
Departure	861	1,042	1,094	1,728	1,444	1,728
Total	2,436	2,178	2,669	2,748	2,492	2,828
South Leg						
Approach	1,044	1,222	1,260	1,668	1,390	1,668
Departure	1,647	1,237	1,647	1,192	1,165	1,257
Total	2,691	2,459	2,907	2,860	2,555	2,925
East Leg						
Approach	0	0	0	0	0	0
Departure	894	767	894	637	573	652
Total	894	767	894	637	573	652
West Leg						
Approach	783	688	800	869	744	869
Departure	0	0	0	0	0	0
Total	783	688	800	869	744	869
Total Approaches						
Approach	3,402	3,046	3,635	3,557	3,182	3,637
Departure	3,402	3,046	3,635	3,557	3,182	3,637
Total	6,804	6,092	7,270	7,114	6,364	7,275

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
8 . Citrus Ave & Highland Ave						
NBL	125	111	125	97	58	97
NBT	541	705	740	948	870	948
NBR	128	83	128	178	81	178
SBL	437	307	437	341	226	341
SBT	1,062	802	1,062	657	772	811
SBR	133	128	133	192	168	192
EBL	232	231	232	198	163	198
EBT	584	292	584	605	245	605
EBR	174	93	174	60	43	60
WBL	170	83	170	183	109	183
WBT	401	248	401	384	170	384
WBR	316	286	316	523	357	523
North Leg						
Approach	1,632	1,237	1,632	1,190	1,166	1,344
Departure	1,089	1,222	1,288	1,669	1,390	1,669
Total	2,721	2,459	2,920	2,859	2,556	3,013
South Leg						
Approach	794	899	993	1,223	1,009	1,223
Departure	1,406	978	1,406	900	924	1,054
Total	2,200	1,877	2,399	2,123	1,933	2,277
East Leg						
Approach	887	617	887	1,090	636	1,090
Departure	1,149	682	1,149	1,124	552	1,124
Total	2,036	1,299	2,036	2,214	1,188	2,214
West Leg						
Approach	990	616	990	863	451	863
Departure	659	487	659	673	396	673
Total	1,649	1,103	1,649	1,536	847	1,536
Total Approaches						
Approach	4,303	3,369	4,502	4,366	3,262	4,520
Departure	4,303	3,369	4,502	4,366	3,262	4,520
Total	8,606	6,738	9,005	8,732	6,524	9,039

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Table C-8: Future Build-out Year (2050) Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.	2,050 PCE Volumes	Year 2,024 NP	2,050 Adj.
9 . Citrus Ave & Walnut St						
NBL	41	44	46	59	39	59
NBT	668	720	756	1,100	865	1,100
NBR	125	141	148	66	61	66
SBL	77	57	77	53	58	61
SBT	1,211	822	1,211	747	704	747
SBR	156	110	156	86	67	86
EBL	91	89	91	77	50	77
EBT	101	104	109	90	69	90
EBR	38	36	38	24	16	24
WBL	64	61	64	7	7	7
WBT	133	132	133	57	52	57
WBR	86	86	86	34	37	39
North Leg						
Approach	1,444	989	1,444	886	829	894
Departure	845	895	933	1,211	952	1,216
Total	2,289	1,884	2,377	2,097	1,781	2,110
South Leg						
Approach	834	905	950	1,225	965	1,225
Departure	1,313	919	1,313	778	727	778
Total	2,147	1,824	2,263	2,003	1,692	2,003
East Leg						
Approach	283	279	283	98	96	103
Departure	303	302	334	209	188	217
Total	586	581	617	307	284	320
West Leg						
Approach	230	229	238	191	135	191
Departure	330	286	335	202	158	202
Total	560	515	573	393	293	393
Total Approaches						
Approach	2,791	2,402	2,915	2,400	2,025	2,413
Departure	2,791	2,402	2,915	2,400	2,025	2,413
Total	5,582	4,804	5,831	4,800	4,050	4,826

Walnut Street and Highland Avenue Residential
Table C-9 Volume Balancing For Future Build-out Year (2050) Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
6 Citrus Ave & SR-210 WB Ramps						
NBL	287	5	292	382	7	389
NBT	807	13	820	1,314	26	1,340
NBR	0		0	0		0
SBL	0		0	0		0
SBT	1,083	19	1,102	721	40	761
SBR	470		470	384		384
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	455	8	463	379	21	400
WBT	10		10	4		4
WBR	424		424	477		477
North Leg						
Approach	1,553	19	1,572	1,105	40	1,145
Departure	1,231	13	1,244	1,791	26	1,817
Total	2,784	32	2,816	2,896	66	2,962
South Leg						
Approach	1,094	18	1,112	1,696	33	1,729
Departure	1,538	27	1,565	1,100	61	1,161
Total	2,632	45	2,677	2,796	94	2,890
East Leg						
Approach	889	8	897	860	21	881
Departure	0	0	0	0	0	0
Total	889	8	897	860	21	881
West Leg						
Approach	0	0	0	0	0	0
Departure	767	5	772	770	7	777
Total	767	5	772	770	7	777
Total Approaches						
Approach	3,536	45	3,581	3,661	94	3,755
Departure	3,536	45	3,581	3,661	94	3,755
Total	7,072	90	7,162	7,323	188	7,511

Walnut Street and Highland Avenue Residential
Table C-9 Volume Balancing For Future Build-out Year (2050) Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
7 Citrus Ave & SR-210 EB Ramps						
NBL	0		0	0		0
NBT	811		811	1,233		1,233
NBR	478		478	436		436
SBL	424		424	214		214
SBT	1,141		1,141	947		947
SBR	0		0	0		0
EBL	301		301	496		496
EBT	3		3	2		2
EBR	491		491	396		396
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	1,565	0	1,565	1,161	0	1,161
Departure	1,112	0	1,112	1,729	0	1,729
Total	2,677	0	2,677	2,890	0	2,890
South Leg						
Approach	1,289	0	1,289	1,669	0	1,669
Departure	1,632	0	1,632	1,343	0	1,343
Total	2,921	0	2,921	3,012	0	3,012
East Leg						
Approach	0	0	0	0	0	0
Departure	905	0	905	652	0	652
Total	905	0	905	652	0	652
West Leg						
Approach	795	0	795	894	0	894
Departure	0	0	0	0	0	0
Total	795	0	795	894	0	894
Total Approaches						
Approach	3,649	0	3,649	3,724	0	3,724
Departure	3,649	0	3,649	3,724	0	3,724
Total	7,298	0	7,298	7,449	0	7,449

Walnut Street and Highland Avenue Residential
Table C-3 Volume Balancing For Future Build-out Year (2050) Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
7 Citrus Ave & SR-210 EB Ramps						
NBL	0		0	0		0
NBT	793	18	811	1,232	1	1,233
NBR	467	11	478	436		436
SBL	424		424	214		214
SBT	1,151	-10	1,141	886	61	947
SBR	0		0	0		0
EBL	301		301	496		496
EBT	3		3	2		2
EBR	496	-5	491	371	25	396
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	1,575	-10	1,565	1,100	61	1,161
Departure	1,094	18	1,112	1,728	1	1,729
Total	2,669	8	2,677	2,828	62	2,890
South Leg						
Approach	1,260	29	1,289	1,668	1	1,669
Departure	1,647	-15	1,632	1,257	86	1,343
Total	2,907	14	2,921	2,925	87	3,012
East Leg						
Approach	0	0	0	0	0	0
Departure	894	11	905	652	0	652
Total	894	11	905	652	0	652
West Leg						
Approach	800	-5	795	869	25	894
Departure	0	0	0	0	0	0
Total	800	-5	795	869	25	894
Total Approaches						
Approach	3,635	14	3,649	3,637	87	3,724
Departure	3,635	14	3,649	3,637	87	3,724
Total	7,270	28	7,298	7,275	174	7,449

Walnut Street and Highland Avenue Residential
Table C-3 Volume Balancing For Future Build-out Year (2050) Conditions
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
8 Citrus Ave & Highland Ave						
NBL	125		125	97		97
NBT	740		740	948		948
NBR	128		128	178		178
SBL	437		437	341		341
SBT	1,062		1,062	811		811
SBR	133		133	192		192
EBL	232		232	198		198
EBT	584		584	605		605
EBR	174		174	60		60
WBL	170		170	183		183
WBT	401		401	384		384
WBR	316		316	523		523
North Leg						
Approach	1,632	0	1,632	1,344	0	1,344
Departure	1,288	0	1,288	1,669	0	1,669
Total	2,920	0	2,920	3,013	0	3,013
South Leg						
Approach	993	0	993	1,223	0	1,223
Departure	1,406	0	1,406	1,054	0	1,054
Total	2,399	0	2,399	2,277	0	2,277
East Leg						
Approach	887	0	887	1,090	0	1,090
Departure	1,149	0	1,149	1,124	0	1,124
Total	2,036	0	2,036	2,214	0	2,214
West Leg						
Approach	990	0	990	863	0	863
Departure	659	0	659	673	0	673
Total	1,649	0	1,649	1,536	0	1,536
Total Approaches						
Approach	4,502	0	4,502	4,520	0	4,520
Departure	4,502	0	4,502	4,520	0	4,520
Total	9,005	0	9,005	9,039	0	9,039

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
1 . Beech Ave & Highland Ave						
NBL	45	0	45	34	0	34
NBT	580	0	580	596	0	596
NBR	88	0	88	108	0	108
SBL	125	6	131	173	19	192
SBT	584	0	584	456	0	456
SBR	271	0	271	115	0	115
EBL	146	0	146	169	0	169
EBT	286	6	292	633	19	652
EBR	12	0	12	4	0	4
WBL	89	0	89	99	0	99
WBT	310	17	327	225	11	236
WBR	112	17	129	109	11	120
North Leg						
Approach	980	6	986	744	19	763
Departure	838	17	855	874	11	885
Total	1,818	23	1,841	1,618	30	1,648
South Leg						
Approach	713	0	713	738	0	738
Departure	685	0	685	559	0	559
Total	1,398	0	1,398	1,297	0	1,297
East Leg						
Approach	511	34	545	433	22	455
Departure	499	12	511	914	38	952
Total	1,010	46	1,056	1,347	60	1,407
West Leg						
Approach	444	6	450	806	19	825
Departure	626	17	643	374	11	385
Total	1,070	23	1,093	1,180	30	1,210
Total Approaches						
Approach	2,648	46	2,694	2,721	60	2,781
Departure	2,648	46	2,694	2,721	60	2,781
Total	5,296	92	5,388	5,442	120	5,562

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
2 . Beech Ave & Walnut St						
NBL	43	0	43	24	0	24
NBT	431	0	431	686	0	686
NBR	7	6	13	50	19	69
SBL	38	0	38	68	0	68
SBT	521	0	521	470	0	470
SBR	44	0	44	24	0	24
EBL	51	0	51	63	0	63
EBT	34	6	40	90	19	109
EBR	16	0	16	27	0	27
WBL	33	17	50	18	11	29
WBT	93	17	110	39	11	50
WBR	44	0	44	56	0	56
North Leg						
Approach	603	0	603	562	0	562
Departure	526	0	526	805	0	805
Total	1,129	0	1,129	1,367	0	1,367
South Leg						
Approach	481	6	487	760	19	779
Departure	569	17	586	515	11	526
Total	1,050	23	1,073	1,275	30	1,305
East Leg						
Approach	170	34	204	113	22	135
Departure	79	12	91	208	38	246
Total	248	46	294	321	60	381
West Leg						
Approach	100	6	106	180	19	199
Departure	180	17	197	87	11	98
Total	280	23	303	267	30	297
Total Approaches						
Approach	1,354	46	1,400	1,615	60	1,675
Departure	1,354	46	1,400	1,615	60	1,675
Total	2,708	92	2,800	3,230	120	3,350

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
3 . Tailwind Ln & Walnut St						
NBL	41	0	41	9	0	9
NBT	1	0	1	1	0	1
NBR	157	0	157	22	0	22
SBL	12	0	12	6	0	6
SBT	1	0	1	0	0	0
SBR	14	0	14	22	0	22
EBL	7	0	7	22	0	22
EBT	80	11	91	169	37	206
EBR	9	0	9	14	0	14
WBL	55	0	55	23	0	23
WBT	141	34	175	93	22	115
WBR	6	0	6	19	0	19
North Leg						
Approach	27	0	27	28	0	28
Departure	14	0	14	42	0	42
Total	41	0	41	70	0	70
South Leg						
Approach	199	0	199	32	0	32
Departure	65	0	65	37	0	37
Total	264	0	264	69	0	69
East Leg						
Approach	202	34	236	135	22	157
Departure	249	11	260	197	37	234
Total	451	45	496	332	59	391
West Leg						
Approach	96	11	107	205	37	242
Departure	196	34	230	124	22	146
Total	292	45	337	329	59	388
Total Approaches						
Approach	524	45	569	400	59	459
Departure	524	45	569	400	59	459
Total	1,048	90	1,138	800	118	918

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
4 . Knox Ave & Highland Ave						
NBL	2	34	36	0	22	22
NBT	0	8	8	0	6	6
NBR	4	34	38	1	22	23
SBL	368	0	368	158	0	158
SBT	0	3	3	0	9	9
SBR	100	0	100	85	0	85
EBL	44	0	44	102	0	102
EBT	461	0	461	759	0	759
EBR	2	11	13	0	37	37
WBL	0	11	11	2	37	39
WBT	335	0	335	377	0	377
WBR	340	0	340	236	0	236
North Leg						
Approach	468	3	471	243	9	252
Departure	384	8	392	338	6	344
Total	852	11	863	581	15	596
South Leg						
Approach	6	76	82	1	50	51
Departure	2	25	27	2	83	85
Total	8	101	109	3	133	136
East Leg						
Approach	675	11	686	615	37	652
Departure	833	34	867	918	22	940
Total	1,508	45	1,553	1,533	59	1,592
West Leg						
Approach	507	11	518	861	37	898
Departure	437	34	471	462	22	484
Total	944	45	989	1,323	59	1,382
Total Approaches						
Approach	1,656	101	1,757	1,720	133	1,853
Departure	1,656	101	1,757	1,720	133	1,853
Total	3,312	202	3,514	3,440	266	3,706

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
5 . Knox Ave & Walnut St						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	59	59	0	39	39
SBT	0	0	0	0	0	0
SBR	0	34	34	0	22	22
EBL	0	11	11	0	37	37
EBT	249	0	249	197	0	197
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	202	0	202	135	0	135
WBR	0	20	20	0	65	65
North Leg						
Approach	0	93	93	0	61	61
Departure	0	31	31	0	102	102
Total	0	124	124	0	163	163
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	202	20	222	135	65	200
Departure	249	59	308	197	39	236
Total	451	79	530	332	104	436
West Leg						
Approach	249	11	260	197	37	234
Departure	202	34	236	135	22	157
Total	451	45	496	332	59	391
Total Approaches						
Approach	451	124	575	332	163	495
Departure	451	124	575	332	163	495
Total	902	248	1,150	664	326	990

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
6 . Citrus Ave & SR-210 WB Ramps						
NBL	292	17	309	389	11	400
NBT	820	8	828	1,340	6	1,346
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,102	3	1,105	761	9	770
SBR	470	0	470	384	0	384
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	463	14	477	400	47	447
WBT	10	0	10	4	0	4
WBR	424	0	424	477	0	477
North Leg						
Approach	1,572	3	1,575	1,145	9	1,154
Departure	1,244	8	1,252	1,817	6	1,823
Total	2,816	11	2,827	2,962	15	2,977
South Leg						
Approach	1,112	25	1,137	1,729	17	1,746
Departure	1,565	17	1,582	1,161	56	1,217
Total	2,677	42	2,719	2,890	73	2,963
East Leg						
Approach	897	14	911	881	47	928
Departure	0	0	0	0	0	0
Total	897	14	911	881	47	928
West Leg						
Approach	0	0	0	0	0	0
Departure	772	17	789	777	11	788
Total	772	17	789	777	11	788
Total Approaches						
Approach	3,581	42	3,623	3,755	73	3,828
Departure	3,581	42	3,623	3,755	73	3,828
Total	7,162	84	7,246	7,511	146	7,657

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
7 . Citrus Ave & SR-210 EB Ramps						
NBL	0	0	0	0	0	0
NBT	811	25	836	1,233	17	1,250
NBR	478	42	520	436	28	464
SBL	424	0	424	214	0	214
SBT	1,141	17	1,158	947	56	1,003
SBR	0	0	0	0	0	0
EBL	301	0	301	496	0	496
EBT	3	0	3	2	0	2
EBR	491	6	497	396	19	415
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,565	17	1,582	1,161	56	1,217
Departure	1,112	25	1,137	1,729	17	1,746
Total	2,677	42	2,719	2,890	73	2,963
South Leg						
Approach	1,289	67	1,356	1,669	45	1,714
Departure	1,632	23	1,655	1,343	75	1,418
Total	2,921	90	3,011	3,012	120	3,132
East Leg						
Approach	0	0	0	0	0	0
Departure	905	42	947	652	28	680
Total	905	42	947	652	28	680
West Leg						
Approach	795	6	801	894	19	913
Departure	0	0	0	0	0	0
Total	795	6	801	894	19	913
Total Approaches						
Approach	3,649	90	3,739	3,724	120	3,844
Departure	3,649	90	3,739	3,724	120	3,844
Total	7,298	180	7,478	7,449	240	7,689

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Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
8 . Citrus Ave & Highland Ave						
NBL	125	0	125	97	0	97
NBT	740	42	782	948	28	976
NBR	128	0	128	178	0	178
SBL	437	0	437	341	0	341
SBT	1,062	14	1,076	811	47	858
SBR	133	9	142	192	28	220
EBL	232	25	257	198	17	215
EBT	584	8	592	605	6	611
EBR	174	0	174	60	0	60
WBL	170	0	170	183	0	183
WBT	401	3	404	384	9	393
WBR	316	0	316	523	0	523
North Leg						
Approach	1,632	23	1,655	1,344	75	1,419
Departure	1,288	67	1,355	1,669	45	1,714
Total	2,920	90	3,010	3,013	120	3,133
South Leg						
Approach	993	42	1,035	1,223	28	1,251
Departure	1,406	14	1,420	1,054	47	1,101
Total	2,399	56	2,455	2,277	75	2,352
East Leg						
Approach	887	3	890	1,090	9	1,099
Departure	1,149	8	1,157	1,124	6	1,130
Total	2,036	11	2,047	2,214	15	2,229
West Leg						
Approach	990	33	1,023	863	23	886
Departure	659	12	671	673	37	710
Total	1,649	45	1,694	1,536	60	1,596
Total Approaches						
Approach	4,502	101	4,603	4,520	135	4,655
Departure	4,502	101	4,603	4,520	135	4,655
Total	9,005	202	9,207	9,039	270	9,309

Table C-10: Future Build-out Year (2050) Peak Hour Volume Summary

	Year 2,050 NP	Project Trips	Year 2,050 WP	Year 2,050 NP	Project Trips	Year 2,050 WP
9 . Citrus Ave & Walnut St						
NBL	46	3	49	59	9	68
NBT	756	0	756	1,100	0	1,100
NBR	148	0	148	66	0	66
SBL	77	0	77	61	0	61
SBT	1,211	0	1,211	747	0	747
SBR	156	14	170	86	47	133
EBL	91	42	133	77	28	105
EBT	109	8	117	90	6	96
EBR	38	8	46	24	6	30
WBL	64	0	64	7	0	7
WBT	133	3	136	57	9	66
WBR	86	0	86	39	0	39
North Leg						
Approach	1,444	14	1,458	894	47	941
Departure	933	42	975	1,216	28	1,244
Total	2,377	56	2,433	2,110	75	2,185
South Leg						
Approach	950	3	953	1,225	9	1,234
Departure	1,313	8	1,321	778	6	784
Total	2,263	11	2,274	2,003	15	2,018
East Leg						
Approach	283	3	286	103	9	112
Departure	334	8	342	217	6	223
Total	617	11	628	320	15	335
West Leg						
Approach	238	58	296	191	40	231
Departure	335	20	355	202	65	267
Total	573	78	651	393	105	498
Total Approaches						
Approach	2,915	78	2,993	2,413	105	2,518
Departure	2,915	78	2,993	2,413	105	2,518
Total	5,831	156	5,987	4,826	210	5,036

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
1	. Beech Ave & Highland Ave														
	NBL	44	45	1	0	44	0	44	24	34	10	1	25	0	25
	NBT	555	580	25	2	557	0	557	370	596	226	17	387	0	387
	NBR	73	88	15	1	74	0	74	77	108	31	2	79	0	79
	SBL	49	125	76	6	55	6	61	105	173	68	5	110	19	129
	SBT	415	584	169	13	428	0	428	395	456	61	5	400	0	400
	SBR	126	271	145	11	137	0	137	70	115	45	3	73	0	73
	EBL	109	146	37	3	112	0	112	72	169	97	7	79	0	79
	EBT	184	286	102	8	192	6	198	308	633	325	25	333	19	352
	EBR	0	12	12	1	1	0	1	3	4	1	0	3	0	3
	WBL	89	89	0	0	89	0	89	87	99	12	1	88	0	88
	WBT	203	310	107	8	211	17	228	138	225	87	7	145	11	156
	WBR	72	112	40	3	75	17	92	59	109	50	4	63	11	74
	North Leg														
	Approach	590	980	390	30	620	6	626	570	744	174	13	583	19	602
	Departure	736	838	102	8	744	17	761	501	874	373	29	530	11	541
	Total	1,326	1,818	492	38	1,364	23	1,387	1,071	1,618	547	42	1,113	30	1,143
	South Leg														
	Approach	672	713	41	3	675	0	675	471	738	267	21	492	0	492
	Departure	504	685	181	14	518	0	518	485	559	74	6	491	0	491
	Total	1,176	1,398	222	17	1,193	0	1,193	956	1,297	341	26	982	0	982
	East Leg														
	Approach	364	511	147	11	375	34	409	284	433	149	11	295	22	317
	Departure	306	499	193	15	321	12	333	490	914	424	33	523	38	561
	Total	670	1,010	340	26	696	46	742	774	1,347	573	44	818	60	878
	West Leg														
	Approach	293	444	151	12	305	6	311	383	806	423	33	416	19	435
	Departure	373	626	253	19	392	17	409	232	374	142	11	243	11	254
	Total	666	1,070	404	31	697	23	720	615	1,180	565	43	658	30	688
	Total Approaches														
	Approach	1,919	2,648	729	56	1,975	46	2,021	1,708	2,721	1,013	78	1,786	60	1,846
	Departure	1,919	2,648	729	56	1,975	46	2,021	1,708	2,721	1,013	78	1,786	60	1,846
	Total	3,838	5,296	1,458	112	3,950	92	4,042	3,416	5,442	2,026	156	3,572	120	3,692

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
2	. Beech Ave & Walnut St														
	NBL	20	43	23	2	22	0	22	19	24	5	0	19	0	19
	NBT	383	431	48	4	387	0	387	413	686	273	21	434	0	434
	NBR	7	7	0	0	7	6	13	39	50	11	1	40	19	59
	SBL	18	38	20	2	20	0	20	57	68	11	1	58	0	58
	SBT	332	521	189	15	347	0	347	382	470	88	7	389	0	389
	SBR	9	44	35	3	12	0	12	21	24	3	0	21	0	21
	EBL	43	51	8	1	44	0	44	44	63	19	1	45	0	45
	EBT	32	34	2	0	32	6	38	80	90	10	1	81	19	100
	EBR	15	16	1	0	15	0	15	23	27	4	0	23	0	23
	WBL	31	33	2	0	31	17	48	17	18	1	0	17	11	28
	WBT	49	93	44	3	52	17	69	37	39	2	0	37	11	48
	WBR	44	44	0	0	44	0	44	43	56	13	1	44	0	44
	North Leg														
	Approach	359	603	244	19	378	0	378	460	562	102	8	468	0	468
	Departure	470	526	56	4	474	0	474	500	805	305	23	523	0	523
	Total	829	1,129	300	23	852	0	852	960	1,367	407	31	991	0	991
	South Leg														
	Approach	410	481	71	5	415	6	421	471	760	289	22	493	19	512
	Departure	378	569	191	15	393	17	410	422	515	93	7	429	11	440
	Total	788	1,050	262	20	808	23	831	893	1,275	382	29	922	30	952
	East Leg														
	Approach	124	170	46	4	128	34	162	97	113	16	1	98	22	120
	Departure	57	79	22	2	59	12	71	176	208	32	2	178	38	216
	Total	181	248	67	5	186	46	232	273	321	48	4	277	60	337
	West Leg														
	Approach	90	100	10	1	91	6	97	147	180	33	3	150	19	169
	Departure	78	180	102	8	86	17	103	77	87	10	1	78	11	89
	Total	168	280	112	9	177	23	200	224	267	43	3	227	30	257
	Total Approaches														
	Approach	983	1,354	371	29	1,012	46	1,058	1,175	1,615	440	34	1,209	60	1,269
	Departure	983	1,354	371	29	1,012	46	1,058	1,175	1,615	440	34	1,209	60	1,269
	Total	1,966	2,708	742	57	2,023	92	2,115	2,350	3,230	880	68	2,418	120	2,538

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
3	. Tailwind Ln & Walnut St														
	NBL	41	41	0	0	41	0	41	9	9	0	0	9	0	9
	NBT	1	1	0	0	1	0	1	1	1	0	0	1	0	1
	NBR	157	157	0	0	157	0	157	22	22	0	0	22	0	22
	SBL	12	12	0	0	12	0	12	6	6	0	0	6	0	6
	SBT	1	1	0	0	1	0	1	0	0	0	0	0	0	0
	SBR	14	14	0	0	14	0	14	22	22	0	0	22	0	22
	EBL	7	7	0	0	7	0	7	22	22	0	0	22	0	22
	EBT	61	80	19	1	62	11	73	137	169	32	2	139	37	176
	EBR	9	9	0	0	9	0	9	14	14	0	0	14	0	14
	WBL	55	55	0	0	55	0	55	23	23	0	0	23	0	23
	WBT	107	141	34	3	110	34	144	81	93	12	1	82	22	104
	WBR	6	6	0	0	6	0	6	19	19	0	0	19	0	19
	North Leg														
	Approach	27	27	0	0	27	0	27	28	28	0	0	28	0	28
	Departure	14	14	0	0	14	0	14	42	42	0	0	42	0	42
	Total	41	41	0	0	41	0	41	70	70	0	0	70	0	70
	South Leg														
	Approach	199	199	0	0	199	0	199	32	32	0	0	32	0	32
	Departure	65	65	0	0	65	0	65	37	37	0	0	37	0	37
	Total	264	264	0	0	264	0	264	69	69	0	0	69	0	69
	East Leg														
	Approach	168	202	34	3	171	34	205	123	135	12	1	124	22	146
	Departure	230	249	19	1	231	11	242	165	197	32	2	167	37	204
	Total	398	451	53	4	402	45	447	288	332	44	3	291	59	350
	West Leg														
	Approach	77	96	19	1	78	11	89	173	205	32	2	175	37	212
	Departure	162	196	34	3	165	34	199	112	124	12	1	113	22	135
	Total	239	292	53	4	243	45	288	285	329	44	3	288	59	347
	Total Approaches														
	Approach	471	524	53	4	475	45	520	356	400	44	3	359	59	418
	Departure	471	524	53	4	475	45	520	356	400	44	3	359	59	418
	Total	942	1,048	106	8	950	90	1,040	712	800	88	7	719	118	837

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
4	. Knox Ave & Highland Ave														
	NBL	2	2	0	0	2	34	36	0	0	0	0	0	22	22
	NBT	0	0	0	0	0	8	8	0	0	0	0	0	6	6
	NBR	4	4	0	0	4	34	38	1	1	0	0	1	22	23
	SBL	199	368	169	13	212	0	212	98	158	60	5	103	0	103
	SBT	0	0	0	0	0	3	3	0	0	0	0	0	9	9
	SBR	70	100	30	2	72	0	72	81	85	4	0	81	0	81
	EBL	44	44	0	0	44	0	44	81	102	21	2	83	0	83
	EBT	250	461	211	16	266	0	266	387	759	372	29	416	0	416
	EBR	2	2	0	0	2	11	13	0	0	0	0	0	37	37
	WBL	0	0	0	0	0	11	11	2	2	0	0	2	37	39
	WBT	209	335	126	10	219	0	219	224	377	153	12	236	0	236
	WBR	302	340	38	3	305	0	305	112	236	124	10	122	0	122
	North Leg														
	Approach	269	468	199	15	284	3	287	179	243	64	5	184	9	193
	Departure	346	384	38	3	349	8	357	193	338	145	11	204	6	210
	Total	615	852	237	18	633	11	644	372	581	209	16	388	15	403
	South Leg														
	Approach	6	6	0	0	6	76	82	1	1	0	0	1	50	51
	Departure	2	2	0	0	2	25	27	2	2	0	0	2	83	85
	Total	8	8	0	0	8	101	109	3	3	0	0	3	133	136
	East Leg														
	Approach	511	675	164	13	524	11	535	338	615	277	21	359	37	396
	Departure	453	833	380	29	482	34	516	486	918	432	33	519	22	541
	Total	964	1,508	544	42	1,006	45	1,051	824	1,533	709	55	879	59	938
	West Leg														
	Approach	296	507	211	16	312	11	323	468	861	393	30	498	37	535
	Departure	281	437	156	12	293	34	327	305	462	157	12	317	22	339
	Total	577	944	367	28	605	45	650	773	1,323	550	42	815	59	874
	Total Approaches														
	Approach	1,082	1,656	574	44	1,126	101	1,227	986	1,720	734	56	1,042	133	1,175
	Departure	1,082	1,656	574	44	1,126	101	1,227	986	1,720	734	56	1,042	133	1,175
	Total	2,164	3,312	1,148	88	2,252	202	2,454	1,972	3,440	1,468	113	2,085	266	2,351

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
5	. Knox Ave & Walnut St														
	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	59	59	0	0	0	0	0	39	39
	SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBR	0	0	0	0	0	34	34	0	0	0	0	0	22	22
	EBL	0	0	0	0	0	11	11	0	0	0	0	0	37	37
	EBT	230	249	19	1	231	0	231	165	197	32	2	167	0	167
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	168	202	34	3	171	0	171	123	135	12	1	124	0	124
	WBR	0	0	0	0	0	20	20	0	0	0	0	0	65	65
	North Leg														
	Approach	0	0	0	0	0	93	93	0	0	0	0	0	61	61
	Departure	0	0	0	0	0	31	31	0	0	0	0	0	102	102
	Total	0	0	0	0	0	124	124	0	0	0	0	0	163	163
	South Leg														
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	East Leg														
	Approach	168	202	34	3	171	20	191	123	135	12	1	124	65	189
	Departure	230	249	19	1	231	59	290	165	197	32	2	167	39	206
	Total	398	451	53	4	402	79	481	288	332	44	3	291	104	395
	West Leg														
	Approach	230	249	19	1	231	11	242	165	197	32	2	167	37	204
	Departure	168	202	34	3	171	34	205	123	135	12	1	124	22	146
	Total	398	451	53	4	402	45	447	288	332	44	3	291	59	350
	Total Approaches														
	Approach	398	451	53	4	402	124	526	288	332	44	3	291	163	454
	Departure	398	451	53	4	402	124	526	288	332	44	3	291	163	454
	Total	796	902	106	8	804	248	1,052	576	664	88	7	583	326	909

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
6	. Citrus Ave & SR-210 WB Ramps														
	NBL	273	292	19	1	274	17	291	376	389	13	1	377	11	388
	NBT	769	820	51	4	773	8	781	1,068	1,340	272	21	1,089	6	1,095
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBT	755	1,102	347	27	782	3	785	687	761	74	6	693	9	702
	SBR	287	470	183	14	301	0	301	350	384	34	3	353	0	353
	EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	381	463	82	6	387	14	401	361	400	39	3	364	47	411
	WBT	7	10	3	0	7	0	7	4	4	0	0	4	0	4
	WBR	311	424	113	9	320	0	320	357	477	120	9	366	0	366
	North Leg														
	Approach	1,042	1,572	530	41	1,083	3	1,086	1,037	1,145	108	8	1,045	9	1,054
	Departure	1,080	1,244	164	13	1,093	8	1,101	1,425	1,817	392	30	1,455	6	1,461
	Total	2,122	2,816	694	53	2,175	11	2,186	2,462	2,962	500	38	2,500	15	2,515
	South Leg														
	Approach	1,042	1,112	70	5	1,047	25	1,072	1,444	1,729	285	22	1,466	17	1,483
	Departure	1,136	1,565	429	33	1,169	17	1,186	1,048	1,161	113	9	1,057	56	1,113
	Total	2,178	2,677	499	38	2,216	42	2,258	2,492	2,890	398	31	2,523	73	2,596
	East Leg														
	Approach	699	897	198	15	714	14	728	722	881	159	12	734	47	781
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	699	897	198	15	714	14	728	722	881	159	12	734	47	781
	West Leg														
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	567	772	205	16	583	17	600	730	777	47	4	734	11	745
	Total	567	772	205	16	583	17	600	730	777	47	4	734	11	745
	Total Approaches														
	Approach	2,783	3,581	798	61	2,844	42	2,886	3,203	3,755	552	42	3,245	73	3,318
	Departure	2,783	3,581	798	61	2,844	42	2,886	3,203	3,755	552	42	3,245	73	3,318
	Total	5,566	7,162	1,596	123	5,689	84	5,773	6,406	7,511	1,105	85	6,491	146	6,637

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
7	. Citrus Ave & SR-210 EB Ramps														
	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	755	811	56	4	759	25	784	1,023	1,233	210	16	1,039	17	1,056
	NBR	467	478	11	1	468	42	510	367	436	69	5	372	28	400
	SBL	297	424	127	10	307	0	307	204	214	10	1	205	0	205
	SBT	839	1,141	302	23	862	17	879	844	947	103	8	852	56	908
	SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBL	287	301	14	1	288	0	288	421	496	75	6	427	0	427
	EBT	3	3	0	0	3	0	3	2	2	0	0	2	0	2
	EBR	398	491	93	7	405	6	411	321	396	75	6	327	19	346
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	North Leg														
	Approach	1,136	1,565	429	33	1,169	17	1,186	1,048	1,161	113	9	1,057	56	1,113
	Departure	1,042	1,112	70	5	1,047	25	1,072	1,444	1,729	285	22	1,466	17	1,483
	Total	2,178	2,677	499	38	2,216	42	2,258	2,492	2,890	398	31	2,523	73	2,596
	South Leg														
	Approach	1,222	1,289	67	5	1,227	67	1,294	1,390	1,669	279	21	1,411	45	1,456
	Departure	1,237	1,632	395	30	1,267	23	1,290	1,165	1,343	178	14	1,179	75	1,254
	Total	2,459	2,921	462	36	2,495	90	2,585	2,555	3,012	457	35	2,590	120	2,710
	East Leg														
	Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	767	905	138	11	778	42	820	573	652	79	6	579	28	607
	Total	767	905	138	11	778	42	820	573	652	79	6	579	28	607
	West Leg														
	Approach	688	795	107	8	696	6	702	744	894	150	12	756	19	775
	Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	688	795	107	8	696	6	702	744	894	150	12	756	19	775
	Total Approaches														
	Approach	3,046	3,649	603	46	3,092	90	3,182	3,182	3,724	542	42	3,224	120	3,344
	Departure	3,046	3,649	603	46	3,092	90	3,182	3,182	3,724	542	42	3,224	120	3,344
	Total	6,092	7,298	1,206	93	6,185	180	6,365	6,364	7,449	1,085	83	6,447	240	6,687

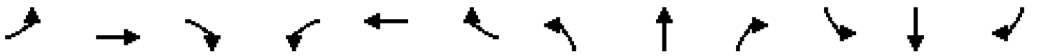
Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
8	. Citrus Ave & Highland Ave														
	NBL	111	125	14	1	112	0	112	58	97	39	3	61	0	61
	NBT	705	740	35	3	708	42	750	870	948	78	6	876	28	904
	NBR	83	128	45	3	86	0	86	81	178	97	7	88	0	88
	SBL	307	437	130	10	317	0	317	226	341	115	9	235	0	235
	SBT	802	1,062	260	20	822	14	836	772	811	39	3	775	47	822
	SBR	128	133	5	0	128	9	137	168	192	24	2	170	28	198
	EBL	231	232	1	0	231	25	256	163	198	35	3	166	17	183
	EBT	292	584	292	22	314	8	322	245	605	360	28	273	6	279
	EBR	93	174	81	6	99	0	99	43	60	17	1	44	0	44
	WBL	83	170	87	7	90	0	90	109	183	74	6	115	0	115
	WBT	248	401	153	12	260	3	263	170	384	214	16	186	9	195
	WBR	286	316	30	2	288	0	288	357	523	166	13	370	0	370
	North Leg														
	Approach	1,237	1,632	395	30	1,267	23	1,290	1,166	1,344	178	14	1,180	75	1,255
	Departure	1,222	1,288	66	5	1,227	67	1,294	1,390	1,669	279	21	1,411	45	1,456
	Total	2,459	2,920	461	35	2,494	90	2,584	2,556	3,013	457	35	2,591	120	2,711
	South Leg														
	Approach	899	993	94	7	906	42	948	1,009	1,223	214	16	1,025	28	1,053
	Departure	978	1,406	428	33	1,011	14	1,025	924	1,054	130	10	934	47	981
	Total	1,877	2,399	522	40	1,917	56	1,973	1,933	2,277	344	26	1,959	75	2,034
	East Leg														
	Approach	617	887	270	21	638	3	641	636	1,090	454	35	671	9	680
	Departure	682	1,149	467	36	718	8	726	552	1,124	572	44	596	6	602
	Total	1,299	2,036	737	57	1,356	11	1,367	1,188	2,214	1,026	79	1,267	15	1,282
	West Leg														
	Approach	616	990	374	29	645	33	678	451	863	412	32	483	23	506
	Departure	487	659	172	13	500	12	512	396	673	277	21	417	37	454
	Total	1,103	1,649	546	42	1,145	45	1,190	847	1,536	689	53	900	60	960
	Total Approaches														
	Approach	3,369	4,502	1,133	87	3,456	101	3,557	3,262	4,520	1,258	97	3,359	135	3,494
	Departure	3,369	4,502	1,133	87	3,456	101	3,557	3,262	4,520	1,258	97	3,359	135	3,494
	Total	6,738	9,005	2,267	174	6,912	202	7,114	6,524	9,039	2,515	193	6,717	270	6,987

Table C-11: Opening Year (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour						
		Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP	Existing Total	2,050 Total	Exist-2050 Growth	Exist-2026 Growth	OY NP	Project Trips	OY WP
9	. Citrus Ave & Walnut St														
	NBL	44	46	2	0	44	3	47	39	59	20	2	41	9	50
	NBT	720	756	36	3	723	0	723	865	1,100	235	18	883	0	883
	NBR	141	148	7	1	142	0	142	61	66	5	0	61	0	61
	SBL	57	77	20	2	59	0	59	58	61	3	0	58	0	58
	SBT	822	1,211	389	30	852	0	852	704	747	43	3	707	0	707
	SBR	110	156	46	4	114	14	128	67	86	19	1	68	47	115
	EBL	89	91	2	0	89	42	131	50	77	27	2	52	28	80
	EBT	104	109	5	0	104	8	112	69	90	21	2	71	6	77
	EBR	36	38	2	0	36	8	44	16	24	8	1	17	6	23
	WBL	61	64	3	0	61	0	61	7	7	0	0	7	0	7
	WBT	132	133	1	0	132	3	135	52	57	5	0	52	9	61
	WBR	86	86	0	0	86	0	86	37	39	2	0	37	0	37
	North Leg														
	Approach	989	1,444	455	35	1,024	14	1,038	829	894	65	5	834	47	881
	Departure	895	933	38	3	898	42	940	952	1,216	264	20	972	28	1,000
	Total	1,884	2,377	493	38	1,922	56	1,978	1,781	2,110	329	25	1,806	75	1,881
	South Leg														
	Approach	905	950	45	3	908	3	911	965	1,225	260	20	985	9	994
	Departure	919	1,313	394	30	949	8	957	727	778	51	4	731	6	737
	Total	1,824	2,263	439	34	1,858	11	1,869	1,692	2,003	311	24	1,716	15	1,731
	East Leg														
	Approach	279	283	4	0	279	3	282	96	103	7	1	97	9	106
	Departure	302	334	32	2	304	8	312	188	217	29	2	190	6	196
	Total	581	617	36	3	584	11	595	284	320	36	3	287	15	302
	West Leg														
	Approach	229	238	9	1	230	58	288	135	191	56	4	139	40	179
	Departure	286	335	49	4	290	20	310	158	202	44	3	161	65	226
	Total	515	573	58	4	519	78	597	293	393	100	8	301	105	406
	Total Approaches														
	Approach	2,402	2,915	513	39	2,441	78	2,519	2,025	2,413	388	30	2,055	105	2,160
	Departure	2,402	2,915	513	39	2,441	78	2,519	2,025	2,413	388	30	2,055	105	2,160
	Total	4,804	5,831	1,027	79	4,883	156	5,039	4,050	4,826	776	60	4,110	210	4,320

APPENDIX D: LEVEL OF SERVICE WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	184	0	89	203	72	44	555	73	49	415	126
Future Volume (veh/h)	109	184	0	89	203	72	44	555	73	49	415	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	196	0	95	216	77	47	590	78	52	441	134
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	440	196	175	434	191	149	2273	1000	154	2282	1018
Arrive On Green	0.10	0.12	0.00	0.10	0.12	0.12	0.08	0.63	0.63	0.09	0.63	0.63
Sat Flow, veh/h	1810	3610	1610	1810	3610	1588	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	116	196	0	95	216	77	47	590	78	52	441	134
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1588	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	7.4	6.0	0.0	6.0	6.7	5.4	2.9	8.7	2.3	3.2	6.1	4.0
Cycle Q Clear(g_c), s	7.4	6.0	0.0	6.0	6.7	5.4	2.9	8.7	2.3	3.2	6.1	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	440	196	175	434	191	149	2273	1000	154	2282	1018
V/C Ratio(X)	0.65	0.45	0.00	0.54	0.50	0.40	0.31	0.26	0.08	0.34	0.19	0.13
Avail Cap(c_a), veh/h	226	1384	617	181	1294	569	181	2273	1000	196	2282	1018
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	48.9	0.0	51.7	49.4	48.8	51.8	9.8	8.7	51.7	9.2	8.9
Incr Delay (d2), s/veh	4.4	0.7	0.0	3.1	0.9	1.4	1.2	0.3	0.2	1.3	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.8	0.0	2.9	3.1	2.2	1.4	3.4	0.8	1.5	2.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	49.6	0.0	54.8	50.3	50.2	53.0	10.1	8.8	53.0	9.4	9.1
LnGrp LOS	E	D		D	D	D	D	B	A	D	A	A
Approach Vol, veh/h		312			388			715			627	
Approach Delay, s/veh		52.2			51.4			12.8			13.0	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	77.6	13.6	16.6	11.9	77.9	13.8	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	10.0	44.0	10.0	40.0	13.0	41.0
Max Q Clear Time (g_c+I1), s	5.2	10.7	8.0	8.0	4.9	8.1	9.4	8.7
Green Ext Time (p_c), s	0.0	4.6	0.0	1.3	0.0	3.6	0.1	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	26.2
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	32	15	31	49	44	20	383	7	18	332	9
Future Vol, veh/h	43	32	15	31	49	44	20	383	7	18	332	9
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	51	38	18	37	58	52	24	456	8	21	395	11
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	11.6	12	15.5	14.4
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	68%	0%	53%	0%	100%	92%
Vol Right, %	0%	0%	5%	0%	32%	0%	47%	0%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	255	135	43	47	31	93	18	221	120
LT Vol	20	0	0	43	0	31	0	18	0	0
Through Vol	0	255	128	0	32	0	49	0	221	111
RT Vol	0	0	7	0	15	0	44	0	0	9
Lane Flow Rate	24	304	160	51	56	37	111	21	263	142
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.048	0.564	0.296	0.117	0.116	0.083	0.223	0.044	0.498	0.267
Departure Headway (Hd)	7.191	6.684	6.647	8.224	7.495	8.101	7.264	7.311	6.804	6.751
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	500	541	543	436	478	443	495	492	532	534
Service Time	4.907	4.4	4.363	5.967	5.238	5.841	5.004	5.028	4.521	4.468
HCM Lane V/C Ratio	0.048	0.562	0.295	0.117	0.117	0.084	0.224	0.043	0.494	0.266
HCM Control Delay, s/veh	10.3	17.7	12.1	12.1	11.2	11.6	12.1	10.4	16.1	11.9
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.2	3.5	1.2	0.4	0.4	0.3	0.8	0.1	2.7	1.1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	61	9	55	107	6	41	1	157	12	1	14
Future Vol, veh/h	7	61	9	55	107	6	41	1	157	12	1	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	76	11	69	134	8	51	1	196	15	1	18
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.8	9.3	9.1	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	100%	0%	100%	0%	44%
Vol Thru, %	1%	0%	87%	0%	95%	4%
Vol Right, %	79%	0%	13%	0%	5%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	7	70	55	113	27
LT Vol	41	7	0	55	0	12
Through Vol	1	0	61	0	107	1
RT Vol	157	0	9	0	6	14
Lane Flow Rate	249	9	88	69	141	34
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.296	0.014	0.128	0.109	0.204	0.044
Departure Headway (Hd)	4.282	5.86	5.265	5.73	5.188	4.742
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	838	608	678	624	689	752
Service Time	2.311	3.618	3.022	3.481	2.94	2.792
HCM Lane V/C Ratio	0.297	0.015	0.13	0.111	0.205	0.045
HCM Control Delay, s/veh	9.1	8.7	8.8	9.2	9.3	8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1.2	0	0.4	0.4	0.8	0.1

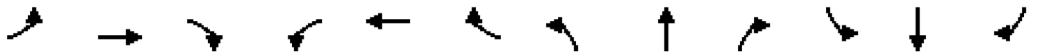
Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	250	2	0	209	302	2	0	4	199	0	70
Future Vol, veh/h	44	250	2	0	209	302	2	0	4	199	0	70
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	266	2	0	222	321	2	0	4	212	0	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	268	0	0	583	904	267	743	745	383
Stage 1	-	-	-	-	-	-	361	361	-	383	383	-
Stage 2	-	-	-	-	-	-	222	544	-	360	362	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1035	-	-	1307	-	-	427	279	776	334	345	669
Stage 1	-	-	-	-	-	-	662	630	-	644	616	-
Stage 2	-	-	-	-	-	-	785	523	-	663	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	1307	-	-	362	266	776	317	329	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	266	-	317	329	-
Stage 1	-	-	-	-	-	-	632	601	-	644	616	-
Stage 2	-	-	-	-	-	-	697	523	-	629	600	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.28	0	11.48	41.95
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	562	1035	-	-	1307	-	-	367
HCM Lane V/C Ratio	0.011	0.045	-	-	-	-	-	0.779
HCM Ctrl Dly (s/v)	11.5	8.6	-	-	0	-	-	41.9
HCM Lane LOS	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	6.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	7	311	273	769	0	0	755	287
Future Volume (veh/h)	0	0	0	381	7	311	273	769	0	0	755	287
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				390	0	314	276	777	0	0	763	290
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				871	0	388	393	2610	0	0	2140	942
Arrive On Green				0.24	0.00	0.24	0.22	1.00	0.00	0.00	0.59	0.59
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1589
Grp Volume(v), veh/h				390	0	314	276	777	0	0	763	290
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1589
Q Serve(g_s), s				10.1	0.0	20.2	8.0	0.0	0.0	0.0	12.0	10.0
Cycle Q Clear(g_c), s				10.1	0.0	20.2	8.0	0.0	0.0	0.0	12.0	10.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				871	0	388	393	2610	0	0	2140	942
V/C Ratio(X)				0.45	0.00	0.81	0.70	0.30	0.00	0.00	0.36	0.31
Avail Cap(c_a), veh/h				1250	0	556	511	2610	0	0	2140	942
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.5	0.0	39.4	41.0	0.0	0.0	0.0	11.6	11.2
Incr Delay (d2), s/veh				0.4	0.0	5.9	2.2	0.2	0.0	0.0	0.5	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	8.6	3.3	0.1	0.0	0.0	4.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				35.9	0.0	45.3	43.2	0.2	0.0	0.0	12.0	12.0
LnGrp LOS				D		D	D	A			B	B
Approach Vol, veh/h					704			1053			1053	
Approach Delay, s/veh					40.1			11.5			12.0	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	81.5		14.3	67.2		28.5						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	66.0		14.0	48.0		36.0						
Max Q Clear Time (g_c+I1), s	2.0		10.0	14.0		22.2						
Green Ext Time (p_c), s	6.7		0.4	7.5		2.3						

Intersection Summary		
HCM 7th Control Delay, s/veh	18.9	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	3	398	0	0	0	0	755	467	297	839	0
Future Volume (veh/h)	287	3	398	0	0	0	0	755	467	297	839	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	438	0	253				0	770	477	303	856	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	728	0	324				0	1339	822	425	2753	0
Arrive On Green	0.20	0.00	0.20				0.00	1.00	1.00	0.24	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2243	1320	3510	3705	0
Grp Volume(v), veh/h	438	0	253				0	646	601	303	856	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1662	1755	1805	0
Q Serve(g_s), s	12.1	0.0	16.4				0.0	0.0	0.0	8.7	0.0	0.0
Cycle Q Clear(g_c), s	12.1	0.0	16.4				0.0	0.0	0.0	8.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.79	1.00		0.00
Lane Grp Cap(c), veh/h	728	0	324				0	1125	1036	425	2753	0
V/C Ratio(X)	0.60	0.00	0.78				0.00	0.57	0.58	0.71	0.31	0.00
Avail Cap(c_a), veh/h	941	0	419				0	1125	1036	638	2753	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.74	0.74	0.92	0.92	0.00
Uniform Delay (d), s/veh	39.9	0.0	41.6				0.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	7.0				0.0	1.6	1.8	2.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	7.1				0.0	0.5	0.5	3.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	0.0	48.7				0.0	1.6	1.8	42.0	0.3	0.0
LnGrp LOS	D		D					A	A	D	A	
Approach Vol, veh/h		691						1247			1159	
Approach Delay, s/veh		43.6						1.7			11.2	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.3	70.6	24.1	85.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	53.4	26.6	75.4
Max Q Clear Time (g_c+I1), s	10.7	2.0	18.4	2.0
Green Ext Time (p_c), s	0.6	12.6	1.7	7.6

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	292	93	83	248	286	111	705	83	307	802	128
Future Volume (veh/h)	231	292	93	83	248	286	111	705	83	307	802	128
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	307	98	87	261	301	117	742	87	323	844	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1002	447	180	412	349	160	1204	537	537	1480	645
Arrive On Green	0.10	0.28	0.28	0.05	0.22	0.22	0.09	0.33	0.33	0.05	0.14	0.14
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	243	307	98	87	261	301	117	742	87	323	844	135
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	7.4	7.4	5.1	2.7	13.7	19.8	6.9	19.0	3.2	9.9	24.1	5.3
Cycle Q Clear(g_c), s	7.4	7.4	5.1	2.7	13.7	19.8	6.9	19.0	3.2	9.9	24.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1002	447	180	412	349	160	1204	537	537	1480	645
V/C Ratio(X)	0.72	0.31	0.22	0.48	0.63	0.86	0.73	0.62	0.16	0.60	0.57	0.21
Avail Cap(c_a), veh/h	447	1002	447	415	472	400	197	1204	537	537	1480	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	48.2	31.4	30.6	50.8	39.1	41.5	48.9	30.7	15.3	48.9	38.5	12.8
Incr Delay (d2), s/veh	3.7	0.2	0.2	2.0	2.2	15.8	9.6	2.2	0.6	1.8	1.5	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.1	1.9	1.2	6.3	9.0	3.5	8.2	1.6	4.6	11.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	31.5	30.8	52.7	41.4	57.3	58.5	33.0	15.9	50.7	40.0	13.5
LnGrp LOS	D	C	C	D	D	E	E	C	B	D	D	B
Approach Vol, veh/h		648			649			946			1302	
Approach Delay, s/veh		39.1			50.3			34.6			39.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	42.0	9.6	36.2	13.7	50.4	16.3	29.5
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.8	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	11.9	21.0	4.7	9.4	8.9	26.1	9.4	21.8
Green Ext Time (p_c), s	0.0	4.3	0.1	1.9	0.0	4.2	0.3	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



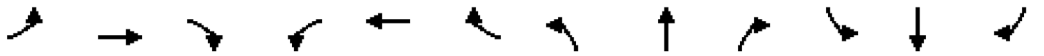
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	104	36	61	132	86	44	720	141	57	822	110
Future Volume (veh/h)	89	104	36	61	132	86	44	720	141	57	822	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	111	38	65	140	91	47	766	150	61	874	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	356	122	337	282	184	190	1969	878	211	1776	238
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.10	0.55	0.55	0.12	0.56	0.56
Sat Flow, veh/h	1166	1345	460	1253	1068	694	1810	3610	1610	1810	3190	427
Grp Volume(v), veh/h	95	0	149	65	0	231	47	766	150	61	495	496
Grp Sat Flow(s),veh/h/ln	1166	0	1806	1253	0	1762	1810	1805	1610	1810	1805	1812
Q Serve(g_s), s	6.1	0.0	5.4	3.6	0.0	9.0	1.9	10.0	3.8	2.5	13.6	13.6
Cycle Q Clear(g_c), s	15.1	0.0	5.4	9.0	0.0	9.0	1.9	10.0	3.8	2.5	13.6	13.6
Prop In Lane	1.00		0.26	1.00		0.39	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	267	0	477	337	0	466	190	1969	878	211	1005	1009
V/C Ratio(X)	0.36	0.00	0.31	0.19	0.00	0.50	0.25	0.39	0.17	0.29	0.49	0.49
Avail Cap(c_a), veh/h	498	0	834	584	0	814	267	1969	878	267	1005	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	24.0	27.6	0.0	25.3	33.5	10.7	9.3	32.9	11.0	11.0
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.3	0.0	0.8	0.7	0.6	0.4	0.7	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.3	1.1	0.0	3.8	0.9	3.8	1.3	1.1	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	0.0	24.4	27.9	0.0	26.2	34.2	11.3	9.7	33.6	12.7	12.7
LnGrp LOS	C		C	C		C	C	B	A	C	B	B
Approach Vol, veh/h		244			296			963			1052	
Approach Delay, s/veh		27.6			26.5			12.1			13.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	46.4		23.5	10.5	47.3		23.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	42.4		35.6	10.0	42.4		35.6
Max Q Clear Time (g_c+I1), s	4.5	12.0		17.1	3.9	15.6		11.0
Green Ext Time (p_c), s	0.0	6.7		1.1	0.0	7.4		1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	308	3	87	138	59	24	370	77	105	395	70
Future Volume (veh/h)	72	308	3	87	138	59	24	370	77	105	395	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	331	3	94	148	63	26	398	83	113	425	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	550	243	174	422	186	118	1324	582	575	2237	998
Arrive On Green	0.13	0.15	0.15	0.10	0.12	0.12	0.06	0.37	0.37	0.32	0.62	0.62
Sat Flow, veh/h	1810	3610	1597	1810	3610	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	77	331	3	94	148	63	26	398	83	113	425	75
Grp Sat Flow(s),veh/h/ln	1810	1805	1597	1810	1805	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	4.6	10.3	0.2	5.9	4.5	4.4	1.6	9.4	3.1	5.5	6.1	1.1
Cycle Q Clear(g_c), s	4.6	10.3	0.2	5.9	4.5	4.4	1.6	9.4	3.1	5.5	6.1	1.1
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	238	550	243	174	422	186	118	1324	582	575	2237	998
V/C Ratio(X)	0.32	0.60	0.01	0.54	0.35	0.34	0.22	0.30	0.14	0.20	0.19	0.08
Avail Cap(c_a), veh/h	238	1294	572	196	1294	569	181	1324	582	575	2237	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	47.5	43.2	51.7	48.8	48.7	53.2	27.0	14.0	29.8	9.8	2.1
Incr Delay (d2), s/veh	0.8	1.1	0.0	2.6	0.5	1.1	0.9	0.6	0.5	0.2	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.7	0.1	2.8	2.1	1.8	0.8	4.2	1.7	2.4	2.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	48.5	43.2	54.3	49.3	49.8	54.2	27.6	14.5	29.9	10.0	2.2
LnGrp LOS	D	D	D	D	D	D	D	C	B	C	B	A
Approach Vol, veh/h		411			305			507			613	
Approach Delay, s/veh		48.4			50.9			26.8			12.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.2	46.0	13.6	20.3	9.8	76.4	17.8	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	42.0	11.0	41.0	10.0	42.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	7.5	11.4	7.9	12.3	3.6	8.1	6.6	6.5
Green Ext Time (p_c), s	0.1	3.1	0.0	2.3	0.0	3.3	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	31.0
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	80	23	17	37	43	19	413	39	57	382	21
Future Vol, veh/h	44	80	23	17	37	43	19	413	39	57	382	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	84	24	18	39	45	20	435	41	60	402	22
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	12.4	11.8	15.5	14.5
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	78%	0%	46%	0%	100%	86%
Vol Right, %	0%	0%	22%	0%	22%	0%	54%	0%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	275	177	44	103	17	80	57	255	148
LT Vol	19	0	0	44	0	17	0	57	0	0
Through Vol	0	275	138	0	80	0	37	0	255	127
RT Vol	0	0	39	0	23	0	43	0	0	21
Lane Flow Rate	20	290	186	46	108	18	84	60	268	156
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.041	0.551	0.346	0.106	0.228	0.042	0.177	0.123	0.51	0.293
Departure Headway (Hd)	7.356	6.848	6.691	8.243	7.582	8.433	7.549	7.369	6.844	6.761
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	530	539	435	474	424	475	488	528	532
Service Time	5.063	4.556	4.399	5.993	5.331	6.185	5.3	5.09	4.582	4.482
HCM Lane V/C Ratio	0.041	0.547	0.345	0.106	0.228	0.042	0.177	0.123	0.508	0.293
HCM Control Delay, s/veh	10.4	17.6	12.9	12	12.6	11.6	11.9	11.1	16.5	12.3
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.1	3.3	1.5	0.4	0.9	0.1	0.6	0.4	2.9	1.2

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	137	14	23	81	19	9	1	22	6	0	22
Future Vol, veh/h	22	137	14	23	81	19	9	1	22	6	0	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	159	16	27	94	22	10	1	26	7	0	26
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.7	8.2	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	100%	0%	100%	0%	21%
Vol Thru, %	3%	0%	91%	0%	81%	0%
Vol Right, %	69%	0%	9%	0%	19%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	22	151	23	100	28
LT Vol	9	22	0	23	0	6
Through Vol	1	0	137	0	81	0
RT Vol	22	0	14	0	19	22
Lane Flow Rate	37	26	176	27	116	33
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.045	0.037	0.226	0.039	0.148	0.039
Departure Headway (Hd)	4.386	5.197	4.631	5.228	4.593	4.32
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	821	682	767	676	769	833
Service Time	2.389	2.98	2.413	3.026	2.391	2.322
HCM Lane V/C Ratio	0.045	0.038	0.229	0.04	0.151	0.04
HCM Control Delay, s/veh	7.6	8.2	8.8	8.2	8.2	7.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.9	0.1	0.5	0.1

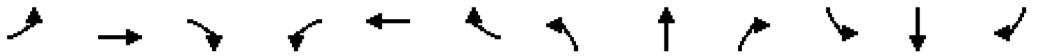
Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	387	0	2	224	112	0	0	1	98	0	81
Future Vol, veh/h	81	387	0	2	224	112	0	0	1	98	0	81
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	85	407	0	2	236	118	0	0	1	103	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	407	0	0	818	936	407	877	877	295
Stage 1	-	-	-	-	-	-	578	578	-	299	299	-
Stage 2	-	-	-	-	-	-	240	358	-	578	578	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1216	-	-	1162	-	-	297	267	648	271	289	749
Stage 1	-	-	-	-	-	-	505	504	-	714	670	-
Stage 2	-	-	-	-	-	-	768	631	-	505	504	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1162	-	-	244	248	648	251	268	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	248	-	251	268	-
Stage 1	-	-	-	-	-	-	470	469	-	713	669	-
Stage 2	-	-	-	-	-	-	679	630	-	469	469	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.42	0.05	10.56	25.54
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1216	-	-	1162	-	-	359
HCM Lane V/C Ratio	0.002	0.07	-	-	0.002	-	-	0.524
HCM Ctrl Dly (s/v)	10.6	8.2	-	-	8.1	-	-	25.5
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	2.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	361	4	357	376	1068	0	0	687	350
Future Volume (veh/h)	0	0	0	361	4	357	376	1068	0	0	687	350
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				371	0	364	384	1090	0	0	701	357
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				987	0	439	1149	2494	0	0	1247	549
Arrive On Green				0.27	0.00	0.27	0.65	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1588
Grp Volume(v), veh/h				371	0	364	384	1090	0	0	701	357
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1588
Q Serve(g_s), s				9.1	0.0	23.4	5.3	0.0	0.0	0.0	17.4	20.9
Cycle Q Clear(g_c), s				9.1	0.0	23.4	5.3	0.0	0.0	0.0	17.4	20.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				987	0	439	1149	2494	0	0	1247	549
V/C Ratio(X)				0.38	0.00	0.83	0.33	0.44	0.00	0.00	0.56	0.65
Avail Cap(c_a), veh/h				1546	0	688	1149	2494	0	0	1247	549
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.4	0.0	37.6	13.7	0.0	0.0	0.0	29.2	30.4
Incr Delay (d2), s/veh				0.2	0.0	4.9	0.1	0.4	0.0	0.0	1.8	5.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	9.7	1.9	0.1	0.0	0.0	7.8	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				32.7	0.0	42.5	13.8	0.4	0.0	0.0	31.1	36.3
LnGrp LOS				C		D	B	A			C	D
Approach Vol, veh/h					735			1474			1058	
Approach Delay, s/veh					37.5			3.9			32.8	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	78.0		38.0	40.0		32.0						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	57.0		17.0	36.0		45.0						
Max Q Clear Time (g_c+I1), s	2.0		7.3	22.9		25.4						
Green Ext Time (p_c), s	10.8		1.0	5.1		2.6						

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	421	2	321	0	0	0	0	1023	367	204	844	0
Future Volume (veh/h)	421	2	321	0	0	0	0	1023	367	204	844	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	527	0	217				0	1033	371	206	853	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	698	0	311				0	1496	531	631	2782	0
Arrive On Green	0.19	0.00	0.19				0.00	1.00	1.00	0.36	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2706	927	3510	3705	0
Grp Volume(v), veh/h	527	0	217				0	710	694	206	853	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1733	1755	1805	0
Q Serve(g_s), s	15.1	0.0	13.8				0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	15.1	0.0	13.8				0.0	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.53	1.00		0.00
Lane Grp Cap(c), veh/h	698	0	311				0	1034	993	631	2782	0
V/C Ratio(X)	0.75	0.00	0.70				0.00	0.69	0.70	0.33	0.31	0.00
Avail Cap(c_a), veh/h	954	0	424				0	1034	993	631	2782	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.60	0.60	0.93	0.93	0.00
Uniform Delay (d), s/veh	41.9	0.0	41.4				0.0	0.0	0.0	30.4	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	3.1				0.0	2.3	2.5	0.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	5.7				0.0	0.6	0.7	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	44.5				0.0	2.3	2.5	30.7	0.3	0.0
LnGrp LOS	D		D					A	A	C	A	
Approach Vol, veh/h		744						1404			1059	
Approach Delay, s/veh		44.3						2.4			6.2	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.8	65.0		23.2		86.8
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	10.0	61.0		27.0		75.0
Max Q Clear Time (g_c+I1), s	16.7	2.0		17.1		2.0
Green Ext Time (p_c), s	0.2	15.7		2.1		7.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	245	43	109	170	357	58	870	81	226	772	168
Future Volume (veh/h)	163	245	43	109	170	357	58	870	81	226	772	168
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	255	45	114	177	372	60	906	84	235	804	175
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	1015	453	206	472	400	94	1204	537	499	1572	686
Arrive On Green	0.08	0.28	0.28	0.06	0.25	0.25	0.05	0.33	0.33	0.10	0.29	0.29
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	170	255	45	114	177	372	60	906	84	235	804	175
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	5.2	6.0	2.3	3.5	8.5	24.8	3.6	24.6	3.1	7.0	20.4	6.1
Cycle Q Clear(g_c), s	5.2	6.0	2.3	3.5	8.5	24.8	3.6	24.6	3.1	7.0	20.4	6.1
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	267	1015	453	206	472	400	94	1204	537	499	1572	686
V/C Ratio(X)	0.64	0.25	0.10	0.55	0.38	0.93	0.64	0.75	0.16	0.47	0.51	0.26
Avail Cap(c_a), veh/h	447	1015	453	415	472	400	197	1204	537	499	1572	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Delay (d), s/veh	49.3	30.6	29.2	50.4	34.3	40.4	51.1	32.6	14.8	45.9	29.2	10.9
Incr Delay (d2), s/veh	2.5	0.1	0.1	2.3	0.5	28.3	6.6	4.2	0.6	0.7	1.1	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	0.9	1.6	4.0	12.9	1.8	11.3	1.6	3.2	9.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.8	30.7	29.3	52.7	34.8	68.7	57.8	36.8	15.4	46.5	30.3	11.7
LnGrp LOS	D	C	C	D	C	E	E	D	B	D	C	B
Approach Vol, veh/h		470			663			1050			1214	
Approach Delay, s/veh		38.2			56.9			36.3			30.8	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	42.0	10.5	36.6	9.7	53.2	14.1	33.0
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.6	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	10.0	26.6	5.5	8.0	5.6	22.4	7.2	26.8
Green Ext Time (p_c), s	0.2	4.3	0.1	1.6	0.0	5.4	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	38.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



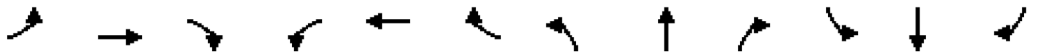
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	69	16	7	52	37	39	865	61	58	704	67
Future Volume (veh/h)	50	69	16	7	52	37	39	865	61	58	704	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	73	17	7	55	39	41	920	65	62	749	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	215	50	193	149	106	537	2582	1152	162	1690	160
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.30	0.72	0.72	0.09	0.51	0.51
Sat Flow, veh/h	1319	1481	345	1317	1026	728	1810	3610	1610	1810	3325	315
Grp Volume(v), veh/h	53	0	90	7	0	94	41	920	65	62	406	414
Grp Sat Flow(s),veh/h/ln	1319	0	1826	1317	0	1754	1810	1805	1610	1810	1805	1835
Q Serve(g_s), s	4.5	0.0	5.3	0.6	0.0	5.8	2.0	11.7	1.4	3.9	17.1	17.2
Cycle Q Clear(g_c), s	10.3	0.0	5.3	5.9	0.0	5.8	2.0	11.7	1.4	3.9	17.1	17.2
Prop In Lane	1.00		0.19	1.00		0.41	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	188	0	265	193	0	255	537	2582	1152	162	918	933
V/C Ratio(X)	0.28	0.00	0.34	0.04	0.00	0.37	0.08	0.36	0.06	0.38	0.44	0.44
Avail Cap(c_a), veh/h	425	0	593	430	0	570	537	2582	1152	211	918	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	51.0	0.0	46.1	48.8	0.0	46.3	30.4	6.5	5.1	51.5	18.7	18.7
Incr Delay (d2), s/veh	0.8	0.0	0.8	0.1	0.0	0.9	0.1	0.4	0.1	1.3	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.5	0.2	0.0	2.6	0.9	4.2	0.5	1.8	7.4	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.8	0.0	46.9	48.8	0.0	47.2	30.4	6.9	5.2	52.8	20.1	20.0
LnGrp LOS	D		D	D		D	C	A	A	D	C	C
Approach Vol, veh/h		143			101			1026			882	
Approach Delay, s/veh		48.7			47.3			7.7			22.3	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	87.8		19.4	37.6	63.0		19.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	12.0	59.0		37.0	12.0	59.0		37.0				
Max Q Clear Time (g_c+I1), s	15.9	13.7		12.3	4.0	19.2		7.9				
Green Ext Time (p_c), s	0.0	8.5		0.6	0.0	6.1		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	192	1	89	211	75	44	557	74	55	428	137
Future Volume (veh/h)	112	192	1	89	211	75	44	557	74	55	428	137
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	204	1	95	224	80	47	593	79	59	455	146
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	450	199	175	443	195	149	2252	991	160	2273	1014
Arrive On Green	0.10	0.12	0.12	0.10	0.12	0.12	0.08	0.62	0.62	0.09	0.63	0.63
Sat Flow, veh/h	1810	3610	1595	1810	3610	1588	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	119	204	1	95	224	80	47	593	79	59	455	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1588	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	7.6	6.3	0.1	6.0	7.0	5.6	2.9	8.9	2.4	3.7	6.4	4.4
Cycle Q Clear(g_c), s	7.6	6.3	0.1	6.0	7.0	5.6	2.9	8.9	2.4	3.7	6.4	4.4
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	178	450	199	175	443	195	149	2252	991	160	2273	1014
V/C Ratio(X)	0.67	0.45	0.01	0.54	0.51	0.41	0.31	0.26	0.08	0.37	0.20	0.14
Avail Cap(c_a), veh/h	226	1384	611	181	1294	569	181	2252	991	196	2273	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	48.7	46.0	51.7	49.2	48.6	51.8	10.2	8.9	51.5	9.4	9.0
Incr Delay (d2), s/veh	5.1	0.7	0.0	3.1	0.9	1.4	1.2	0.3	0.2	1.4	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.9	0.0	2.9	3.2	2.3	1.4	3.5	0.8	1.7	2.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	49.5	46.0	54.8	50.1	50.0	53.0	10.4	9.1	53.0	9.6	9.3
LnGrp LOS	E	D	D	D	D	D	D	B	A	D	A	A
Approach Vol, veh/h		324			399			719			660	
Approach Delay, s/veh		52.3			51.2			13.1			13.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	76.9	13.6	17.0	11.9	77.6	13.8	16.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	10.0	44.0	10.0	40.0	13.0	41.0
Max Q Clear Time (g_c+I1), s	5.7	10.9	8.0	8.3	4.9	8.4	9.6	9.0
Green Ext Time (p_c), s	0.0	4.7	0.0	1.4	0.0	3.8	0.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	32	15	31	52	44	22	387	7	20	347	12
Future Vol, veh/h	44	32	15	31	52	44	22	387	7	20	347	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	38	18	37	62	52	26	461	8	24	413	14
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	11.8	12.2	16	15
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	68%	0%	54%	0%	100%	91%
Vol Right, %	0%	0%	5%	0%	32%	0%	46%	0%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	258	136	44	47	31	96	20	231	128
LT Vol	22	0	0	44	0	31	0	20	0	0
Through Vol	0	258	129	0	32	0	52	0	231	116
RT Vol	0	0	7	0	15	0	44	0	0	12
Lane Flow Rate	26	307	162	52	56	37	114	24	275	152
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.053	0.577	0.304	0.121	0.118	0.084	0.234	0.049	0.524	0.287
Departure Headway (Hd)	7.304	6.767	6.76	8.345	7.615	8.21	7.383	7.363	6.855	6.789
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	534	534	430	471	437	487	487	526	530
Service Time	5.004	4.497	4.46	6.089	5.359	5.951	5.124	5.094	4.587	4.52
HCM Lane V/C Ratio	0.053	0.575	0.303	0.121	0.119	0.085	0.234	0.049	0.523	0.287
HCM Control Delay, s/veh	10.4	18.4	12.4	12.2	11.4	11.7	12.4	10.5	16.9	12.2
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.2	3.6	1.3	0.4	0.4	0.3	0.9	0.2	3	1.2

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	62	9	55	110	6	41	1	157	12	1	14
Future Vol, veh/h	7	62	9	55	110	6	41	1	157	12	1	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	78	11	69	138	8	51	1	196	15	1	18
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.8	9.3	9.1	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	100%	0%	100%	0%	44%
Vol Thru, %	1%	0%	87%	0%	95%	4%
Vol Right, %	79%	0%	13%	0%	5%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	7	71	55	116	27
LT Vol	41	7	0	55	0	12
Through Vol	1	0	62	0	110	1
RT Vol	157	0	9	0	6	14
Lane Flow Rate	249	9	89	69	145	34
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.297	0.014	0.13	0.109	0.209	0.045
Departure Headway (Hd)	4.294	5.864	5.27	5.731	5.191	4.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	836	608	676	623	689	750
Service Time	2.324	3.626	3.031	3.487	2.946	2.806
HCM Lane V/C Ratio	0.298	0.015	0.132	0.111	0.21	0.045
HCM Control Delay, s/veh	9.1	8.7	8.8	9.2	9.3	8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1.2	0	0.4	0.4	0.8	0.1

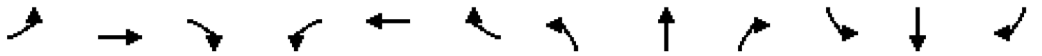
Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	266	2	0	219	305	2	0	4	212	0	72
Future Vol, veh/h	44	266	2	0	219	305	2	0	4	212	0	72
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	283	2	0	233	324	2	0	4	226	0	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	557	0	0	285	0	0	611	935	284	772	774	395
Stage 1	-	-	-	-	-	-	378	378	-	395	395	-
Stage 2	-	-	-	-	-	-	233	557	-	377	379	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1023	-	-	1289	-	-	409	267	760	319	332	658
Stage 1	-	-	-	-	-	-	648	619	-	634	608	-
Stage 2	-	-	-	-	-	-	775	515	-	649	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1289	-	-	345	255	760	303	317	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	255	-	303	317	-
Stage 1	-	-	-	-	-	-	618	591	-	634	608	-
Stage 2	-	-	-	-	-	-	684	515	-	616	590	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.22	0	11.72	54.38
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	542	1023	-	-	1289	-	-	351
HCM Lane V/C Ratio	0.012	0.046	-	-	-	-	-	0.861
HCM Ctrl Dly (s/v)	11.7	8.7	-	-	0	-	-	54.4
HCM Lane LOS	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	387	7	320	274	773	0	0	782	301
Future Volume (veh/h)	0	0	0	387	7	320	274	773	0	0	782	301
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				396	0	323	277	781	0	0	790	304
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				891	0	396	394	2590	0	0	2119	933
Arrive On Green				0.25	0.00	0.25	0.22	1.00	0.00	0.00	0.59	0.59
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1589
Grp Volume(v), veh/h				396	0	323	277	781	0	0	790	304
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1589
Q Serve(g_s), s				10.2	0.0	20.8	8.0	0.0	0.0	0.0	12.7	10.7
Cycle Q Clear(g_c), s				10.2	0.0	20.8	8.0	0.0	0.0	0.0	12.7	10.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				891	0	396	394	2590	0	0	2119	933
V/C Ratio(X)				0.44	0.00	0.81	0.70	0.30	0.00	0.00	0.37	0.33
Avail Cap(c_a), veh/h				1250	0	556	511	2590	0	0	2119	933
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.1	0.0	39.1	41.0	0.0	0.0	0.0	12.0	11.6
Incr Delay (d2), s/veh				0.3	0.0	6.4	2.3	0.2	0.0	0.0	0.5	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	8.8	3.3	0.1	0.0	0.0	5.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				35.4	0.0	45.5	43.2	0.2	0.0	0.0	12.5	12.5
LnGrp LOS				D		D	D	A			B	B
Approach Vol, veh/h					719			1058			1094	
Approach Delay, s/veh					39.9			11.5			12.5	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	80.9		14.3	66.6		29.1						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	66.0		14.0	48.0		36.0						
Max Q Clear Time (g_c+I1), s	2.0		10.0	14.7		22.8						
Green Ext Time (p_c), s	6.7		0.4	7.8		2.3						

Intersection Summary		
HCM 7th Control Delay, s/veh	19.0	
HCM 7th LOS	B	

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	3	405	0	0	0	0	759	468	307	862	0
Future Volume (veh/h)	288	3	405	0	0	0	0	759	468	307	862	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	442	0	257				0	774	478	313	880	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	736	0	328				0	1330	814	434	2744	0
Arrive On Green	0.20	0.00	0.20				0.00	1.00	1.00	0.25	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2246	1317	3510	3705	0
Grp Volume(v), veh/h	442	0	257				0	648	604	313	880	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1663	1755	1805	0
Q Serve(g_s), s	12.2	0.0	16.6				0.0	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	16.6				0.0	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.79	1.00		0.00
Lane Grp Cap(c), veh/h	736	0	328				0	1116	1028	434	2744	0
V/C Ratio(X)	0.60	0.00	0.78				0.00	0.58	0.59	0.72	0.32	0.00
Avail Cap(c_a), veh/h	941	0	419				0	1116	1028	638	2744	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.73	0.73	0.92	0.92	0.00
Uniform Delay (d), s/veh	39.8	0.0	41.5				0.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	7.3				0.0	1.6	1.8	2.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	7.2				0.0	0.5	0.5	3.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	0.0	48.9				0.0	1.6	1.8	41.7	0.3	0.0
LnGrp LOS	D		D					A	A	D	A	
Approach Vol, veh/h		699						1252			1193	
Approach Delay, s/veh		43.6						1.7			11.2	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.6	70.0	24.4	85.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.6	53.4	26.6	75.4
Max Q Clear Time (g_c+I1), s	11.0	2.0	18.6	2.0
Green Ext Time (p_c), s	0.6	12.6	1.7	7.9

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	314	99	90	260	288	112	708	86	317	822	128
Future Volume (veh/h)	231	314	99	90	260	288	112	708	86	317	822	128
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	331	104	95	274	303	118	745	91	334	865	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1004	448	183	414	351	161	1204	537	532	1473	642
Arrive On Green	0.10	0.28	0.28	0.05	0.22	0.22	0.09	0.33	0.33	0.05	0.13	0.13
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	243	331	104	95	274	303	118	745	91	334	865	135
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	7.4	8.0	5.5	2.9	14.5	19.9	7.0	19.1	3.4	10.3	24.8	5.3
Cycle Q Clear(g_c), s	7.4	8.0	5.5	2.9	14.5	19.9	7.0	19.1	3.4	10.3	24.8	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1004	448	183	414	351	161	1204	537	532	1473	642
V/C Ratio(X)	0.72	0.33	0.23	0.52	0.66	0.86	0.73	0.62	0.17	0.63	0.59	0.21
Avail Cap(c_a), veh/h	447	1004	448	415	472	400	197	1204	537	532	1473	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94
Uniform Delay (d), s/veh	48.2	31.6	30.6	50.8	39.3	41.4	48.8	30.8	15.2	49.2	38.9	12.9
Incr Delay (d2), s/veh	3.7	0.2	0.3	2.3	2.9	15.9	9.6	2.2	0.6	2.2	1.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.4	2.1	1.3	6.8	9.1	3.5	8.3	1.7	4.8	12.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	31.7	30.9	53.0	42.2	57.4	58.5	33.0	15.9	51.4	40.5	13.6
LnGrp LOS	D	C	C	D	D	E	E	C	B	D	D	B
Approach Vol, veh/h		678			672			954			1334	
Approach Delay, s/veh		38.8			50.6			34.5			40.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	42.0	9.7	36.3	13.8	50.2	16.3	29.7
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.0	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	12.3	21.1	4.9	10.0	9.0	26.8	9.4	21.9
Green Ext Time (p_c), s	0.0	4.3	0.1	2.0	0.0	4.2	0.3	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



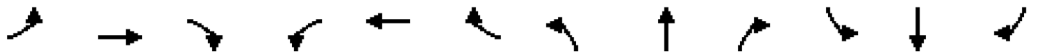
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	104	36	61	132	86	44	723	142	59	852	114
Future Volume (veh/h)	89	104	36	61	132	86	44	723	142	59	852	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	111	38	65	140	91	47	769	151	63	906	121
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	356	122	337	282	184	190	1965	877	213	1778	237
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.10	0.54	0.54	0.12	0.56	0.56
Sat Flow, veh/h	1166	1345	460	1253	1068	694	1810	3610	1610	1810	3191	426
Grp Volume(v), veh/h	95	0	149	65	0	231	47	769	151	63	513	514
Grp Sat Flow(s),veh/h/ln	1166	0	1806	1253	0	1762	1810	1805	1610	1810	1805	1812
Q Serve(g_s), s	6.1	0.0	5.4	3.6	0.0	9.1	1.9	10.1	3.8	2.6	14.3	14.3
Cycle Q Clear(g_c), s	15.2	0.0	5.4	9.0	0.0	9.1	1.9	10.1	3.8	2.6	14.3	14.3
Prop In Lane	1.00		0.26	1.00		0.39	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	267	0	477	337	0	466	190	1965	877	213	1006	1010
V/C Ratio(X)	0.36	0.00	0.31	0.19	0.00	0.50	0.25	0.39	0.17	0.30	0.51	0.51
Avail Cap(c_a), veh/h	497	0	832	583	0	813	266	1965	877	266	1006	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	24.1	27.7	0.0	25.4	33.5	10.8	9.3	32.9	11.2	11.2
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.3	0.0	0.8	0.7	0.6	0.4	0.8	1.8	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	1.7	0.0	2.3	1.1	0.0	3.8	0.9	3.8	1.3	1.2	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	0.0	24.4	27.9	0.0	26.2	34.2	11.3	9.8	33.7	13.0	13.0
LnGrp LOS	C		C	C		C	C	B	A	C	B	B
Approach Vol, veh/h		244			296			967			1090	
Approach Delay, s/veh		27.6			26.6			12.2			14.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	46.4		23.6	10.6	47.4		23.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	42.4		35.6	10.0	42.4		35.6				
Max Q Clear Time (g_c+I1), s	4.6	12.1		17.2	3.9	16.3		11.1				
Green Ext Time (p_c), s	0.0	6.7		1.1	0.0	7.7		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	333	3	88	145	63	25	387	79	110	400	73
Future Volume (veh/h)	79	333	3	88	145	63	25	387	79	110	400	73
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	358	3	95	156	68	27	416	85	118	430	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	578	256	175	422	186	120	1324	582	561	2204	983
Arrive On Green	0.14	0.16	0.16	0.10	0.12	0.12	0.07	0.37	0.37	0.31	0.61	0.61
Sat Flow, veh/h	1810	3610	1598	1810	3610	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	85	358	3	95	156	68	27	416	85	118	430	78
Grp Sat Flow(s),veh/h/ln	1810	1805	1598	1810	1805	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	5.1	11.1	0.2	6.0	4.8	4.7	1.7	9.9	3.2	5.8	6.3	1.1
Cycle Q Clear(g_c), s	5.1	11.1	0.2	6.0	4.8	4.7	1.7	9.9	3.2	5.8	6.3	1.1
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	253	578	256	175	422	186	120	1324	582	561	2204	983
V/C Ratio(X)	0.34	0.62	0.01	0.54	0.37	0.37	0.23	0.31	0.15	0.21	0.20	0.08
Avail Cap(c_a), veh/h	253	1294	573	196	1294	569	181	1324	582	561	2204	983
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	46.6	47.0	42.4	51.7	48.9	48.9	53.1	27.2	14.0	30.6	10.3	2.1
Incr Delay (d2), s/veh	0.8	1.1	0.0	2.6	0.5	1.2	0.9	0.6	0.5	0.2	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.1	0.1	2.9	2.2	1.9	0.8	4.4	1.7	2.6	2.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	48.1	42.4	54.3	49.4	50.1	54.1	27.8	14.5	30.7	10.5	2.3
LnGrp LOS	D	D	D	D	D	D	D	C	B	C	B	A
Approach Vol, veh/h		446			319			528			626	
Approach Delay, s/veh		47.9			51.0			27.0			13.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.2	46.0	13.6	21.2	9.9	75.3	18.8	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	42.0	11.0	41.0	10.0	42.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	7.8	11.9	8.0	13.1	3.7	8.3	7.1	6.8
Green Ext Time (p_c), s	0.1	3.2	0.0	2.5	0.0	3.4	0.1	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	81	23	17	37	44	19	434	40	58	389	21
Future Vol, veh/h	45	81	23	17	37	44	19	434	40	58	389	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	85	24	18	39	46	20	457	42	61	409	22
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	12.6	12	16.4	14.9
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	78%	0%	46%	0%	100%	86%
Vol Right, %	0%	0%	22%	0%	22%	0%	54%	0%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	289	185	45	104	17	81	58	259	151
LT Vol	19	0	0	45	0	17	0	58	0	0
Through Vol	0	289	145	0	81	0	37	0	259	130
RT Vol	0	0	40	0	23	0	44	0	0	21
Lane Flow Rate	20	305	194	47	109	18	85	61	273	159
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.041	0.582	0.363	0.11	0.234	0.042	0.181	0.126	0.525	0.301
Departure Headway (Hd)	7.386	6.878	6.725	8.35	7.69	8.548	7.659	7.438	6.93	6.831
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	524	535	430	467	419	468	482	521	527
Service Time	5.121	4.613	4.46	6.095	5.435	6.298	5.409	5.174	4.667	4.567
HCM Lane V/C Ratio	0.041	0.582	0.363	0.109	0.233	0.043	0.182	0.127	0.524	0.302
HCM Control Delay, s/veh	10.4	18.8	13.3	12.1	12.8	11.7	12.1	11.2	17.1	12.5
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.1	3.7	1.6	0.4	0.9	0.1	0.7	0.4	3	1.3

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	139	14	23	82	19	9	1	22	6	0	22
Future Vol, veh/h	22	139	14	23	82	19	9	1	22	6	0	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	162	16	27	95	22	10	1	26	7	0	26
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.7	8.2	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	100%	0%	100%	0%	21%
Vol Thru, %	3%	0%	91%	0%	81%	0%
Vol Right, %	69%	0%	9%	0%	19%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	22	153	23	101	28
LT Vol	9	22	0	23	0	6
Through Vol	1	0	139	0	82	0
RT Vol	22	0	14	0	19	22
Lane Flow Rate	37	26	178	27	117	33
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.045	0.037	0.229	0.039	0.15	0.039
Departure Headway (Hd)	4.395	5.198	4.633	5.229	4.596	4.329
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	819	682	767	676	769	832
Service Time	2.397	2.981	2.415	3.028	2.394	2.331
HCM Lane V/C Ratio	0.045	0.038	0.232	0.04	0.152	0.04
HCM Control Delay, s/veh	7.6	8.2	8.8	8.2	8.2	7.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.9	0.1	0.5	0.1

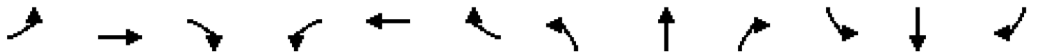
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	416	0	2	236	122	0	0	1	103	0	81
Future Vol, veh/h	83	416	0	2	236	122	0	0	1	103	0	81
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	87	438	0	2	248	128	0	0	1	108	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	377	0	0	438	0	0	865	994	438	929	929	313
Stage 1	-	-	-	-	-	-	613	613	-	317	317	-
Stage 2	-	-	-	-	-	-	253	381	-	613	613	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1193	-	-	1133	-	-	276	247	623	250	269	732
Stage 1	-	-	-	-	-	-	483	487	-	699	658	-
Stage 2	-	-	-	-	-	-	756	617	-	483	487	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1133	-	-	226	229	623	231	249	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	229	-	231	249	-
Stage 1	-	-	-	-	-	-	448	451	-	697	657	-
Stage 2	-	-	-	-	-	-	667	616	-	447	451	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.37	0.05	10.79	30.24
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	1193	-	-	1133	-	-	330
HCM Lane V/C Ratio	0.002	0.073	-	-	0.002	-	-	0.586
HCM Ctrl Dly (s/v)	10.8	8.3	-	-	8.2	-	-	30.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	364	4	366	377	1089	0	0	693	353
Future Volume (veh/h)	0	0	0	364	4	366	377	1089	0	0	693	353
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				374	0	373	385	1111	0	0	707	360
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1007	0	448	1130	2475	0	0	1247	549
Arrive On Green				0.28	0.00	0.28	0.64	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1588
Grp Volume(v), veh/h				374	0	373	385	1111	0	0	707	360
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1588
Q Serve(g_s), s				9.2	0.0	23.9	5.5	0.0	0.0	0.0	17.5	21.1
Cycle Q Clear(g_c), s				9.2	0.0	23.9	5.5	0.0	0.0	0.0	17.5	21.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1007	0	448	1130	2475	0	0	1247	549
V/C Ratio(X)				0.37	0.00	0.83	0.34	0.45	0.00	0.00	0.57	0.66
Avail Cap(c_a), veh/h				1546	0	688	1130	2475	0	0	1247	549
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.0	0.0	37.3	14.3	0.0	0.0	0.0	29.3	30.5
Incr Delay (d2), s/veh				0.2	0.0	5.3	0.1	0.4	0.0	0.0	1.9	6.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	10.0	1.9	0.1	0.0	0.0	7.8	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				32.2	0.0	42.6	14.4	0.4	0.0	0.0	31.2	36.5
LnGrp LOS				C		D	B	A			C	D
Approach Vol, veh/h					747			1496			1067	
Approach Delay, s/veh					37.4			4.0			33.0	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	77.4		37.4	40.0		32.6						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	57.0		17.0	36.0		45.0						
Max Q Clear Time (g_c+I1), s	2.0		7.5	23.1		25.9						
Green Ext Time (p_c), s	11.1		1.0	5.1		2.7						

Intersection Summary		
HCM 7th Control Delay, s/veh	20.9	
HCM 7th LOS	C	

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	2	327	0	0	0	0	1039	372	205	852	0
Future Volume (veh/h)	427	2	327	0	0	0	0	1039	372	205	852	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	534	0	221				0	1049	376	207	861	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	705	0	314				0	1497	530	624	2775	0
Arrive On Green	0.19	0.00	0.19				0.00	1.00	1.00	0.36	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2709	925	3510	3705	0
Grp Volume(v), veh/h	534	0	221				0	720	705	207	861	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1734	1755	1805	0
Q Serve(g_s), s	15.3	0.0	14.1				0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	15.3	0.0	14.1				0.0	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.53	1.00		0.00
Lane Grp Cap(c), veh/h	705	0	314				0	1034	993	624	2775	0
V/C Ratio(X)	0.76	0.00	0.70				0.00	0.70	0.71	0.33	0.31	0.00
Avail Cap(c_a), veh/h	954	0	424				0	1034	993	624	2775	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.58	0.58	0.92	0.92	0.00
Uniform Delay (d), s/veh	41.8	0.0	41.3				0.0	0.0	0.0	30.7	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	3.3				0.0	2.3	2.5	0.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	5.9				0.0	0.7	0.7	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	44.6				0.0	2.3	2.5	30.9	0.3	0.0
LnGrp LOS	D		D					A	A	C	A	
Approach Vol, veh/h		755						1425			1068	
Approach Delay, s/veh		44.4						2.4			6.2	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.6	65.0		23.4		86.6
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	10.0	61.0		27.0		75.0
Max Q Clear Time (g_c+I1), s	16.7	2.0		17.3		2.0
Green Ext Time (p_c), s	0.2	16.1		2.1		7.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	273	44	115	186	370	61	876	88	235	775	170
Future Volume (veh/h)	166	273	44	115	186	370	61	876	88	235	775	170
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	284	46	120	194	385	64	913	92	245	807	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	1011	451	213	472	400	99	1204	537	496	1559	680
Arrive On Green	0.08	0.28	0.28	0.06	0.25	0.25	0.05	0.33	0.33	0.09	0.29	0.29
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	173	284	46	120	194	385	64	913	92	245	807	177
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	5.3	6.8	2.3	3.7	9.4	26.0	3.8	24.8	3.4	7.3	20.6	6.2
Cycle Q Clear(g_c), s	5.3	6.8	2.3	3.7	9.4	26.0	3.8	24.8	3.4	7.3	20.6	6.2
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	270	1011	451	213	472	400	99	1204	537	496	1559	680
V/C Ratio(X)	0.64	0.28	0.10	0.56	0.41	0.96	0.65	0.76	0.17	0.49	0.52	0.26
Avail Cap(c_a), veh/h	447	1011	451	415	472	400	197	1204	537	496	1559	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Delay (d), s/veh	49.3	30.9	29.3	50.3	34.6	40.9	50.9	32.7	14.8	46.1	29.5	11.0
Incr Delay (d2), s/veh	2.5	0.2	0.1	2.3	0.6	35.5	6.5	4.2	0.6	0.7	1.2	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.0	0.9	1.7	4.4	14.1	1.9	11.4	1.8	3.3	9.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.8	31.1	29.4	52.6	35.2	76.3	57.4	36.9	15.4	46.8	30.7	11.9
LnGrp LOS	D	C	C	D	D	E	E	D	B	D	C	B
Approach Vol, veh/h		503			699			1069			1229	
Approach Delay, s/veh		38.1			60.8			36.3			31.2	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	42.0	10.7	36.5	10.0	52.8	14.2	33.0
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.6	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	9.3	26.8	5.7	8.8	5.8	22.6	7.3	28.0
Green Ext Time (p_c), s	0.2	4.3	0.2	1.8	0.0	5.4	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	39.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



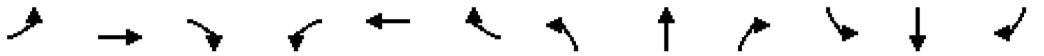
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	71	17	7	52	37	41	883	61	58	707	68
Future Volume (veh/h)	52	71	17	7	52	37	41	883	61	58	707	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	76	18	7	55	39	44	939	65	62	752	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	216	51	192	150	107	534	2577	1150	162	1688	162
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.30	0.71	0.71	0.09	0.51	0.51
Sat Flow, veh/h	1319	1476	350	1313	1026	728	1810	3610	1610	1810	3321	318
Grp Volume(v), veh/h	55	0	94	7	0	94	44	939	65	62	409	415
Grp Sat Flow(s),veh/h/ln	1319	0	1825	1313	0	1754	1810	1805	1610	1810	1805	1834
Q Serve(g_s), s	4.7	0.0	5.6	0.6	0.0	5.8	2.1	12.1	1.4	3.9	17.3	17.3
Cycle Q Clear(g_c), s	10.5	0.0	5.6	6.1	0.0	5.8	2.1	12.1	1.4	3.9	17.3	17.3
Prop In Lane	1.00		0.19	1.00		0.41	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	190	0	268	192	0	257	534	2577	1150	162	918	932
V/C Ratio(X)	0.29	0.00	0.35	0.04	0.00	0.37	0.08	0.36	0.06	0.38	0.45	0.45
Avail Cap(c_a), veh/h	425	0	593	426	0	570	534	2577	1150	211	918	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.9	0.0	46.1	48.8	0.0	46.2	30.6	6.6	5.1	51.5	18.7	18.8
Incr Delay (d2), s/veh	0.8	0.0	0.8	0.1	0.0	0.9	0.1	0.4	0.1	1.3	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.6	0.2	0.0	2.6	0.9	4.4	0.5	1.8	7.5	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.7	0.0	46.9	48.9	0.0	47.0	30.6	7.0	5.2	52.8	20.1	20.1
LnGrp LOS	D		D	D		D	C	A	A	D	C	C
Approach Vol, veh/h		149			101			1048			886	
Approach Delay, s/veh		48.7			47.2			7.9			22.4	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	87.7		19.6	37.4	63.0		19.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	12.0	59.0		37.0	12.0	59.0		37.0				
Max Q Clear Time (g_c+I1), s	15.3	14.1		12.5	4.1	19.3		8.1				
Green Ext Time (p_c), s	0.0	8.7		0.6	0.0	6.2		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	198	1	89	228	92	44	557	74	61	428	137
Future Volume (veh/h)	112	198	1	89	228	92	44	557	74	61	428	137
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	211	1	95	243	98	47	593	79	65	455	146
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	472	208	175	465	204	149	2223	978	164	2251	1004
Arrive On Green	0.10	0.13	0.13	0.10	0.13	0.13	0.08	0.62	0.62	0.09	0.62	0.62
Sat Flow, veh/h	1810	3610	1595	1810	3610	1588	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	119	211	1	95	243	98	47	593	79	65	455	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1588	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	7.6	6.5	0.1	6.0	7.5	6.9	2.9	9.1	2.4	4.1	6.5	4.5
Cycle Q Clear(g_c), s	7.6	6.5	0.1	6.0	7.5	6.9	2.9	9.1	2.4	4.1	6.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	472	208	175	465	204	149	2223	978	164	2251	1004
V/C Ratio(X)	0.67	0.45	0.00	0.54	0.52	0.48	0.31	0.27	0.08	0.40	0.20	0.15
Avail Cap(c_a), veh/h	226	1384	612	181	1294	569	181	2223	978	196	2251	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	48.2	45.4	51.7	48.8	48.5	51.8	10.6	9.3	51.5	9.7	9.3
Incr Delay (d2), s/veh	5.1	0.7	0.0	3.1	0.9	1.7	1.2	0.3	0.2	1.6	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.0	0.0	2.9	3.5	2.8	1.4	3.6	0.9	1.9	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	48.8	45.4	54.8	49.7	50.3	53.0	10.9	9.5	53.0	9.9	9.7
LnGrp LOS	E	D	D	D	D	D	D	B	A	D	A	A
Approach Vol, veh/h		331			436			719			666	
Approach Delay, s/veh		51.8			51.0			13.5			14.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	75.9	13.6	17.7	11.9	76.8	13.8	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	10.0	44.0	10.0	40.0	13.0	41.0
Max Q Clear Time (g_c+I1), s	6.1	11.1	8.0	8.5	4.9	8.5	9.6	9.5
Green Ext Time (p_c), s	0.0	4.6	0.0	1.4	0.0	3.8	0.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	38	15	48	69	44	22	387	13	20	347	12
Future Vol, veh/h	44	38	15	48	69	44	22	387	13	20	347	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	45	18	57	82	52	26	461	15	24	413	14
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	12.2	13	17.1	15.9
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	91%	0%	72%	0%	61%	0%	100%	91%
Vol Right, %	0%	0%	9%	0%	28%	0%	39%	0%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	258	142	44	53	48	113	20	231	128
LT Vol	22	0	0	44	0	48	0	20	0	0
Through Vol	0	258	129	0	38	0	69	0	231	116
RT Vol	0	0	13	0	15	0	44	0	0	12
Lane Flow Rate	26	307	169	52	63	57	135	24	275	152
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.055	0.599	0.327	0.125	0.138	0.133	0.283	0.051	0.545	0.298
Departure Headway (Hd)	7.534	7.025	6.96	8.597	7.892	8.348	7.569	7.636	7.127	7.06
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	476	513	517	417	454	430	475	469	507	509
Service Time	5.277	4.768	4.703	6.355	5.649	6.096	5.317	5.381	4.872	4.805
HCM Lane V/C Ratio	0.055	0.598	0.327	0.125	0.139	0.133	0.284	0.051	0.542	0.299
HCM Control Delay, s/veh	10.7	19.8	13.1	12.6	11.9	12.4	13.3	10.8	18.1	12.8
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.2	3.9	1.4	0.4	0.5	0.5	1.2	0.2	3.2	1.2

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	73	9	55	144	6	41	1	157	12	1	14
Future Vol, veh/h	7	73	9	55	144	6	41	1	157	12	1	14
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	91	11	69	180	8	51	1	196	15	1	18
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	9.1	9.8	9.4	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	100%	0%	100%	0%	44%
Vol Thru, %	1%	0%	89%	0%	96%	4%
Vol Right, %	79%	0%	11%	0%	4%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	7	82	55	150	27
LT Vol	41	7	0	55	0	12
Through Vol	1	0	73	0	144	1
RT Vol	157	0	9	0	6	14
Lane Flow Rate	249	9	103	69	188	34
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.306	0.014	0.152	0.11	0.272	0.046
Departure Headway (Hd)	4.43	5.926	5.344	5.762	5.23	4.908
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	808	600	666	619	683	725
Service Time	2.468	3.699	3.116	3.525	2.992	2.971
HCM Lane V/C Ratio	0.308	0.015	0.155	0.111	0.275	0.047
HCM Control Delay, s/veh	9.4	8.8	9.1	9.2	10	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1.3	0	0.5	0.4	1.1	0.1

Intersection	
Int Delay, s/veh	21

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	266	13	11	219	305	36	8	38	212	3	72
Future Vol, veh/h	44	266	13	11	219	305	36	8	38	212	3	72
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	283	14	12	233	324	38	9	40	226	3	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	557	0	0	297	0	0	641	964	290	799	809	395
Stage 1	-	-	-	-	-	-	384	384	-	419	419	-
Stage 2	-	-	-	-	-	-	258	581	-	381	390	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1023	-	-	1276	-	-	390	257	754	306	317	658
Stage 1	-	-	-	-	-	-	643	615	-	616	594	-
Stage 2	-	-	-	-	-	-	751	503	-	645	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1276	-	-	323	243	754	265	299	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	243	-	265	299	-
Stage 1	-	-	-	-	-	-	614	587	-	610	588	-
Stage 2	-	-	-	-	-	-	654	498	-	575	583	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.18	0.16	15.78	83.46
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	421	1023	-	-	1276	-	-	312
HCM Lane V/C Ratio	0.207	0.046	-	-	0.009	-	-	0.98
HCM Ctrl Dly (s/v)	15.8	8.7	-	-	7.8	-	-	83.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	10.3

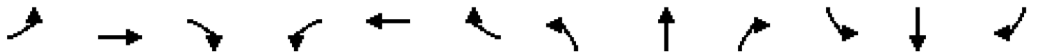
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	231	171	20	59	34
Future Vol, veh/h	11	231	171	20	59	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	251	186	22	64	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	208	0	-	0	472	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1375	-	-	-	554	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	549	850
Mov Cap-2 Maneuver	-	-	-	-	549	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.35	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	82	-	-	-	630
HCM Lane V/C Ratio	0.009	-	-	-	0.16
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	401	7	320	291	781	0	0	785	301
Future Volume (veh/h)	0	0	0	401	7	320	291	781	0	0	785	301
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				410	0	323	294	789	0	0	793	304
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				892	0	397	410	2589	0	0	2102	925
Arrive On Green				0.25	0.00	0.25	0.23	1.00	0.00	0.00	0.58	0.58
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1589
Grp Volume(v), veh/h				410	0	323	294	789	0	0	793	304
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1589
Q Serve(g_s), s				10.6	0.0	20.8	8.5	0.0	0.0	0.0	12.9	10.9
Cycle Q Clear(g_c), s				10.6	0.0	20.8	8.5	0.0	0.0	0.0	12.9	10.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				892	0	397	410	2589	0	0	2102	925
V/C Ratio(X)				0.46	0.00	0.81	0.72	0.30	0.00	0.00	0.38	0.33
Avail Cap(c_a), veh/h				1250	0	556	511	2589	0	0	2102	925
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.2	0.0	39.1	40.5	0.0	0.0	0.0	12.3	11.9
Incr Delay (d2), s/veh				0.4	0.0	6.3	2.6	0.2	0.0	0.0	0.5	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	8.8	3.5	0.1	0.0	0.0	5.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				35.6	0.0	45.4	43.1	0.2	0.0	0.0	12.8	12.8
LnGrp LOS				D		D	D	A			B	B
Approach Vol, veh/h					733			1083			1097	
Approach Delay, s/veh					39.9			11.9			12.8	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	80.9		14.8	66.0		29.1						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	66.0		14.0	48.0		36.0						
Max Q Clear Time (g_c+I1), s	2.0		10.5	14.9		22.8						
Green Ext Time (p_c), s	6.8		0.3	7.9		2.3						

Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	3	411	0	0	0	0	784	510	307	879	0
Future Volume (veh/h)	288	3	411	0	0	0	0	784	510	307	879	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	445	0	260				0	800	520	313	897	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	742	0	330				0	1301	834	434	2738	0
Arrive On Green	0.21	0.00	0.21				0.00	1.00	1.00	0.25	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2205	1352	3510	3705	0
Grp Volume(v), veh/h	445	0	260				0	683	637	313	897	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1657	1755	1805	0
Q Serve(g_s), s	12.3	0.0	16.8				0.0	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	16.8				0.0	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.82	1.00		0.00
Lane Grp Cap(c), veh/h	742	0	330				0	1113	1021	434	2738	0
V/C Ratio(X)	0.60	0.00	0.79				0.00	0.61	0.62	0.72	0.33	0.00
Avail Cap(c_a), veh/h	941	0	419				0	1113	1021	638	2738	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.70	0.70	0.91	0.91	0.00
Uniform Delay (d), s/veh	39.6	0.0	41.4				0.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	7.6				0.0	1.8	2.0	2.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	7.3				0.0	0.6	0.6	3.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	49.0				0.0	1.8	2.0	41.7	0.3	0.0
LnGrp LOS	D		D					A	A	D	A	
Approach Vol, veh/h		705						1320			1210	
Approach Delay, s/veh		43.6						1.9			11.0	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.6	69.8	24.6	85.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.6	53.4	26.6	75.4
Max Q Clear Time (g_c+I1), s	11.0	2.0	18.8	2.0
Green Ext Time (p_c), s	0.6	13.9	1.7	8.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	322	99	90	263	288	112	750	86	317	836	137
Future Volume (veh/h)	256	322	99	90	263	288	112	750	86	317	836	137
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	269	339	104	95	277	303	118	789	91	334	880	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1030	459	183	414	351	161	1204	537	507	1447	631
Arrive On Green	0.10	0.29	0.29	0.05	0.22	0.22	0.09	0.33	0.33	0.05	0.13	0.13
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	269	339	104	95	277	303	118	789	91	334	880	144
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	8.2	8.1	5.4	2.9	14.7	19.9	7.0	20.5	3.4	10.3	25.3	5.7
Cycle Q Clear(g_c), s	8.2	8.1	5.4	2.9	14.7	19.9	7.0	20.5	3.4	10.3	25.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	1030	459	183	414	351	161	1204	537	507	1447	631
V/C Ratio(X)	0.74	0.33	0.23	0.52	0.67	0.86	0.73	0.66	0.17	0.66	0.61	0.23
Avail Cap(c_a), veh/h	447	1030	459	415	472	400	197	1204	537	507	1447	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.94	0.94	0.94
Uniform Delay (d), s/veh	47.8	31.0	30.0	50.8	39.4	41.4	48.8	31.3	15.2	49.7	39.6	12.9
Incr Delay (d2), s/veh	5.0	0.2	0.2	2.3	3.0	15.9	9.4	2.5	0.6	2.9	1.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.4	2.0	1.3	6.9	9.1	3.5	8.9	1.7	4.9	12.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	31.2	30.3	53.0	42.4	57.3	58.3	33.8	15.9	52.7	41.4	13.7
LnGrp LOS	D	C	C	D	D	E	E	C	B	D	D	B
Approach Vol, veh/h		712			675			998			1358	
Approach Delay, s/veh		39.2			50.6			35.0			41.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	42.0	9.7	37.1	13.8	49.4	17.1	29.7
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.0	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	12.3	22.5	4.9	10.1	9.0	27.3	10.2	21.9
Green Ext Time (p_c), s	0.0	4.3	0.1	2.1	0.0	4.1	0.2	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



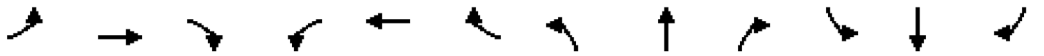
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	112	44	61	135	86	47	723	142	59	852	128
Future Volume (veh/h)	131	112	44	61	135	86	47	723	142	59	852	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	119	47	65	144	91	50	769	151	63	906	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	300	378	149	358	317	201	190	1883	840	207	1666	250
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.52	0.52	0.11	0.53	0.53
Sat Flow, veh/h	1162	1288	509	1234	1081	683	1810	3610	1610	1810	3137	471
Grp Volume(v), veh/h	139	0	166	65	0	235	50	769	151	63	521	521
Grp Sat Flow(s),veh/h/ln	1162	0	1796	1234	0	1765	1810	1805	1610	1810	1805	1802
Q Serve(g_s), s	9.4	0.0	6.1	3.7	0.0	9.2	2.2	11.0	4.2	2.7	16.2	16.2
Cycle Q Clear(g_c), s	18.7	0.0	6.1	9.8	0.0	9.2	2.2	11.0	4.2	2.7	16.2	16.2
Prop In Lane	1.00		0.28	1.00		0.39	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	300	0	527	358	0	518	190	1883	840	207	959	957
V/C Ratio(X)	0.46	0.00	0.31	0.18	0.00	0.45	0.26	0.41	0.18	0.30	0.54	0.54
Avail Cap(c_a), veh/h	472	0	793	541	0	779	255	1883	840	255	959	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	23.4	27.2	0.0	24.5	35.1	12.4	10.8	34.6	13.2	13.2
Incr Delay (d2), s/veh	1.1	0.0	0.3	0.2	0.0	0.6	0.7	0.7	0.5	0.8	2.2	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	2.7	0.0	2.6	1.1	0.0	3.8	1.0	4.3	1.5	1.2	6.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	0.0	23.7	27.5	0.0	25.1	35.8	13.0	11.2	35.4	15.4	15.4
LnGrp LOS	C		C	C		C	D	B	B	D	B	B
Approach Vol, veh/h		305			300			970			1105	
Approach Delay, s/veh		28.1			25.6			13.9			16.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	46.4		27.0	10.9	47.2		27.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	42.4		35.6	10.0	42.4		35.6				
Max Q Clear Time (g_c+I1), s	4.7	13.0		20.7	4.2	18.2		11.8				
Green Ext Time (p_c), s	0.0	6.6		1.3	0.0	7.6		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	352	3	88	156	74	25	387	79	129	400	73
Future Volume (veh/h)	79	352	3	88	156	74	25	387	79	129	400	73
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	378	3	95	168	80	27	416	85	139	430	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	599	265	175	422	186	120	1324	582	550	2183	974
Arrive On Green	0.15	0.17	0.17	0.10	0.12	0.12	0.07	0.37	0.37	0.30	0.60	0.60
Sat Flow, veh/h	1810	3610	1599	1810	3610	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	85	378	3	95	168	80	27	416	85	139	430	78
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	5.1	11.7	0.2	6.0	5.2	5.6	1.7	9.9	3.2	6.9	6.4	1.1
Cycle Q Clear(g_c), s	5.1	11.7	0.2	6.0	5.2	5.6	1.7	9.9	3.2	6.9	6.4	1.1
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	263	599	265	175	422	186	120	1324	582	550	2183	974
V/C Ratio(X)	0.32	0.63	0.01	0.54	0.40	0.43	0.23	0.31	0.15	0.25	0.20	0.08
Avail Cap(c_a), veh/h	263	1294	573	196	1294	569	181	1324	582	550	2183	974
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	46.0	46.6	41.8	51.7	49.1	49.3	53.1	27.2	14.0	31.5	10.6	2.1
Incr Delay (d2), s/veh	0.7	1.1	0.0	2.6	0.6	1.6	0.9	0.6	0.5	0.2	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.3	0.1	2.9	2.4	2.3	0.8	4.4	1.7	3.1	2.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	47.7	41.8	54.3	49.7	50.8	54.1	27.8	14.5	31.7	10.8	2.3
LnGrp LOS	D	D	D	D	D	D	D	C	B	C	B	A
Approach Vol, veh/h		466			343			528			647	
Approach Delay, s/veh		47.5			51.2			27.0			14.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.5	46.0	13.6	21.9	9.9	74.6	19.5	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	42.0	11.0	41.0	10.0	42.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	8.9	11.9	8.0	13.7	3.7	8.4	7.1	7.6
Green Ext Time (p_c), s	0.0	3.2	0.0	2.6	0.0	3.4	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	100	23	28	48	44	19	434	59	58	389	21
Future Vol, veh/h	45	100	23	28	48	44	19	434	59	58	389	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	105	24	29	51	46	20	457	62	61	409	22
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	13.5	12.7	17.6	15.9
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	71%	0%	81%	0%	52%	0%	100%	86%
Vol Right, %	0%	0%	29%	0%	19%	0%	48%	0%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	289	204	45	123	28	92	58	259	151
LT Vol	19	0	0	45	0	28	0	58	0	0
Through Vol	0	289	145	0	100	0	48	0	259	130
RT Vol	0	0	59	0	23	0	44	0	0	21
Lane Flow Rate	20	305	214	47	129	29	97	61	273	159
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.043	0.604	0.413	0.113	0.286	0.072	0.213	0.131	0.548	0.314
Departure Headway (Hd)	7.651	7.142	6.936	8.584	7.948	8.775	7.93	7.737	7.228	7.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	468	506	519	417	452	408	452	463	500	504
Service Time	5.399	4.89	4.684	6.343	5.705	6.537	5.692	5.487	4.978	4.879
HCM Lane V/C Ratio	0.043	0.603	0.412	0.113	0.285	0.071	0.215	0.132	0.546	0.315
HCM Control Delay, s/veh	10.7	20.3	14.5	12.4	13.9	12.2	12.8	11.7	18.4	13.1
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.1	3.9	2	0.4	1.2	0.2	0.8	0.4	3.3	1.3

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	176	14	23	104	19	9	1	22	6	0	22
Future Vol, veh/h	22	176	14	23	104	19	9	1	22	6	0	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	205	16	27	121	22	10	1	26	7	0	26
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	9.3	8.6	7.8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	100%	0%	100%	0%	21%
Vol Thru, %	3%	0%	93%	0%	85%	0%
Vol Right, %	69%	0%	7%	0%	15%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	22	190	23	123	28
LT Vol	9	22	0	23	0	6
Through Vol	1	0	176	0	104	0
RT Vol	22	0	14	0	19	22
Lane Flow Rate	37	26	221	27	143	33
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.047	0.038	0.292	0.04	0.189	0.041
Departure Headway (Hd)	4.553	5.314	4.761	5.358	4.748	4.487
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	787	678	760	670	758	798
Service Time	2.578	3.014	2.461	3.076	2.465	2.512
HCM Lane V/C Ratio	0.047	0.038	0.291	0.04	0.189	0.041
HCM Control Delay, s/veh	7.8	8.2	9.4	8.3	8.6	7.7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	1.2	0.1	0.7	0.1

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	416	37	39	236	122	22	6	23	103	9	81
Future Vol, veh/h	83	416	37	39	236	122	22	6	23	103	9	81
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	87	438	39	41	248	128	23	6	24	108	9	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	377	0	0	477	0	0	967	1091	457	1011	1046	313
Stage 1	-	-	-	-	-	-	632	632	-	395	395	-
Stage 2	-	-	-	-	-	-	335	459	-	616	652	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1193	-	-	1096	-	-	236	217	608	220	230	732
Stage 1	-	-	-	-	-	-	472	477	-	634	608	-
Stage 2	-	-	-	-	-	-	683	570	-	482	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1096	-	-	178	193	608	183	205	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	193	-	183	205	-
Stage 1	-	-	-	-	-	-	437	442	-	611	585	-
Stage 2	-	-	-	-	-	-	571	549	-	422	433	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.28	0.83	22.01	50.33
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	1193	-	-	1096	-	-	269
HCM Lane V/C Ratio	0.203	0.073	-	-	0.037	-	-	0.755
HCM Ctrl Dly (s/v)	22	8.3	-	-	8.4	-	-	50.3
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	5.5

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	167	124	65	39	22
Future Vol, veh/h	37	167	124	65	39	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	182	135	71	42	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	205	0	-	0	432	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1378	-	-	-	584	879
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	565	879
Mov Cap-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.39	0	11.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	326	-	-	-	649
HCM Lane V/C Ratio	0.029	-	-	-	0.102
HCM Ctrl Dly (s/v)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	4	366	388	1095	0	0	702	353
Future Volume (veh/h)	0	0	0	411	4	366	388	1095	0	0	702	353
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				422	0	373	396	1117	0	0	716	360
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1012	0	450	1125	2470	0	0	1247	549
Arrive On Green				0.28	0.00	0.28	0.64	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1588
Grp Volume(v), veh/h				422	0	373	396	1117	0	0	716	360
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1588
Q Serve(g_s), s				10.5	0.0	23.9	5.8	0.0	0.0	0.0	17.8	21.1
Cycle Q Clear(g_c), s				10.5	0.0	23.9	5.8	0.0	0.0	0.0	17.8	21.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1012	0	450	1125	2470	0	0	1247	549
V/C Ratio(X)				0.42	0.00	0.83	0.35	0.45	0.00	0.00	0.57	0.66
Avail Cap(c_a), veh/h				1546	0	688	1125	2470	0	0	1247	549
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.66	0.66	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.3	0.0	37.2	14.5	0.0	0.0	0.0	29.4	30.5
Incr Delay (d2), s/veh				0.3	0.0	5.1	0.1	0.4	0.0	0.0	1.9	6.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	9.9	2.0	0.1	0.0	0.0	8.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				32.6	0.0	42.3	14.6	0.4	0.0	0.0	31.3	36.5
LnGrp LOS				C		D	B	A			C	D
Approach Vol, veh/h					795			1513			1076	
Approach Delay, s/veh					37.1			4.1			33.1	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	77.3		37.3	40.0		32.7						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	57.0		17.0	36.0		45.0						
Max Q Clear Time (g_c+I1), s	2.0		7.8	23.1		25.9						
Green Ext Time (p_c), s	11.2		1.0	5.2		2.9						

Intersection Summary		
HCM 7th Control Delay, s/veh	21.1	
HCM 7th LOS	C	

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	2	346	0	0	0	0	1056	400	205	908	0
Future Volume (veh/h)	427	2	346	0	0	0	0	1056	400	205	908	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	540	0	233				0	1067	404	207	917	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	712	0	317				0	1474	549	618	2769	0
Arrive On Green	0.20	0.00	0.20				0.00	1.00	1.00	0.35	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2669	958	3510	3705	0
Grp Volume(v), veh/h	540	0	233				0	743	728	207	917	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1727	1755	1805	0
Q Serve(g_s), s	15.5	0.0	14.9				0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	14.9				0.0	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.55	1.00		0.00
Lane Grp Cap(c), veh/h	712	0	317				0	1034	989	618	2769	0
V/C Ratio(X)	0.76	0.00	0.74				0.00	0.72	0.74	0.34	0.33	0.00
Avail Cap(c_a), veh/h	954	0	424				0	1034	989	618	2769	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.55	0.55	0.92	0.92	0.00
Uniform Delay (d), s/veh	41.7	0.0	41.5				0.0	0.0	0.0	30.9	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	4.5				0.0	2.4	2.7	0.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	6.3				0.0	0.7	0.7	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	46.0				0.0	2.4	2.7	31.2	0.3	0.0
LnGrp LOS	D		D					A	A	C	A	
Approach Vol, veh/h		773						1471			1124	
Approach Delay, s/veh		44.7						2.6			6.0	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	21.4	65.0	23.6	86.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	61.0	27.0	75.0
Max Q Clear Time (g_c+I1), s	16.5	2.0	17.5	2.0
Green Ext Time (p_c), s	0.2	17.2	2.1	8.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	279	44	115	195	370	61	904	88	235	822	198
Future Volume (veh/h)	183	279	44	115	195	370	61	904	88	235	822	198
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	291	46	120	203	385	64	942	92	245	856	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	289	1030	459	213	472	400	99	1204	537	477	1540	672
Arrive On Green	0.08	0.29	0.29	0.06	0.25	0.25	0.05	0.33	0.33	0.09	0.29	0.29
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	191	291	46	120	203	385	64	942	92	245	856	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	5.8	6.9	2.3	3.7	9.9	26.0	3.8	25.9	3.4	7.3	22.1	7.3
Cycle Q Clear(g_c), s	5.8	6.9	2.3	3.7	9.9	26.0	3.8	25.9	3.4	7.3	22.1	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	1030	459	213	472	400	99	1204	537	477	1540	672
V/C Ratio(X)	0.66	0.28	0.10	0.56	0.43	0.96	0.65	0.78	0.17	0.51	0.56	0.31
Avail Cap(c_a), veh/h	447	1030	459	415	472	400	197	1204	537	477	1540	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	0.93	0.93
Uniform Delay (d), s/veh	49.0	30.6	28.9	50.3	34.8	40.9	50.9	33.0	14.8	46.5	30.4	11.2
Incr Delay (d2), s/veh	2.6	0.1	0.1	2.3	0.6	35.5	6.4	4.8	0.6	0.9	1.4	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	2.6	3.0	0.9	1.7	4.6	14.1	1.9	11.9	1.8	3.3	10.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	30.7	29.0	52.6	35.4	76.3	57.3	37.8	15.4	47.4	31.8	12.3
LnGrp LOS	D	C	C	D	D	E	E	D	B	D	C	B
Approach Vol, veh/h		528			708			1098			1307	
Approach Delay, s/veh		38.1			60.6			37.1			31.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	42.0	10.7	37.1	10.0	52.2	14.7	33.0
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.0	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	9.3	27.9	5.7	8.9	5.8	24.1	7.8	28.0
Green Ext Time (p_c), s	0.2	4.0	0.2	1.9	0.0	5.4	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	39.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



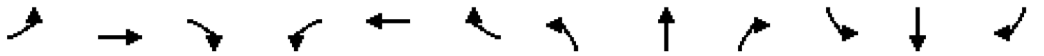
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	77	23	7	61	37	50	883	61	58	707	115
Future Volume (veh/h)	80	77	23	7	61	37	50	883	61	58	707	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	82	24	7	65	39	53	939	65	62	752	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	239	70	215	188	113	491	2491	1111	162	1575	255
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.27	0.69	0.69	0.09	0.51	0.51
Sat Flow, veh/h	1307	1403	411	1300	1105	663	1810	3610	1610	1810	3098	502
Grp Volume(v), veh/h	85	0	106	7	0	104	53	939	65	62	438	436
Grp Sat Flow(s),veh/h/ln	1307	0	1813	1300	0	1767	1810	1805	1610	1810	1805	1796
Q Serve(g_s), s	7.4	0.0	6.2	0.6	0.0	6.2	2.6	13.1	1.6	3.9	18.9	18.9
Cycle Q Clear(g_c), s	13.6	0.0	6.2	6.8	0.0	6.2	2.6	13.1	1.6	3.9	18.9	18.9
Prop In Lane	1.00		0.23	1.00		0.38	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	215	0	309	215	0	301	491	2491	1111	162	918	913
V/C Ratio(X)	0.40	0.00	0.34	0.03	0.00	0.35	0.11	0.38	0.06	0.38	0.48	0.48
Avail Cap(c_a), veh/h	417	0	589	416	0	574	491	2491	1111	211	918	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	49.9	0.0	43.9	46.8	0.0	43.9	32.8	7.8	6.0	51.5	19.2	19.2
Incr Delay (d2), s/veh	1.2	0.0	0.7	0.1	0.0	0.7	0.1	0.4	0.1	1.2	1.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.8	0.2	0.0	2.8	1.2	4.9	0.5	1.8	8.2	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	0.0	44.5	46.9	0.0	44.6	32.9	8.2	6.1	52.7	20.6	20.6
LnGrp LOS	D		D	D		D	C	A	A	D	C	C
Approach Vol, veh/h		191			111			1057			936	
Approach Delay, s/veh		47.4			44.7			9.3			22.7	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	84.8		22.5	34.5	63.0		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	59.0		37.0	12.0	59.0		37.0
Max Q Clear Time (g_c+I1), s	15.9	15.1		15.6	4.6	20.9		8.8
Green Ext Time (p_c), s	0.0	8.7		0.8	0.0	6.7		0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	286	12	89	310	112	45	580	88	125	584	271
Future Volume (veh/h)	146	286	12	89	310	112	45	580	88	125	584	271
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	301	13	94	326	118	47	611	93	132	615	285
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	623	276	174	555	244	149	2026	891	186	2100	937
Arrive On Green	0.12	0.17	0.17	0.10	0.15	0.15	0.08	0.56	0.56	0.10	0.58	0.58
Sat Flow, veh/h	1810	3610	1599	1810	3610	1589	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	154	301	13	94	326	118	47	611	93	132	615	285
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1589	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	9.9	9.0	0.8	5.9	10.1	8.1	2.9	10.7	3.3	8.5	10.3	10.8
Cycle Q Clear(g_c), s	9.9	9.0	0.8	5.9	10.1	8.1	2.9	10.7	3.3	8.5	10.3	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	623	276	174	555	244	149	2026	891	186	2100	937
V/C Ratio(X)	0.74	0.48	0.05	0.54	0.59	0.48	0.31	0.30	0.10	0.71	0.29	0.30
Avail Cap(c_a), veh/h	226	1384	613	181	1294	569	181	2026	891	196	2100	937
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	51.3	44.8	41.4	51.7	47.2	46.4	51.8	13.9	12.3	52.1	12.7	12.8
Incr Delay (d2), s/veh	11.1	0.6	0.1	2.9	1.0	1.5	1.2	0.4	0.2	10.6	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.1	0.3	2.8	4.6	3.3	1.4	4.4	1.2	4.4	4.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.4	45.4	41.5	54.6	48.2	47.9	53.0	14.3	12.5	62.7	13.0	13.6
LnGrp LOS	E	D	D	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		468			538			751			1032	
Approach Delay, s/veh		50.9			49.3			16.5			19.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	69.4	13.6	22.7	11.9	71.8	15.8	20.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	10.0	44.0	10.0	40.0	13.0	41.0
Max Q Clear Time (g_c+I1), s	10.5	12.7	7.9	11.0	4.9	12.8	11.9	12.1
Green Ext Time (p_c), s	0.0	4.8	0.0	2.1	0.0	5.7	0.0	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	34	16	33	93	44	43	431	7	38	521	44
Future Vol, veh/h	51	34	16	33	93	44	43	431	7	38	521	44
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	54	36	17	35	98	46	45	454	7	40	548	46
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	12.8	14.3	18.3	21.9
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	68%	0%	68%	0%	100%	80%
Vol Right, %	0%	0%	5%	0%	32%	0%	32%	0%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	287	151	51	50	33	137	38	347	218
LT Vol	43	0	0	51	0	33	0	38	0	0
Through Vol	0	287	144	0	34	0	93	0	347	174
RT Vol	0	0	7	0	16	0	44	0	0	44
Lane Flow Rate	45	302	159	54	53	35	144	40	366	229
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.1	0.623	0.325	0.136	0.123	0.085	0.325	0.086	0.73	0.448
Departure Headway (Hd)	7.927	7.418	7.385	9.124	8.39	8.851	8.118	7.695	7.186	7.042
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	452	487	487	392	426	404	443	465	505	511
Service Time	5.683	5.174	5.14	6.896	6.161	6.617	5.884	5.446	4.937	4.793
HCM Lane V/C Ratio	0.1	0.62	0.326	0.138	0.124	0.087	0.325	0.086	0.725	0.448
HCM Control Delay, s/veh	11.6	21.7	13.7	13.3	12.3	12.4	14.8	11.2	27.1	15.4
HCM Lane LOS	B	C	B	B	B	B	B	B	D	C
HCM 95th-tile Q	0.3	4.2	1.4	0.5	0.4	0.3	1.4	0.3	6	2.3

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	80	9	55	141	6	41	1	157	12	1	14
Future Vol, veh/h	7	80	9	55	141	6	41	1	157	12	1	14
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	84	9	58	148	6	43	1	165	13	1	15
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.7	9.2	8.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	100%	0%	100%	0%	44%
Vol Thru, %	1%	0%	90%	0%	96%	4%
Vol Right, %	79%	0%	10%	0%	4%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	7	89	55	147	27
LT Vol	41	7	0	55	0	12
Through Vol	1	0	80	0	141	1
RT Vol	157	0	9	0	6	14
Lane Flow Rate	209	7	94	58	155	28
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.249	0.012	0.135	0.091	0.219	0.037
Departure Headway (Hd)	4.282	5.751	5.176	5.63	5.098	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	838	621	690	635	703	758
Service Time	2.312	3.499	2.923	3.374	2.842	2.75
HCM Lane V/C Ratio	0.249	0.011	0.136	0.091	0.22	0.037
HCM Control Delay, s/veh	8.7	8.6	8.7	8.9	9.3	7.9
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1	0	0.5	0.3	0.8	0.1

Intersection	
Int Delay, s/veh	189.3

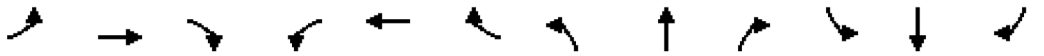
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	461	2	0	335	340	2	0	4	368	0	100
Future Vol, veh/h	44	461	2	0	335	340	2	0	4	368	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	485	2	0	353	358	2	0	4	387	0	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	487	0	0	932	1289	486	1109	1112	532
Stage 1	-	-	-	-	-	-	579	579	-	532	532	-
Stage 2	-	-	-	-	-	-	353	711	-	578	580	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	1086	-	-	249	165	585	~ 189	211	552
Stage 1	-	-	-	-	-	-	504	504	-	535	529	-
Stage 2	-	-	-	-	-	-	668	440	-	505	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	1086	-	-	191	157	585	~ 177	200	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	157	-	~ 177	200	-
Stage 1	-	-	-	-	-	-	478	478	-	535	529	-
Stage 2	-	-	-	-	-	-	541	440	-	475	477	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.8	0	15.57	$ 668.94
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	898	-	-	1086	-	-	208
HCM Lane V/C Ratio	0.018	0.052	-	-	-	-	-	2.373
HCM Ctrl Dly (s/v)	15.6	9.2	-	-	0	-	-	$ 668.9
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	40.2

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	463	10	424	292	820	0	0	1102	470
Future Volume (veh/h)	0	0	0	463	10	424	292	820	0	0	1102	470
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				475	0	428	295	828	0	0	1113	475
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1107	0	493	410	2374	0	0	1886	830
Arrive On Green				0.31	0.00	0.31	0.23	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1589
Grp Volume(v), veh/h				475	0	428	295	828	0	0	1113	475
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1589
Q Serve(g_s), s				11.5	0.0	27.6	8.5	0.0	0.0	0.0	23.4	22.4
Cycle Q Clear(g_c), s				11.5	0.0	27.6	8.5	0.0	0.0	0.0	23.4	22.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1107	0	493	410	2374	0	0	1886	830
V/C Ratio(X)				0.43	0.00	0.87	0.72	0.35	0.00	0.00	0.59	0.57
Avail Cap(c_a), veh/h				1250	0	556	511	2374	0	0	1886	830
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.67	0.67	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.5	0.0	36.1	40.5	0.0	0.0	0.0	18.1	17.9
Incr Delay (d2), s/veh				0.3	0.0	12.7	2.5	0.3	0.0	0.0	1.4	2.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.0	0.0	12.4	3.5	0.1	0.0	0.0	9.8	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				30.8	0.0	48.8	43.0	0.3	0.0	0.0	19.5	20.7
LnGrp LOS				C		D	D	A			B	C
Approach Vol, veh/h					903			1123			1588	
Approach Delay, s/veh					39.3			11.5			19.9	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	74.3		14.9	59.5		35.7						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	66.0		14.0	48.0		36.0						
Max Q Clear Time (g_c+I1), s	2.0		10.5	25.4		29.6						
Green Ext Time (p_c), s	7.3		0.3	11.0		2.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	3	491	0	0	0	0	811	478	424	1141	0
Future Volume (veh/h)	301	3	491	0	0	0	0	811	478	424	1141	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	206	0	612				0	828	488	433	1164	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	418	0	744				0	1229	716	543	2645	0
Arrive On Green	0.23	0.00	0.23				0.00	1.00	1.00	0.31	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	2291	1278	3510	3705	0
Grp Volume(v), veh/h	206	0	612				0	679	637	433	1164	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1670	1755	1805	0
Q Serve(g_s), s	10.9	0.0	19.8				0.0	0.0	0.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	19.8				0.0	0.0	0.0	12.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.77	1.00		0.00
Lane Grp Cap(c), veh/h	418	0	744				0	1010	935	543	2645	0
V/C Ratio(X)	0.49	0.00	0.82				0.00	0.67	0.68	0.80	0.44	0.00
Avail Cap(c_a), veh/h	470	0	837				0	1010	935	638	2645	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.69	0.69	0.81	0.81	0.00
Uniform Delay (d), s/veh	36.7	0.0	40.2				0.0	0.0	0.0	36.4	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	6.0				0.0	2.5	2.8	5.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	8.4				0.0	0.7	0.7	4.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.6	0.0	46.2				0.0	2.5	2.8	41.4	0.4	0.0
LnGrp LOS	D		D					A	A	D	A	
Approach Vol, veh/h		818						1316			1597	
Approach Delay, s/veh		44.0						2.6			11.5	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.0	63.6	27.4	82.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	53.4	26.6	75.4
Max Q Clear Time (g_c+I1), s	14.4	2.0	21.8	2.0
Green Ext Time (p_c), s	0.6	13.8	1.6	12.3

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	584	174	170	401	316	125	740	128	437	1062	133
Future Volume (veh/h)	232	584	174	170	401	316	125	740	128	437	1062	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	244	615	183	179	422	333	132	779	135	460	1118	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	1008	450	275	466	395	176	1204	537	436	1345	587
Arrive On Green	0.10	0.28	0.28	0.08	0.25	0.25	0.10	0.33	0.33	0.08	0.25	0.25
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1574
Grp Volume(v), veh/h	244	615	183	179	422	333	132	779	135	460	1118	140
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1574
Q Serve(g_s), s	7.4	16.3	10.2	5.4	23.7	21.7	7.8	20.2	4.9	13.7	32.3	5.1
Cycle Q Clear(g_c), s	7.4	16.3	10.2	5.4	23.7	21.7	7.8	20.2	4.9	13.7	32.3	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	1008	450	275	466	395	176	1204	537	436	1345	587
V/C Ratio(X)	0.72	0.61	0.41	0.65	0.91	0.84	0.75	0.65	0.25	1.05	0.83	0.24
Avail Cap(c_a), veh/h	447	1008	450	415	472	400	197	1204	537	436	1345	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Uniform Delay (d), s/veh	48.2	34.4	32.2	49.2	40.3	39.5	48.4	31.1	14.1	50.4	38.0	12.4
Incr Delay (d2), s/veh	3.7	1.1	0.6	2.6	20.9	15.0	12.4	2.5	1.0	55.5	5.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.0	3.8	2.4	13.2	9.7	4.0	8.7	2.5	9.5	15.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	35.5	32.8	51.8	61.2	54.5	60.7	33.6	15.2	106.0	43.4	13.3
LnGrp LOS	D	D	C	D	E	D	E	C	B	F	D	B
Approach Vol, veh/h		1042			934			1046			1718	
Approach Delay, s/veh		38.9			57.0			34.7			57.7	
Approach LOS		D			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.0	12.6	36.4	14.7	46.3	16.4	32.7
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.6	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	15.7	22.2	7.4	18.3	9.8	34.3	9.4	25.7
Green Ext Time (p_c), s	0.0	4.5	0.2	3.0	0.0	1.7	0.3	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



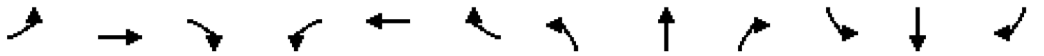
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	109	38	64	133	86	46	756	148	77	1211	156
Future Volume (veh/h)	91	109	38	64	133	86	46	756	148	77	1211	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	115	40	67	140	91	48	796	156	81	1275	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	354	123	330	282	184	190	1938	864	229	1791	229
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.10	0.54	0.54	0.13	0.56	0.56
Sat Flow, veh/h	1166	1339	466	1246	1068	694	1810	3610	1610	1810	3210	410
Grp Volume(v), veh/h	96	0	155	67	0	231	48	796	156	81	714	725
Grp Sat Flow(s),veh/h/ln	1166	0	1804	1246	0	1762	1810	1805	1610	1810	1805	1815
Q Serve(g_s), s	6.3	0.0	5.7	3.8	0.0	9.2	2.0	10.8	4.1	3.4	23.9	24.3
Cycle Q Clear(g_c), s	15.5	0.0	5.7	9.5	0.0	9.2	2.0	10.8	4.1	3.4	23.9	24.3
Prop In Lane	1.00		0.26	1.00		0.39	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	266	0	477	330	0	466	190	1938	864	229	1007	1013
V/C Ratio(X)	0.36	0.00	0.32	0.20	0.00	0.50	0.25	0.41	0.18	0.35	0.71	0.72
Avail Cap(c_a), veh/h	488	0	820	567	0	801	263	1938	864	263	1007	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	24.5	28.3	0.0	25.8	34.0	11.4	9.8	33.1	13.4	13.4
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.3	0.0	0.8	0.7	0.6	0.5	0.9	4.2	4.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.4	1.1	0.0	3.8	0.9	4.1	1.5	1.5	9.8	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.1	0.0	24.9	28.6	0.0	26.6	34.7	12.0	10.3	34.0	17.6	17.8
LnGrp LOS	C		C	C		C	C	B	B	C	B	B
Approach Vol, veh/h		251			298			1000			1520	
Approach Delay, s/veh		28.0			27.0			12.8			18.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	46.4		23.9	10.7	48.2		23.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	42.4		35.6	10.0	42.4		35.6				
Max Q Clear Time (g_c+I1), s	5.4	12.8		17.5	4.0	26.3		11.5				
Green Ext Time (p_c), s	0.1	6.9		1.1	0.0	9.3		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	633	4	99	225	109	34	596	108	173	456	115
Future Volume (veh/h)	169	633	4	99	225	109	34	596	108	173	456	115
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	666	4	104	237	115	36	627	114	182	480	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	895	397	176	481	212	136	1324	582	400	1852	826
Arrive On Green	0.21	0.25	0.25	0.10	0.13	0.13	0.07	0.37	0.37	0.22	0.51	0.51
Sat Flow, veh/h	1810	3610	1602	1810	3610	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	178	666	4	104	237	115	36	627	114	182	480	121
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	10.3	20.4	0.2	6.6	7.3	8.1	2.3	16.0	4.4	10.5	9.0	2.0
Cycle Q Clear(g_c), s	10.3	20.4	0.2	6.6	7.3	8.1	2.3	16.0	4.4	10.5	9.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	895	397	176	481	212	136	1324	582	400	1852	826
V/C Ratio(X)	0.46	0.74	0.01	0.59	0.49	0.54	0.27	0.47	0.20	0.45	0.26	0.15
Avail Cap(c_a), veh/h	384	1294	574	196	1294	569	181	1324	582	400	1852	826
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	41.3	41.6	34.0	51.9	48.2	48.6	52.4	29.1	14.2	40.5	16.4	2.8
Incr Delay (d2), s/veh	0.9	1.4	0.0	3.8	0.8	2.2	1.0	1.2	0.8	0.8	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	9.2	0.1	3.2	3.4	3.4	1.1	7.1	2.3	4.8	3.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	43.0	34.0	55.7	49.0	50.8	53.4	30.3	15.0	41.3	16.8	3.2
LnGrp LOS	D	D	C	E	D	D	D	C	B	D	B	A
Approach Vol, veh/h		848			456			777			783	
Approach Delay, s/veh		42.8			51.0			29.2			20.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	46.0	13.7	31.8	11.0	63.6	27.5	18.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	42.0	11.0	41.0	10.0	42.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	12.5	18.0	8.6	22.4	4.3	11.0	12.3	10.1
Green Ext Time (p_c), s	0.0	4.9	0.0	4.4	0.0	3.9	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	36.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	90	27	18	39	56	24	686	50	68	470	24
Future Vol, veh/h	63	90	27	18	39	56	24	686	50	68	470	24
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	66	95	28	19	41	59	25	722	53	72	495	25
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	15.4	14.7	54.6	23.6
HCM LOS	C	B	F	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	82%	0%	77%	0%	41%	0%	100%	87%
Vol Right, %	0%	0%	18%	0%	23%	0%	59%	0%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	457	279	63	117	18	95	68	313	181
LT Vol	24	0	0	63	0	18	0	68	0	0
Through Vol	0	457	229	0	90	0	39	0	313	157
RT Vol	0	0	50	0	27	0	56	0	0	24
Lane Flow Rate	25	481	293	66	123	19	100	72	330	190
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.058	1.028	0.616	0.178	0.307	0.052	0.251	0.169	0.731	0.416
Departure Headway (Hd)	8.2	7.689	7.561	9.819	9.147	10.142	9.212	8.659	8.147	8.052
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	472	478	367	395	355	392	417	445	451
Service Time	5.954	5.443	5.314	7.519	6.847	7.842	6.912	6.359	5.847	5.752
HCM Lane V/C Ratio	0.057	1.019	0.613	0.18	0.311	0.054	0.255	0.173	0.742	0.421
HCM Control Delay, s/veh	11.5	76.9	21.8	14.6	15.8	13.4	15	13.1	30	16.4
HCM Lane LOS	B	F	C	B	C	B	B	B	D	C
HCM 95th-tile Q	0.2	14.2	4.1	0.6	1.3	0.2	1	0.6	5.8	2

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	169	14	23	93	19	9	1	22	6	0	22
Future Vol, veh/h	22	169	14	23	93	19	9	1	22	6	0	22
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	178	15	24	98	20	9	1	23	6	0	23
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.9	8.2	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	100%	0%	100%	0%	21%
Vol Thru, %	3%	0%	92%	0%	83%	0%
Vol Right, %	69%	0%	8%	0%	17%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	22	183	23	112	28
LT Vol	9	22	0	23	0	6
Through Vol	1	0	169	0	93	0
RT Vol	22	0	14	0	19	22
Lane Flow Rate	34	23	193	24	118	29
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.041	0.033	0.248	0.035	0.151	0.036
Departure Headway (Hd)	4.414	5.185	4.63	5.222	4.602	4.348
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	815	684	767	677	767	828
Service Time	2.418	2.964	2.409	3.021	2.4	2.35
HCM Lane V/C Ratio	0.042	0.034	0.252	0.035	0.154	0.035
HCM Control Delay, s/veh	7.6	8.1	9	8.2	8.2	7.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	1	0.1	0.5	0.1

Intersection	
Int Delay, s/veh	85.1

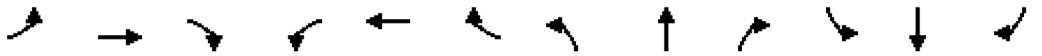
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	759	0	2	377	236	0	0	1	158	0	85
Future Vol, veh/h	102	759	0	2	377	236	0	0	1	158	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	107	799	0	2	397	248	0	0	1	166	0	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	799	0	0	1415	1663	799	1539	1539	521
Stage 1	-	-	-	-	-	-	1014	1014	-	525	525	-
Stage 2	-	-	-	-	-	-	401	649	-	1014	1014	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	950	-	-	833	-	-	116	98	389	~ 95	117	559
Stage 1	-	-	-	-	-	-	290	319	-	539	532	-
Stage 2	-	-	-	-	-	-	630	468	-	290	319	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	950	-	-	833	-	-	86	87	389	~ 84	103	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	87	-	~ 84	103	-
Stage 1	-	-	-	-	-	-	257	283	-	538	531	-
Stage 2	-	-	-	-	-	-	527	467	-	257	283	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.1	0.03	14.29	$ 598.32
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	389	950	-	-	833	-	-	120
HCM Lane V/C Ratio	0.003	0.113	-	-	0.003	-	-	2.137
HCM Ctrl Dly (s/v)	14.3	9.3	-	-	9.3	-	-	$ 598.3
HCM Lane LOS	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0	0.4	-	-	0	-	-	21.5

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	400	4	477	389	1340	0	0	761	384
Future Volume (veh/h)	0	0	0	400	4	477	389	1340	0	0	761	384
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				411	0	487	397	1367	0	0	777	392
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1251	0	557	892	2230	0	0	1247	549
Arrive On Green				0.35	0.00	0.35	0.51	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1588
Grp Volume(v), veh/h				411	0	487	397	1367	0	0	777	392
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1588
Q Serve(g_s), s				9.2	0.0	31.2	7.9	0.0	0.0	0.0	19.7	23.6
Cycle Q Clear(g_c), s				9.2	0.0	31.2	7.9	0.0	0.0	0.0	19.7	23.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1251	0	557	892	2230	0	0	1247	549
V/C Ratio(X)				0.33	0.00	0.87	0.44	0.61	0.00	0.00	0.62	0.71
Avail Cap(c_a), veh/h				1546	0	688	892	2230	0	0	1247	549
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.51	0.51	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.6	0.0	33.7	22.1	0.0	0.0	0.0	30.0	31.3
Incr Delay (d2), s/veh				0.2	0.0	10.3	0.2	0.6	0.0	0.0	2.4	7.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	13.5	2.8	0.2	0.0	0.0	8.9	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				26.7	0.0	44.1	22.3	0.6	0.0	0.0	32.4	39.0
LnGrp LOS				C		D	C	A			C	D
Approach Vol, veh/h					898			1764			1169	
Approach Delay, s/veh					36.1			5.5			34.6	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	70.0		30.0	40.0		40.0						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	57.0		17.0	36.0		45.0						
Max Q Clear Time (g_c+I1), s	2.0		9.9	25.6		33.2						
Green Ext Time (p_c), s	15.7		0.9	4.9		2.8						

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	496	2	396	0	0	0	0	1233	436	214	947	0
Future Volume (veh/h)	496	2	396	0	0	0	0	1233	436	214	947	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	626	0	267				0	1245	440	216	957	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	793	0	353				0	1511	517	540	2688	0
Arrive On Green	0.22	0.00	0.22				0.00	1.00	1.00	0.31	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2734	903	3510	3705	0
Grp Volume(v), veh/h	626	0	267				0	839	846	216	957	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1737	1755	1805	0
Q Serve(g_s), s	18.0	0.0	17.1				0.0	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	17.1				0.0	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	793	0	353				0	1034	995	540	2688	0
V/C Ratio(X)	0.79	0.00	0.76				0.00	0.81	0.85	0.40	0.36	0.00
Avail Cap(c_a), veh/h	954	0	424				0	1034	995	540	2688	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.24	0.24	0.87	0.87	0.00
Uniform Delay (d), s/veh	40.6	0.0	40.2				0.0	0.0	0.0	34.1	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	6.3				0.0	1.8	2.4	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	7.3				0.0	0.5	0.7	2.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	46.5				0.0	1.8	2.4	34.5	0.3	0.0
LnGrp LOS	D		D					A	A	C	A	
Approach Vol, veh/h		893						1685			1173	
Approach Delay, s/veh		45.0						2.1			6.6	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.9	65.0	26.1	83.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	61.0	27.0	75.0
Max Q Clear Time (g_c+I1), s	7.3	2.0	20.0	2.0
Green Ext Time (p_c), s	0.2	22.7	2.1	9.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	605	60	183	384	523	97	948	178	341	811	192
Future Volume (veh/h)	198	605	60	183	384	523	97	948	178	341	811	192
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	630	63	191	400	545	101	988	185	355	845	200
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	304	969	432	288	472	400	143	1204	537	462	1438	627
Arrive On Green	0.09	0.27	0.27	0.08	0.25	0.25	0.08	0.33	0.33	0.09	0.27	0.27
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1574
Grp Volume(v), veh/h	206	630	63	191	400	545	101	988	185	355	845	200
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1574
Q Serve(g_s), s	6.3	17.0	3.3	5.8	22.1	27.3	6.0	27.6	6.9	10.9	22.4	7.4
Cycle Q Clear(g_c), s	6.3	17.0	3.3	5.8	22.1	27.3	6.0	27.6	6.9	10.9	22.4	7.4
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	304	969	432	288	472	400	143	1204	537	462	1438	627
V/C Ratio(X)	0.68	0.65	0.15	0.66	0.85	1.36	0.71	0.82	0.34	0.77	0.59	0.32
Avail Cap(c_a), veh/h	447	969	432	415	472	400	197	1204	537	462	1438	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.92	0.92	0.92
Uniform Delay (d), s/veh	48.8	35.7	30.6	49.0	39.4	41.3	49.4	33.6	14.4	48.5	32.5	12.4
Incr Delay (d2), s/veh	2.6	1.5	0.2	2.6	13.6	179.1	6.1	5.7	1.6	7.1	1.6	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.6	1.3	2.6	11.9	30.6	2.9	12.8	2.7	5.4	10.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.4	37.2	30.8	51.7	52.9	220.5	55.5	39.3	16.0	55.6	34.1	13.6
LnGrp LOS	D	D	C	D	D	F	E	D	B	E	C	B
Approach Vol, veh/h		899			1136			1274			1400	
Approach Delay, s/veh		40.0			133.1			37.2			36.6	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	42.0	13.0	35.2	12.7	49.1	15.2	33.0
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.6	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	2.9	29.6	7.8	19.0	8.0	24.4	8.3	29.3
Green Ext Time (p_c), s	0.0	3.6	0.2	2.8	0.1	5.3	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	60.7
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



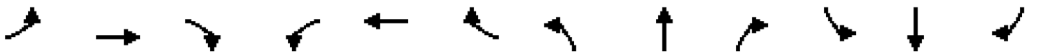
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	90	24	7	57	39	59	1100	66	61	747	86
Future Volume (veh/h)	77	90	24	7	57	39	59	1100	66	61	747	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	95	25	7	60	41	62	1158	69	64	786	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	241	63	199	175	119	497	2500	1115	163	1652	191
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.27	0.69	0.69	0.09	0.51	0.51
Sat Flow, veh/h	1311	1441	379	1284	1044	713	1810	3610	1610	1810	3251	376
Grp Volume(v), veh/h	81	0	120	7	0	101	62	1158	69	64	436	441
Grp Sat Flow(s),veh/h/ln	1311	0	1820	1284	0	1757	1810	1805	1610	1810	1805	1822
Q Serve(g_s), s	7.0	0.0	7.1	0.6	0.0	6.1	3.1	17.4	1.7	4.0	18.8	18.8
Cycle Q Clear(g_c), s	13.1	0.0	7.1	7.6	0.0	6.1	3.1	17.4	1.7	4.0	18.8	18.8
Prop In Lane	1.00		0.21	1.00		0.41	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	213	0	304	199	0	294	497	2500	1115	163	918	926
V/C Ratio(X)	0.38	0.00	0.39	0.04	0.00	0.34	0.12	0.46	0.06	0.39	0.48	0.48
Avail Cap(c_a), veh/h	419	0	591	402	0	571	497	2500	1115	211	918	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	49.9	0.0	44.5	48.0	0.0	44.1	32.7	8.3	5.9	51.5	19.1	19.1
Incr Delay (d2), s/veh	1.1	0.0	0.8	0.1	0.0	0.7	0.1	0.6	0.1	1.2	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.3	0.2	0.0	2.7	1.4	6.5	0.6	1.9	8.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	0.0	45.4	48.0	0.0	44.8	32.8	9.0	6.0	52.7	20.5	20.5
LnGrp LOS	D		D	D		D	C	A	A	D	C	C
Approach Vol, veh/h		201			108			1289			941	
Approach Delay, s/veh		47.7			45.0			10.0			22.7	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	85.1		22.1	34.9	63.0		22.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	12.0	59.0		37.0	12.0	59.0		37.0				
Max Q Clear Time (g_c+I1), s	16.0	19.4		15.1	5.1	20.8		9.6				
Green Ext Time (p_c), s	0.0	11.6		0.9	0.1	6.7		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.2
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	292	12	89	327	129	45	580	88	131	584	271
Future Volume (veh/h)	146	292	12	89	327	129	45	580	88	131	584	271
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	307	13	94	344	136	47	611	93	138	615	285
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	644	285	174	576	253	149	1994	877	192	2079	927
Arrive On Green	0.12	0.18	0.18	0.10	0.16	0.16	0.08	0.55	0.55	0.11	0.58	0.58
Sat Flow, veh/h	1810	3610	1599	1810	3610	1589	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	154	307	13	94	344	136	47	611	93	138	615	285
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1589	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	9.9	9.2	0.8	5.9	10.6	9.4	2.9	10.9	3.3	8.9	10.5	10.9
Cycle Q Clear(g_c), s	9.9	9.2	0.8	5.9	10.6	9.4	2.9	10.9	3.3	8.9	10.5	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	644	285	174	576	253	149	1994	877	192	2079	927
V/C Ratio(X)	0.74	0.48	0.05	0.54	0.60	0.54	0.31	0.31	0.11	0.72	0.30	0.31
Avail Cap(c_a), veh/h	226	1384	613	181	1294	569	181	1994	877	196	2079	927
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	51.3	44.3	40.8	51.7	46.9	46.4	51.8	14.5	12.8	51.9	13.0	13.1
Incr Delay (d2), s/veh	11.1	0.5	0.1	2.9	1.0	1.8	1.2	0.4	0.2	11.7	0.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.2	0.3	2.8	4.9	3.9	1.4	4.5	1.2	4.6	4.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.4	44.8	40.9	54.6	47.9	48.1	53.0	14.9	13.0	63.6	13.4	14.0
LnGrp LOS	E	D	D	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		474			574			751			1038	
Approach Delay, s/veh		50.4			49.0			17.0			20.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	68.3	13.6	23.4	11.9	71.1	15.8	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	10.0	44.0	10.0	40.0	13.0	41.0
Max Q Clear Time (g_c+I1), s	10.9	12.9	7.9	11.2	4.9	12.9	11.9	12.6
Green Ext Time (p_c), s	0.0	4.8	0.0	2.2	0.0	5.7	0.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	20.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	40	16	50	110	44	43	431	13	38	521	44
Future Vol, veh/h	51	40	16	50	110	44	43	431	13	38	521	44
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	54	42	17	53	116	46	45	454	14	40	548	46
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	13.3	15.2	19.5	23.8
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	92%	0%	71%	0%	71%	0%	100%	80%
Vol Right, %	0%	0%	8%	0%	29%	0%	29%	0%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	287	157	51	56	50	154	38	347	218
LT Vol	43	0	0	51	0	50	0	38	0	0
Through Vol	0	287	144	0	40	0	110	0	347	174
RT Vol	0	0	13	0	16	0	44	0	0	44
Lane Flow Rate	45	302	165	54	59	53	162	40	366	229
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.103	0.644	0.349	0.14	0.142	0.131	0.373	0.088	0.756	0.464
Departure Headway (Hd)	8.179	7.669	7.609	9.376	8.665	8.986	8.278	7.95	7.439	7.295
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	469	472	381	412	398	433	450	486	493
Service Time	5.95	5.439	5.38	7.167	6.455	6.767	6.059	5.718	5.207	5.062
HCM Lane V/C Ratio	0.103	0.644	0.35	0.142	0.143	0.133	0.374	0.089	0.753	0.465
HCM Control Delay, s/veh	11.9	23.4	14.4	13.7	12.9	13.1	15.9	11.5	29.9	16.3
HCM Lane LOS	B	C	B	B	B	B	C	B	D	C
HCM 95th-tile Q	0.3	4.5	1.5	0.5	0.5	0.4	1.7	0.3	6.5	2.4

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	91	9	55	175	6	41	1	157	12	1	14
Future Vol, veh/h	7	91	9	55	175	6	41	1	157	12	1	14
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	96	9	58	184	6	43	1	165	13	1	15
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	8.9	9.6	8.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	100%	0%	100%	0%	44%
Vol Thru, %	1%	0%	91%	0%	97%	4%
Vol Right, %	79%	0%	9%	0%	3%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	7	100	55	181	27
LT Vol	41	7	0	55	0	12
Through Vol	1	0	91	0	175	1
RT Vol	157	0	9	0	6	14
Lane Flow Rate	209	7	105	58	191	28
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.256	0.012	0.153	0.091	0.271	0.038
Departure Headway (Hd)	4.396	5.799	5.232	5.653	5.126	4.83
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	815	615	682	632	697	737
Service Time	2.43	3.556	2.988	3.404	2.877	2.885
HCM Lane V/C Ratio	0.256	0.011	0.154	0.092	0.274	0.038
HCM Control Delay, s/veh	8.9	8.6	8.9	9	9.8	8.1
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1	0	0.5	0.3	1.1	0.1

Intersection	
Int Delay, s/veh	233.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	461	13	11	335	340	36	8	38	368	3	100
Future Vol, veh/h	44	461	13	11	335	340	36	8	38	368	3	100
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	485	14	12	353	358	38	8	40	387	3	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	499	0	0	962	1318	492	1137	1146	532
Stage 1	-	-	-	-	-	-	585	585	-	555	555	-
Stage 2	-	-	-	-	-	-	377	734	-	582	592	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	1076	-	-	237	159	581	~ 181	201	552
Stage 1	-	-	-	-	-	-	501	501	-	520	517	-
Stage 2	-	-	-	-	-	-	648	429	-	502	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	1076	-	-	177	149	581	~ 149	188	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	149	-	~ 149	188	-
Stage 1	-	-	-	-	-	-	475	475	-	514	511	-
Stage 2	-	-	-	-	-	-	516	424	-	436	472	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.78	0.13	26.22	$ 866.52
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	898	-	-	1076	-	-	177
HCM Lane V/C Ratio	0.339	0.052	-	-	0.011	-	-	2.802
HCM Ctrl Dly (s/v)	26.2	9.2	-	-	8.4	-	-	$ 866.5
HCM Lane LOS	D	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0	-	-	44.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

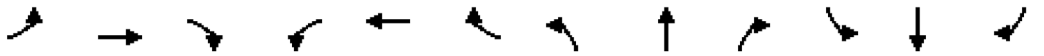
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	249	202	20	59	34
Future Vol, veh/h	11	249	202	20	59	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	262	213	21	62	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	234	0	-	0	508	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1346	-	-	-	528	821
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1346	-	-	-	523	821
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	12.13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	76	-	-	-	603
HCM Lane V/C Ratio	0.009	-	-	-	0.162
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	477	10	424	309	828	0	0	1105	470
Future Volume (veh/h)	0	0	0	477	10	424	309	828	0	0	1105	470
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				489	0	428	312	836	0	0	1116	475
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1108	0	493	426	2373	0	0	1870	823
Arrive On Green				0.31	0.00	0.31	0.24	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1589
Grp Volume(v), veh/h				489	0	428	312	836	0	0	1116	475
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1589
Q Serve(g_s), s				11.9	0.0	27.6	9.0	0.0	0.0	0.0	23.7	22.6
Cycle Q Clear(g_c), s				11.9	0.0	27.6	9.0	0.0	0.0	0.0	23.7	22.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1108	0	493	426	2373	0	0	1870	823
V/C Ratio(X)				0.44	0.00	0.87	0.73	0.35	0.00	0.00	0.60	0.58
Avail Cap(c_a), veh/h				1250	0	556	511	2373	0	0	1870	823
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.63	0.63	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.6	0.0	36.1	40.0	0.0	0.0	0.0	18.5	18.2
Incr Delay (d2), s/veh				0.3	0.0	12.6	2.8	0.3	0.0	0.0	1.4	2.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	0.0	12.4	3.7	0.1	0.0	0.0	9.9	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				30.9	0.0	48.7	42.8	0.3	0.0	0.0	19.9	21.2
LnGrp LOS				C		D	D	A			B	C
Approach Vol, veh/h					917			1148			1591	
Approach Delay, s/veh					39.2			11.8			20.3	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	74.3		15.3	59.0		35.7						
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0						
Max Green Setting (Gmax), s	66.0		14.0	48.0		36.0						
Max Q Clear Time (g_c+I1), s	2.0		11.0	25.7		29.6						
Green Ext Time (p_c), s	7.4		0.3	10.9		2.1						

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	3	497	0	0	0	0	836	520	424	1158	0
Future Volume (veh/h)	301	3	497	0	0	0	0	836	520	424	1158	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	206	0	618				0	853	531	433	1182	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	421	0	749				0	1202	734	543	2640	0
Arrive On Green	0.23	0.00	0.23				0.00	1.00	1.00	0.31	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	2248	1315	3510	3705	0
Grp Volume(v), veh/h	206	0	618				0	713	671	433	1182	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1663	1755	1805	0
Q Serve(g_s), s	10.8	0.0	20.1				0.0	0.0	0.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	20.1				0.0	0.0	0.0	12.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.79	1.00		0.00
Lane Grp Cap(c), veh/h	421	0	749				0	1008	929	543	2640	0
V/C Ratio(X)	0.49	0.00	0.83				0.00	0.71	0.72	0.80	0.45	0.00
Avail Cap(c_a), veh/h	470	0	837				0	1008	929	638	2640	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.65	0.65	0.80	0.80	0.00
Uniform Delay (d), s/veh	36.6	0.0	40.1				0.0	0.0	0.0	36.4	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	6.2				0.0	2.7	3.2	4.9	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	8.5				0.0	0.8	0.8	4.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.4	0.0	46.3				0.0	2.7	3.2	41.3	0.4	0.0
LnGrp LOS	D		D					A	A	D	A	
Approach Vol, veh/h		824						1384			1615	
Approach Delay, s/veh		44.1						3.0			11.4	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.0	63.4		27.6		82.4
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	18.0	53.4		26.6		75.4
Max Q Clear Time (g_c+I1), s	14.4	2.0		22.1		2.0
Green Ext Time (p_c), s	0.6	15.1		1.5		12.6

Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	592	174	170	404	316	125	782	128	437	1076	142
Future Volume (veh/h)	257	592	174	170	404	316	125	782	128	437	1076	142
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	271	623	183	179	425	333	132	823	135	460	1133	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	1038	463	275	467	396	176	1204	537	671	1586	692
Arrive On Green	0.10	0.29	0.29	0.08	0.25	0.25	0.10	0.33	0.33	0.13	0.29	0.29
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	271	623	183	179	425	333	132	823	135	460	1133	149
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	8.2	16.3	10.0	5.4	23.9	21.6	7.8	21.6	5.6	13.8	30.8	5.8
Cycle Q Clear(g_c), s	8.2	16.3	10.0	5.4	23.9	21.6	7.8	21.6	5.6	13.8	30.8	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	1038	463	275	467	396	176	1204	537	671	1586	692
V/C Ratio(X)	0.74	0.60	0.40	0.65	0.91	0.84	0.75	0.68	0.25	0.69	0.71	0.22
Avail Cap(c_a), veh/h	447	1038	463	415	472	400	197	1204	537	671	1586	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.88	0.88	0.88
Uniform Delay (d), s/veh	47.8	33.7	31.5	49.2	40.3	39.4	48.4	31.6	18.9	44.8	32.6	13.3
Incr Delay (d2), s/veh	5.1	1.0	0.5	2.6	21.4	14.7	12.1	2.8	1.0	2.6	2.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.0	3.8	2.4	13.3	9.7	4.0	9.4	2.6	6.3	14.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	34.7	32.0	51.8	61.6	54.1	60.5	34.5	19.9	47.4	35.1	13.9
LnGrp LOS	D	C	C	D	E	D	E	C	B	D	D	B
Approach Vol, veh/h		1077			937			1090			1742	
Approach Delay, s/veh		38.8			57.1			35.8			36.5	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	42.0	12.6	37.3	14.7	53.9	17.2	32.8
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.0	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	15.8	23.6	7.4	18.3	9.8	32.8	10.2	25.9
Green Ext Time (p_c), s	0.0	4.4	0.2	3.0	0.0	2.5	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



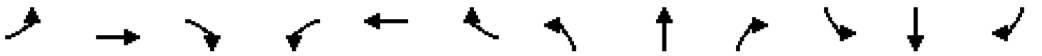
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	117	46	64	136	86	49	756	148	77	1211	170
Future Volume (veh/h)	133	117	46	64	136	86	49	756	148	77	1211	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	123	48	67	143	91	52	796	156	81	1275	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	379	148	352	316	201	191	1859	829	222	1686	235
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.11	0.51	0.51	0.12	0.53	0.53
Sat Flow, veh/h	1163	1293	504	1229	1078	686	1810	3610	1610	1810	3171	442
Grp Volume(v), veh/h	140	0	171	67	0	234	52	796	156	81	722	732
Grp Sat Flow(s),veh/h/ln	1163	0	1797	1229	0	1764	1810	1805	1610	1810	1805	1808
Q Serve(g_s), s	9.6	0.0	6.4	3.9	0.0	9.3	2.3	11.8	4.5	3.5	26.9	27.5
Cycle Q Clear(g_c), s	18.9	0.0	6.4	10.3	0.0	9.3	2.3	11.8	4.5	3.5	26.9	27.5
Prop In Lane	1.00		0.28	1.00		0.39	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	299	0	527	352	0	517	191	1859	829	222	960	961
V/C Ratio(X)	0.47	0.00	0.32	0.19	0.00	0.45	0.27	0.43	0.19	0.37	0.75	0.76
Avail Cap(c_a), veh/h	465	0	784	528	0	769	252	1859	829	252	960	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	23.8	27.8	0.0	24.8	35.5	13.0	11.2	34.8	15.8	15.9
Incr Delay (d2), s/veh	1.1	0.0	0.4	0.3	0.0	0.6	0.8	0.7	0.5	1.0	5.4	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.7	1.1	0.0	3.9	1.0	4.7	1.6	1.6	11.5	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	0.0	24.2	28.1	0.0	25.5	36.3	13.7	11.7	35.8	21.2	21.6
LnGrp LOS	C		C	C		C	D	B	B	D	C	C
Approach Vol, veh/h		311			301			1004			1535	
Approach Delay, s/veh		28.5			26.1			14.6			22.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	46.4		27.3	11.1	47.8		27.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.6	42.4		35.6	10.0	42.4		35.6				
Max Q Clear Time (g_c+I1), s	5.5	13.8		20.9	4.3	29.5		12.3				
Green Ext Time (p_c), s	0.1	6.9		1.3	0.0	8.1		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	652	4	99	236	120	34	596	108	192	456	115
Future Volume (veh/h)	169	652	4	99	236	120	34	596	108	192	456	115
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	686	4	104	248	126	36	627	114	202	480	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	381	915	406	176	506	223	136	1324	582	390	1832	817
Arrive On Green	0.21	0.25	0.25	0.10	0.14	0.14	0.07	0.37	0.37	0.22	0.51	0.51
Sat Flow, veh/h	1810	3610	1603	1810	3610	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	178	686	4	104	248	126	36	627	114	202	480	121
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	10.3	21.0	0.2	6.6	7.6	8.9	2.3	16.0	4.4	11.8	9.1	2.1
Cycle Q Clear(g_c), s	10.3	21.0	0.2	6.6	7.6	8.9	2.3	16.0	4.4	11.8	9.1	2.1
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	381	915	406	176	506	223	136	1324	582	390	1832	817
V/C Ratio(X)	0.47	0.75	0.01	0.59	0.49	0.57	0.27	0.47	0.20	0.52	0.26	0.15
Avail Cap(c_a), veh/h	381	1294	574	196	1294	569	181	1324	582	390	1832	817
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	41.5	41.3	33.5	51.9	47.6	48.2	52.4	29.1	14.2	41.5	16.8	3.0
Incr Delay (d2), s/veh	0.9	1.5	0.0	3.8	0.7	2.3	1.0	1.2	0.8	1.2	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	9.5	0.1	3.2	3.5	3.7	1.1	7.1	2.3	5.4	3.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	42.8	33.5	55.7	48.4	50.4	53.4	30.3	15.0	42.7	17.1	3.4
LnGrp LOS	D	D	C	E	D	D	D	C	B	D	B	A
Approach Vol, veh/h		868			478			777			803	
Approach Delay, s/veh		42.7			50.5			29.2			21.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.9	46.0	13.7	32.4	11.0	62.9	27.3	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	42.0	11.0	41.0	10.0	42.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	13.8	18.0	8.6	23.0	4.3	11.1	12.3	10.9
Green Ext Time (p_c), s	0.0	4.9	0.0	4.5	0.0	3.9	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.6
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	41.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	109	27	29	50	56	24	686	69	68	470	24
Future Vol, veh/h	63	109	27	29	50	56	24	686	69	68	470	24
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	66	115	28	31	53	59	25	722	73	72	495	25
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	16.8	15.6	63.5	25.8
HCM LOS	C	C	F	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	77%	0%	80%	0%	47%	0%	100%	87%
Vol Right, %	0%	0%	23%	0%	20%	0%	53%	0%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	457	298	63	136	29	106	68	313	181
LT Vol	24	0	0	63	0	29	0	68	0	0
Through Vol	0	457	229	0	109	0	50	0	313	157
RT Vol	0	0	69	0	27	0	56	0	0	24
Lane Flow Rate	25	481	313	66	143	31	112	72	330	190
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.06	1.07	0.682	0.182	0.368	0.086	0.288	0.174	0.758	0.432
Departure Headway (Hd)	8.513	8	7.834	10.114	9.464	10.426	9.537	9.018	8.504	8.409
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	421	453	461	357	382	346	379	400	429	432
Service Time	6.268	5.755	5.588	7.814	7.164	8.126	7.237	6.718	6.204	6.109
HCM Lane V/C Ratio	0.059	1.062	0.679	0.185	0.374	0.09	0.296	0.18	0.769	0.44
HCM Control Delay, s/veh	11.8	90.7	25.9	15.1	17.6	14.1	16	13.6	33.3	17.4
HCM Lane LOS	B	F	D	C	C	B	C	B	D	C
HCM 95th-tile Q	0.2	15.5	5	0.7	1.7	0.3	1.2	0.6	6.3	2.1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	206	14	23	115	19	9	1	22	6	0	22
Future Vol, veh/h	22	206	14	23	115	19	9	1	22	6	0	22
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	217	15	24	121	20	9	1	23	6	0	23
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	9.4	8.5	7.8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	100%	0%	100%	0%	21%
Vol Thru, %	3%	0%	94%	0%	86%	0%
Vol Right, %	69%	0%	6%	0%	14%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	22	220	23	134	28
LT Vol	9	22	0	23	0	6
Through Vol	1	0	206	0	115	0
RT Vol	22	0	14	0	19	22
Lane Flow Rate	34	23	232	24	141	29
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.043	0.033	0.299	0.036	0.186	0.037
Departure Headway (Hd)	4.557	5.196	4.651	5.345	4.744	4.491
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	789	681	762	672	759	800
Service Time	2.569	2.992	2.446	3.058	2.457	2.503
HCM Lane V/C Ratio	0.043	0.034	0.304	0.036	0.186	0.036
HCM Control Delay, s/veh	7.8	8.2	9.5	8.3	8.5	7.7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	1.3	0.1	0.7	0.1

Intersection	
Int Delay, s/veh	139.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	759	37	39	377	236	22	6	23	158	9	85
Future Vol, veh/h	102	759	37	39	377	236	22	6	23	158	9	85
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	107	799	39	41	397	248	23	6	24	166	9	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	838	0	0	1517	1761	818	1620	1656	521
Stage 1	-	-	-	-	-	-	1033	1033	-	603	603	-
Stage 2	-	-	-	-	-	-	484	727	-	1017	1053	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	950	-	-	805	-	-	99	85	379	~ 84	99	559
Stage 1	-	-	-	-	-	-	283	312	-	489	491	-
Stage 2	-	-	-	-	-	-	568	432	-	289	306	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	950	-	-	805	-	-	63	72	379	~ 61	83	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	72	-	~ 61	83	-
Stage 1	-	-	-	-	-	-	251	277	-	464	466	-
Stage 2	-	-	-	-	-	-	444	410	-	235	271	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.05	0.58	72.49	$ 1003.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	950	-	-	805	-	-	88
HCM Lane V/C Ratio	0.519	0.113	-	-	0.051	-	-	3
HCM Ctrl Dly (s/v)	72.5	9.3	-	-	9.7	-	-	$ 1003.3
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.4	0.4	-	-	0.2	-	-	25.9

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

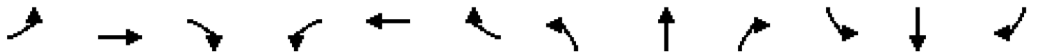
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	197	135	65	39	22
Future Vol, veh/h	37	197	135	65	39	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	207	142	68	41	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	462	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1372	-	-	-	562	872
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	544	872
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.22	0	11.37
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	285	-	-	-	629
HCM Lane V/C Ratio	0.028	-	-	-	0.102
HCM Ctrl Dly (s/v)	7.7	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	447	4	477	400	1346	0	0	770	384
Future Volume (veh/h)	0	0	0	447	4	477	400	1346	0	0	770	384
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				459	0	487	408	1373	0	0	786	392
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1255	0	558	889	2227	0	0	1247	549
Arrive On Green				0.35	0.00	0.35	0.51	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				3619	0	1610	3510	3705	0	0	3705	1588
Grp Volume(v), veh/h				459	0	487	408	1373	0	0	786	392
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1805	0	0	1805	1588
Q Serve(g_s), s				10.4	0.0	31.2	8.2	0.0	0.0	0.0	20.0	23.6
Cycle Q Clear(g_c), s				10.4	0.0	31.2	8.2	0.0	0.0	0.0	20.0	23.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1255	0	558	889	2227	0	0	1247	549
V/C Ratio(X)				0.37	0.00	0.87	0.46	0.62	0.00	0.00	0.63	0.71
Avail Cap(c_a), veh/h				1546	0	688	889	2227	0	0	1247	549
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.46	0.46	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.9	0.0	33.6	22.3	0.0	0.0	0.0	30.1	31.3
Incr Delay (d2), s/veh				0.2	0.0	10.1	0.2	0.6	0.0	0.0	2.4	7.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	13.5	2.9	0.2	0.0	0.0	9.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.0	0.0	43.8	22.5	0.6	0.0	0.0	32.5	39.0
LnGrp LOS				C		D	C	A			C	D
Approach Vol, veh/h					946			1781			1178	
Approach Delay, s/veh					35.7			5.6			34.7	
Approach LOS					D			A			C	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	69.8	29.8	40.0	40.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	57.0	17.0	36.0	45.0
Max Q Clear Time (g_c+I1), s	2.0	10.2	25.6	33.2
Green Ext Time (p_c), s	15.8	0.9	5.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	496	2	415	0	0	0	0	1250	464	214	1003	0
Future Volume (veh/h)	496	2	415	0	0	0	0	1250	464	214	1003	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	632	0	280				0	1263	469	216	1013	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	799	0	355				0	1492	534	534	2682	0
Arrive On Green	0.22	0.00	0.22				0.00	0.76	0.76	0.30	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	2701	932	3510	3705	0
Grp Volume(v), veh/h	632	0	280				0	860	872	216	1013	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1732	1755	1805	0
Q Serve(g_s), s	18.1	0.0	18.0				0.0	34.1	39.9	5.4	0.0	0.0
Cycle Q Clear(g_c), s	18.1	0.0	18.0				0.0	34.1	39.9	5.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	799	0	355				0	1034	992	534	2682	0
V/C Ratio(X)	0.79	0.00	0.79				0.00	0.83	0.88	0.40	0.38	0.00
Avail Cap(c_a), veh/h	954	0	424				0	1034	992	534	2682	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.21	0.21	0.86	0.86	0.00
Uniform Delay (d), s/veh	40.5	0.0	40.4				0.0	9.7	10.4	34.3	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	8.1				0.0	1.8	2.6	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	7.9				0.0	8.5	9.8	2.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	48.5				0.0	11.4	13.0	34.7	0.3	0.0
LnGrp LOS	D		D					B	B	C	A	
Approach Vol, veh/h		912						1732			1229	
Approach Delay, s/veh		45.6						12.2			6.4	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.7	65.0	26.3	83.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	61.0	27.0	75.0
Max Q Clear Time (g_c+I1), s	7.4	41.9	20.1	2.0
Green Ext Time (p_c), s	0.2	13.0	2.1	9.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	611	60	183	393	523	97	976	178	341	858	220
Future Volume (veh/h)	215	611	60	183	393	523	97	976	178	341	858	220
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	636	63	191	409	545	101	1017	185	355	894	229
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	987	440	288	472	400	143	1204	537	444	1419	619
Arrive On Green	0.09	0.27	0.27	0.08	0.25	0.25	0.08	0.33	0.33	0.08	0.26	0.26
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1574
Grp Volume(v), veh/h	224	636	63	191	409	545	101	1017	185	355	894	229
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1574
Q Serve(g_s), s	6.8	17.1	3.3	5.8	22.7	27.3	6.0	28.7	6.9	10.9	24.1	8.5
Cycle Q Clear(g_c), s	6.8	17.1	3.3	5.8	22.7	27.3	6.0	28.7	6.9	10.9	24.1	8.5
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	322	987	440	288	472	400	143	1204	537	444	1419	619
V/C Ratio(X)	0.70	0.64	0.14	0.66	0.87	1.36	0.71	0.84	0.34	0.80	0.63	0.37
Avail Cap(c_a), veh/h	447	987	440	415	472	400	197	1204	537	444	1419	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.90	0.90
Uniform Delay (d), s/veh	48.5	35.3	30.2	49.0	39.6	41.3	49.4	34.0	14.4	49.0	33.4	12.6
Incr Delay (d2), s/veh	2.7	1.5	0.1	2.6	15.7	179.1	6.0	6.5	1.5	9.0	1.9	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	3.1	7.7	1.3	2.6	12.5	30.6	2.9	13.5	2.7	5.5	11.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.2	36.7	30.4	51.7	55.3	220.5	55.4	40.5	16.0	58.0	35.4	14.1
LnGrp LOS	D	D	C	D	E	F	E	D	B	E	D	B
Approach Vol, veh/h		923			1145			1303			1478	
Approach Delay, s/veh		39.8			133.3			38.2			37.5	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	42.0	13.0	35.8	12.7	48.5	15.8	33.0
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.0	* 36	12.0	27.3	11.0	36.7	13.0	* 26
Max Q Clear Time (g_c+I1), s	2.9	30.7	7.8	19.1	8.0	26.1	8.8	29.3
Green Ext Time (p_c), s	0.0	3.1	0.2	2.8	0.1	5.1	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	60.8
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	96	30	7	66	39	68	1100	66	61	747	133
Future Volume (veh/h)	105	96	30	7	66	39	68	1100	66	61	747	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	101	32	7	69	41	72	1158	69	64	786	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	262	83	221	212	126	454	2416	1077	163	1550	276
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.25	0.67	0.67	0.09	0.51	0.51
Sat Flow, veh/h	1301	1374	435	1270	1109	659	1810	3610	1610	1810	3049	543
Grp Volume(v), veh/h	111	0	133	7	0	110	72	1158	69	64	465	461
Grp Sat Flow(s),veh/h/ln	1301	0	1809	1270	0	1769	1810	1805	1610	1810	1805	1787
Q Serve(g_s), s	9.7	0.0	7.7	0.6	0.0	6.4	3.7	18.7	1.8	4.0	20.5	20.5
Cycle Q Clear(g_c), s	16.1	0.0	7.7	8.3	0.0	6.4	3.7	18.7	1.8	4.0	20.5	20.5
Prop In Lane	1.00		0.24	1.00		0.37	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	238	0	345	221	0	337	454	2416	1077	163	918	909
V/C Ratio(X)	0.47	0.00	0.39	0.03	0.00	0.33	0.16	0.48	0.06	0.39	0.51	0.51
Avail Cap(c_a), veh/h	413	0	588	391	0	575	454	2416	1077	211	918	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	48.9	0.0	42.4	46.0	0.0	41.9	35.1	9.7	6.9	51.5	19.5	19.5
Incr Delay (d2), s/veh	1.4	0.0	0.7	0.1	0.0	0.6	0.2	0.7	0.1	1.2	1.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	3.5	0.2	0.0	2.9	1.7	7.2	0.6	1.9	8.8	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	0.0	43.1	46.1	0.0	42.5	35.2	10.4	7.0	52.6	21.0	21.1
LnGrp LOS	D		D	D		D	D	B	A	D	C	C
Approach Vol, veh/h		244			117			1299			990	
Approach Delay, s/veh		46.4			42.7			11.6			23.1	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.8	82.3		24.9	32.1	63.0		24.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	59.0		37.0	12.0	59.0		37.0
Max Q Clear Time (g_c+I1), s	6.0	20.7		18.1	5.7	22.5		10.3
Green Ext Time (p_c), s	0.0	11.5		1.0	0.1	7.3		0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	266	13	11	219	305	36	8	38	212	3	72
Future Volume (veh/h)	44	266	13	11	219	305	36	8	38	212	3	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	283	14	12	233	324	38	9	40	226	3	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	758	37	425	304	422	184	43	193	346	5	118
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.24	0.24	0.24	0.27	0.27	0.27
Sat Flow, veh/h	866	1795	89	1099	719	1000	751	178	791	1297	17	442
Grp Volume(v), veh/h	47	0	297	12	0	557	87	0	0	306	0	0
Grp Sat Flow(s),veh/h/ln	866	0	1884	1099	0	1720	1720	0	0	1756	0	0
Q Serve(g_s), s	4.4	0.0	9.7	0.7	0.0	24.9	3.6	0.0	0.0	13.9	0.0	0.0
Cycle Q Clear(g_c), s	29.3	0.0	9.7	10.4	0.0	24.9	3.6	0.0	0.0	13.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.58	0.44		0.46	0.74		0.25
Lane Grp Cap(c), veh/h	206	0	795	425	0	726	420	0	0	468	0	0
V/C Ratio(X)	0.23	0.00	0.37	0.03	0.00	0.77	0.21	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	206	0	795	425	0	726	420	0	0	468	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.7	0.0	17.8	21.4	0.0	22.2	27.1	0.0	0.0	29.3	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	1.3	0.0	0.0	4.9	1.1	0.0	0.0	6.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.4	0.2	0.0	10.5	1.6	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	0.0	19.2	21.4	0.0	27.2	28.2	0.0	0.0	36.3	0.0	0.0
LnGrp LOS	D		B	C		C	C			D		
Approach Vol, veh/h		344			569			87			306	
Approach Delay, s/veh		21.7			27.0			28.2			36.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	26.0	40.0	24.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	22.0	36.0	20.0
Max Q Clear Time (g_c+I1), s	31.3	15.9	26.9	5.6
Green Ext Time (p_c), s	0.8	0.9	2.6	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	322	99	90	263	288	112	750	86	317	836	137
Future Volume (veh/h)	256	322	99	90	263	288	112	750	86	317	836	137
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	269	339	104	95	277	303	118	789	91	334	880	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	1037	463	183	421	357	161	1139	508	564	1440	628
Arrive On Green	0.10	0.29	0.29	0.05	0.22	0.22	0.09	0.32	0.32	0.32	0.80	0.80
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1574
Grp Volume(v), veh/h	269	339	104	95	277	303	118	789	91	334	880	144
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1574
Q Serve(g_s), s	8.2	8.1	5.4	2.9	14.6	19.8	7.0	21.1	3.5	8.8	10.6	1.6
Cycle Q Clear(g_c), s	8.2	8.1	5.4	2.9	14.6	19.8	7.0	21.1	3.5	8.8	10.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	1037	463	183	421	357	161	1139	508	564	1440	628
V/C Ratio(X)	0.75	0.33	0.22	0.52	0.66	0.85	0.73	0.69	0.18	0.59	0.61	0.23
Avail Cap(c_a), veh/h	383	1191	531	191	523	444	197	1139	508	564	1440	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.94	0.94	0.94
Uniform Delay (d), s/veh	48.0	30.8	29.9	50.8	39.0	41.1	48.8	33.0	16.4	34.3	7.8	2.8
Incr Delay (d2), s/veh	7.4	0.2	0.2	2.3	2.1	12.1	9.4	3.1	0.7	1.6	1.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.4	2.0	1.3	6.7	8.7	3.5	9.3	1.7	3.4	2.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	31.0	30.1	53.1	41.1	53.2	58.3	36.1	17.1	35.9	9.6	3.6
LnGrp LOS	E	C	C	D	D	D	E	D	B	D	A	A
Approach Vol, veh/h		712			675			998			1358	
Approach Delay, s/veh		40.1			48.2			37.0			15.4	
Approach LOS		D			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	40.0	9.7	37.3	13.8	49.2	17.0	30.1
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	13.0	* 34	5.0	35.3	11.0	35.7	11.0	* 29
Max Q Clear Time (g_c+I1), s	10.8	23.1	4.9	10.1	9.0	12.6	10.2	21.8
Green Ext Time (p_c), s	0.3	3.9	0.0	2.3	0.0	6.4	0.1	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	31.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	416	37	39	236	122	22	6	23	103	9	81
Future Volume (veh/h)	83	416	37	39	236	122	22	6	23	103	9	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	438	39	41	248	128	23	6	24	108	9	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	457	888	79	388	610	315	137	36	143	230	19	181
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.18	0.18	0.18	0.25	0.25	0.25
Sat Flow, veh/h	1023	1719	153	932	1181	609	747	195	780	921	77	725
Grp Volume(v), veh/h	87	0	477	41	0	376	53	0	0	202	0	0
Grp Sat Flow(s),veh/h/ln	1023	0	1872	932	0	1790	1722	0	0	1723	0	0
Q Serve(g_s), s	6.8	0.0	19.8	3.6	0.0	15.4	3.1	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	22.2	0.0	19.8	23.4	0.0	15.4	3.1	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.34	0.43		0.45	0.53		0.42
Lane Grp Cap(c), veh/h	457	0	967	388	0	925	316	0	0	431	0	0
V/C Ratio(X)	0.19	0.00	0.49	0.11	0.00	0.41	0.17	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	457	0	967	388	0	925	316	0	0	431	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.5	0.0	18.8	26.4	0.0	17.7	41.3	0.0	0.0	38.2	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.8	0.5	0.0	1.3	1.1	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	8.9	0.9	0.0	6.6	1.4	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.5	0.0	20.6	26.9	0.0	19.1	42.4	0.0	0.0	41.9	0.0	0.0
LnGrp LOS	C		C	C		B	D			D		
Approach Vol, veh/h		564			417			53			202	
Approach Delay, s/veh		21.4			19.8			42.4			41.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		32.0		64.0		24.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		60.0		28.0		60.0		20.0				
Max Q Clear Time (g_c+I1), s		24.2		13.9		25.4		5.1				
Green Ext Time (p_c), s		3.9		0.9		2.9		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	279	44	115	195	370	61	904	88	235	822	198
Future Volume (veh/h)	183	279	44	115	195	370	61	904	88	235	822	198
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	291	46	120	203	385	64	942	92	245	856	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	1077	480	209	512	434	99	1172	523	467	1497	653
Arrive On Green	0.07	0.30	0.30	0.06	0.27	0.27	0.05	0.32	0.32	0.27	0.83	0.83
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1575
Grp Volume(v), veh/h	191	291	46	120	203	385	64	942	92	245	856	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1575
Q Serve(g_s), s	5.9	6.8	2.3	3.7	9.6	25.2	3.8	26.2	3.4	6.5	8.5	2.2
Cycle Q Clear(g_c), s	5.9	6.8	2.3	3.7	9.6	25.2	3.8	26.2	3.4	6.5	8.5	2.2
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	255	1077	480	209	512	434	99	1172	523	467	1497	653
V/C Ratio(X)	0.75	0.27	0.10	0.57	0.40	0.89	0.65	0.80	0.18	0.52	0.57	0.32
Avail Cap(c_a), veh/h	255	1126	502	255	592	502	148	1172	523	467	1497	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	0.93	0.93
Uniform Delay (d), s/veh	50.0	29.5	27.9	50.4	32.8	38.6	51.0	34.0	15.4	37.4	6.2	2.6
Incr Delay (d2), s/veh	11.5	0.1	0.1	2.5	0.5	15.7	6.5	5.5	0.7	1.0	1.5	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	3.0	3.0	0.9	1.7	4.5	11.7	1.9	12.2	1.8	2.7	2.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	29.6	28.0	52.8	33.3	54.3	57.4	39.5	16.0	38.4	7.7	3.8
LnGrp LOS	E	C	C	D	C	D	E	D	B	D	A	A
Approach Vol, veh/h		528			708			1098			1307	
Approach Delay, s/veh		41.0			48.0			38.6			12.8	
Approach LOS		D			D			D			B	

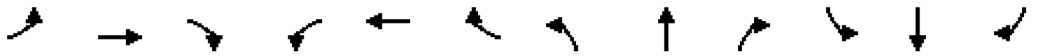
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	41.0	10.6	38.5	10.0	50.9	13.7	35.4
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.6	* 35	7.0	33.3	8.0	38.7	7.0	* 33
Max Q Clear Time (g_c+I1), s	8.5	28.2	5.7	8.8	5.8	10.5	7.9	27.2
Green Ext Time (p_c), s	0.3	3.5	0.0	2.0	0.0	7.7	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	292	12	89	327	129	45	580	88	131	584	271
Future Volume (veh/h)	146	292	12	89	327	129	45	580	88	131	584	271
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		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	307	13	94	344	136	47	611	93	138	615	285
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	630	27	174	576	253	149	1994	877	192	2079	927
Arrive On Green	0.12	0.18	0.18	0.10	0.16	0.16	0.08	0.55	0.55	0.11	0.58	0.58
Sat Flow, veh/h	1810	3528	149	1810	3610	1589	1810	3610	1588	1810	3610	1610
Grp Volume(v), veh/h	154	157	163	94	344	136	47	611	93	138	615	285
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1589	1810	1805	1588	1810	1805	1610
Q Serve(g_s), s	9.9	9.4	9.4	5.9	10.6	9.4	2.9	10.9	3.3	8.9	10.5	10.9
Cycle Q Clear(g_c), s	9.9	9.4	9.4	5.9	10.6	9.4	2.9	10.9	3.3	8.9	10.5	10.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	322	334	174	576	253	149	1994	877	192	2079	927
V/C Ratio(X)	0.74	0.49	0.49	0.54	0.60	0.54	0.31	0.31	0.11	0.72	0.30	0.31
Avail Cap(c_a), veh/h	226	692	718	181	1294	569	181	1994	877	196	2079	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	44.3	44.4	51.7	46.9	46.4	51.8	14.5	12.8	51.9	13.0	13.1
Incr Delay (d2), s/veh	11.1	1.1	1.1	2.9	1.0	1.8	1.2	0.4	0.2	11.7	0.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.3	4.5	2.8	4.9	3.9	1.4	4.5	1.2	4.6	4.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.4	45.5	45.5	54.6	47.9	48.1	53.0	14.9	13.0	63.6	13.4	14.0
LnGrp LOS	E	D	D	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		474			574			751			1038	
Approach Delay, s/veh		51.0			49.0			17.0			20.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	68.3	13.6	23.4	11.9	71.1	15.8	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	10.0	44.0	10.0	40.0	13.0	41.0
Max Q Clear Time (g_c+I1), s	10.9	12.9	7.9	11.4	4.9	12.9	11.9	12.6
Green Ext Time (p_c), s	0.0	4.8	0.0	1.9	0.0	5.7	0.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	40	16	50	110	44	43	431	13	38	521	44
Future Volume (veh/h)	51	40	16	50	110	44	43	431	13	38	521	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	42	17	53	116	46	45	454	14	40	548	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	173	70	176	173	69	165	2150	66	158	2014	169
Arrive On Green	0.10	0.13	0.13	0.10	0.13	0.13	0.09	0.60	0.60	0.09	0.60	0.60
Sat Flow, veh/h	1810	1286	520	1810	1294	513	1810	3575	110	1810	3372	282
Grp Volume(v), veh/h	54	0	59	53	0	162	45	229	239	40	293	301
Grp Sat Flow(s),veh/h/ln	1810	0	1806	1810	0	1808	1810	1805	1880	1810	1805	1849
Q Serve(g_s), s	2.8	0.0	2.9	2.7	0.0	8.5	2.3	5.8	5.8	2.1	7.8	7.8
Cycle Q Clear(g_c), s	2.8	0.0	2.9	2.7	0.0	8.5	2.3	5.8	5.8	2.1	7.8	7.8
Prop In Lane	1.00		0.29	1.00		0.28	1.00		0.06	1.00		0.15
Lane Grp Cap(c), veh/h	177	0	243	176	0	242	165	1086	1131	158	1078	1104
V/C Ratio(X)	0.31	0.00	0.24	0.30	0.00	0.67	0.27	0.21	0.21	0.25	0.27	0.27
Avail Cap(c_a), veh/h	217	0	632	217	0	633	217	1086	1131	217	1078	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	42.0	0.0	38.7	42.0	0.0	41.2	42.3	9.1	9.1	42.6	9.7	9.7
Incr Delay (d2), s/veh	1.0	0.0	0.5	1.0	0.0	3.2	0.9	0.4	0.4	0.8	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.3	1.3	0.0	4.0	1.1	2.3	2.4	1.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	0.0	39.2	42.9	0.0	44.4	43.2	9.5	9.5	43.4	10.3	10.3
LnGrp LOS	D		D	D		D	D	A	A	D	B	B
Approach Vol, veh/h		113			215			513			634	
Approach Delay, s/veh		41.0			44.0			12.5			12.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	62.1	11.7	15.4	11.1	61.7	11.8	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	10.0	33.0	10.0	31.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	4.1	7.8	4.7	4.9	4.3	9.8	4.8	10.5
Green Ext Time (p_c), s	0.0	2.8	0.0	0.3	0.0	3.6	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	461	13	11	335	340	36	8	38	368	3	100
Future Volume (veh/h)	44	461	13	11	335	340	36	8	38	368	3	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	485	14	12	353	358	38	8	40	387	3	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	547	16	92	476	403	164	61	306	616	21	742
Arrive On Green	0.10	0.30	0.30	0.05	0.25	0.25	0.09	0.22	0.22	0.34	0.47	0.47
Sat Flow, veh/h	1810	1837	53	1810	1900	1610	1810	275	1377	1810	45	1572
Grp Volume(v), veh/h	46	0	499	12	353	358	38	0	48	387	0	108
Grp Sat Flow(s),veh/h/ln	1810	0	1890	1810	1900	1610	1810	0	1652	1810	0	1617
Q Serve(g_s), s	2.1	0.0	22.7	0.6	15.4	8.2	1.8	0.0	2.1	16.2	0.0	3.4
Cycle Q Clear(g_c), s	2.1	0.0	22.7	0.6	15.4	8.2	1.8	0.0	2.1	16.2	0.0	3.4
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.83	1.00		0.97
Lane Grp Cap(c), veh/h	178	0	563	92	476	403	164	0	367	616	0	763
V/C Ratio(X)	0.26	0.00	0.89	0.13	0.74	0.89	0.23	0.00	0.13	0.63	0.00	0.14
Avail Cap(c_a), veh/h	241	0	567	241	570	483	241	0	367	616	0	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	30.2	40.8	31.0	5.9	38.0	0.0	28.0	24.9	0.0	13.4
Incr Delay (d2), s/veh	0.8	0.0	15.6	0.6	4.2	15.9	0.7	0.0	0.7	2.0	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.4	0.3	7.4	1.8	0.8	0.0	0.9	7.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	0.0	45.8	41.4	35.3	21.9	38.8	0.0	28.8	27.0	0.0	13.8
LnGrp LOS	D		D	D	D	C	D		C	C		B
Approach Vol, veh/h		545			723			86			495	
Approach Delay, s/veh		45.1			28.7			33.2			24.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	22.0	6.6	28.8	10.1	44.5	10.8	24.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.6	18.0	10.0	25.0	10.0	29.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	8.2	4.1	2.6	24.7	3.8	5.4	4.1	17.4
Green Ext Time (p_c), s	0.4	0.1	0.0	0.1	0.0	0.6	0.0	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	32.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	592	174	170	404	316	125	782	128	437	1076	142
Future Volume (veh/h)	257	592	174	170	404	316	125	782	128	437	1076	142
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	271	623	183	179	425	333	132	823	135	460	1133	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1050	468	271	480	407	175	1093	487	618	1421	620
Arrive On Green	0.10	0.29	0.29	0.08	0.25	0.25	0.10	0.30	0.30	0.35	0.79	0.79
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1574
Grp Volume(v), veh/h	271	623	183	179	425	333	132	823	135	460	1133	149
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1574
Q Serve(g_s), s	8.3	16.3	10.0	5.5	23.7	21.4	7.8	22.6	5.5	12.7	19.7	1.9
Cycle Q Clear(g_c), s	8.3	16.3	10.0	5.5	23.7	21.4	7.8	22.6	5.5	12.7	19.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1050	468	271	480	407	175	1093	487	618	1421	620
V/C Ratio(X)	0.77	0.59	0.39	0.66	0.89	0.82	0.75	0.75	0.28	0.74	0.80	0.24
Avail Cap(c_a), veh/h	351	1050	468	319	513	435	181	1093	487	618	1421	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.88	0.88	0.88
Uniform Delay (d), s/veh	48.3	33.4	31.2	49.3	39.6	38.7	48.4	34.6	18.1	33.5	9.2	3.5
Incr Delay (d2), s/veh	10.1	0.9	0.5	3.9	16.2	11.1	14.4	4.4	1.3	4.3	4.2	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.0	3.8	2.4	12.6	9.3	4.1	10.1	2.7	4.7	4.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.4	34.3	31.7	53.3	55.7	49.9	62.8	39.0	19.3	37.8	13.4	4.3
LnGrp LOS	E	C	C	D	E	D	E	D	B	D	B	A
Approach Vol, veh/h		1077			937			1090			1742	
Approach Delay, s/veh		40.0			53.2			39.4			19.0	
Approach LOS		D			D			D			B	

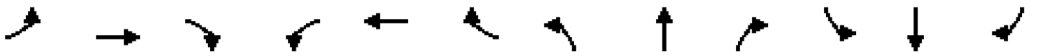
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	38.6	12.5	37.7	14.6	48.6	16.7	33.5
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	16.0	* 32	9.0	29.7	10.0	38.3	10.0	* 29
Max Q Clear Time (g_c+I1), s	11.7	24.6	7.5	18.3	9.8	21.7	10.3	25.7
Green Ext Time (p_c), s	0.3	3.3	0.1	3.4	0.0	7.4	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	652	4	99	236	120	34	596	108	192	456	115
Future Volume (veh/h)	169	652	4	99	236	120	34	596	108	192	456	115
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	686	4	104	248	126	36	627	114	202	480	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	371	911	5	176	506	223	136	1324	582	401	1854	827
Arrive On Green	0.20	0.25	0.25	0.10	0.14	0.14	0.07	0.37	0.37	0.22	0.51	0.51
Sat Flow, veh/h	1810	3680	21	1810	3610	1588	1810	3610	1587	1810	3610	1610
Grp Volume(v), veh/h	178	336	354	104	248	126	36	627	114	202	480	121
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	1810	1805	1588	1810	1805	1587	1810	1805	1610
Q Serve(g_s), s	10.4	20.7	20.7	6.6	7.6	8.9	2.3	16.0	4.4	11.7	9.0	2.1
Cycle Q Clear(g_c), s	10.4	20.7	20.7	6.6	7.6	8.9	2.3	16.0	4.4	11.7	9.0	2.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	447	469	176	506	223	136	1324	582	401	1854	827
V/C Ratio(X)	0.48	0.75	0.75	0.59	0.49	0.57	0.27	0.47	0.20	0.50	0.26	0.15
Avail Cap(c_a), veh/h	371	647	679	196	1294	569	181	1324	582	401	1854	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	41.7	41.8	51.9	47.6	48.2	52.4	29.1	14.2	40.9	16.4	3.0
Incr Delay (d2), s/veh	1.0	3.0	2.8	3.8	0.7	2.3	1.0	1.1	0.7	1.0	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.5	10.0	3.2	3.5	3.7	1.1	7.1	2.3	5.4	3.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	44.7	44.6	55.7	48.4	50.4	53.4	30.3	14.9	41.9	16.7	3.4
LnGrp LOS	D	D	D	E	D	D	D	C	B	D	B	A
Approach Vol, veh/h		868			478			777			803	
Approach Delay, s/veh		44.3			50.5			29.1			21.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.6	46.0	13.7	31.7	11.0	63.6	26.6	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	42.0	11.0	41.0	10.0	42.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	13.7	18.0	8.6	22.7	4.3	11.0	12.4	10.9
Green Ext Time (p_c), s	0.0	4.9	0.0	4.1	0.0	3.9	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	109	27	29	50	56	24	686	69	68	470	24
Future Volume (veh/h)	63	109	27	29	50	56	24	686	69	68	470	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	115	28	31	53	59	25	722	73	72	495	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	216	53	141	99	110	127	1952	197	193	2189	110
Arrive On Green	0.10	0.15	0.15	0.08	0.12	0.12	0.07	0.59	0.59	0.11	0.63	0.63
Sat Flow, veh/h	1810	1476	359	1810	821	914	1810	3310	335	1810	3497	176
Grp Volume(v), veh/h	66	0	143	31	0	112	25	393	402	72	255	265
Grp Sat Flow(s),veh/h/ln	1810	0	1835	1810	0	1735	1810	1805	1840	1810	1805	1868
Q Serve(g_s), s	3.4	0.0	7.2	1.6	0.0	6.1	1.3	11.4	11.5	3.7	6.2	6.2
Cycle Q Clear(g_c), s	3.4	0.0	7.2	1.6	0.0	6.1	1.3	11.4	11.5	3.7	6.2	6.2
Prop In Lane	1.00		0.20	1.00		0.53	1.00		0.18	1.00		0.09
Lane Grp Cap(c), veh/h	188	0	268	141	0	208	127	1064	1085	193	1130	1169
V/C Ratio(X)	0.35	0.00	0.53	0.22	0.00	0.54	0.20	0.37	0.37	0.37	0.23	0.23
Avail Cap(c_a), veh/h	217	0	642	217	0	607	217	1064	1085	217	1130	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	41.7	0.0	39.5	43.3	0.0	41.4	43.8	10.8	10.8	41.6	8.1	8.2
Incr Delay (d2), s/veh	1.1	0.0	1.6	0.8	0.0	2.2	0.8	1.0	1.0	1.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	3.4	0.7	0.0	2.7	0.6	4.6	4.7	1.7	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	41.2	44.1	0.0	43.5	44.6	11.8	11.7	42.7	8.6	8.6
LnGrp LOS	D		D	D		D	D	B	B	D	A	A
Approach Vol, veh/h		209			143			820			592	
Approach Delay, s/veh		41.7			43.7			12.8			12.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	61.0	9.8	16.6	9.0	64.6	12.4	14.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	10.0	33.0	10.0	31.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	5.7	13.5	3.6	9.2	3.3	8.2	5.4	8.1
Green Ext Time (p_c), s	0.0	4.8	0.0	0.7	0.0	3.2	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	759	37	39	377	236	22	6	23	158	9	85
Future Volume (veh/h)	102	759	37	39	377	236	22	6	23	158	9	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	799	39	41	397	248	23	6	24	166	9	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	867	42	143	881	746	111	55	221	372	47	461
Arrive On Green	0.10	0.48	0.48	0.08	0.46	0.46	0.06	0.17	0.17	0.21	0.31	0.31
Sat Flow, veh/h	1810	1797	88	1810	1900	1610	1810	332	1329	1810	150	1483
Grp Volume(v), veh/h	107	0	838	41	397	248	23	0	30	166	0	98
Grp Sat Flow(s),veh/h/ln	1810	0	1884	1810	1900	1610	1810	0	1661	1810	0	1633
Q Serve(g_s), s	6.8	0.0	49.8	2.6	17.0	5.8	1.5	0.0	1.8	9.6	0.0	5.3
Cycle Q Clear(g_c), s	6.8	0.0	49.8	2.6	17.0	5.8	1.5	0.0	1.8	9.6	0.0	5.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.80	1.00		0.91
Lane Grp Cap(c), veh/h	177	0	909	143	881	746	111	0	277	372	0	508
V/C Ratio(X)	0.61	0.00	0.92	0.29	0.45	0.33	0.21	0.00	0.11	0.45	0.00	0.19
Avail Cap(c_a), veh/h	211	0	989	181	966	819	181	0	277	372	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.9	0.0	29.0	52.1	21.8	5.0	53.6	0.0	42.4	41.7	0.0	30.3
Incr Delay (d2), s/veh	3.5	0.0	13.0	1.1	0.4	0.3	0.9	0.0	0.8	0.8	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	25.0	1.2	7.6	4.0	0.7	0.0	0.8	4.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	0.0	42.0	53.2	22.2	5.2	54.5	0.0	43.2	42.5	0.0	31.2
LnGrp LOS	E		D	D	C	A	D		D	D		C
Approach Vol, veh/h		945			686			53			264	
Approach Delay, s/veh		43.5			17.9			48.1			38.3	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	22.0	11.5	59.9	9.4	39.3	13.7	57.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	18.0	10.0	61.0	10.0	23.0	12.0	59.0
Max Q Clear Time (g_c+I1), s	11.6	3.8	4.6	51.8	3.5	7.3	8.8	19.0
Green Ext Time (p_c), s	0.1	0.1	0.0	4.1	0.0	0.4	0.1	3.6

Intersection Summary		
HCM 7th Control Delay, s/veh		33.9
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	611	60	183	393	523	97	976	178	341	858	220
Future Volume (veh/h)	215	611	60	183	393	523	97	976	178	341	858	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	636	63	191	409	545	101	1017	185	355	894	229
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1280	571	276	670	568	136	1134	506	3276	4272	1905
Arrive On Green	0.07	0.35	0.35	0.08	0.35	0.35	0.15	0.63	0.63	1.00	1.00	1.00
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	3510	3610	1609
Grp Volume(v), veh/h	224	636	63	191	409	545	101	1017	185	355	894	229
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1755	1805	1609
Q Serve(g_s), s	7.6	16.6	3.2	6.4	21.3	39.8	6.4	28.8	13.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	16.6	3.2	6.4	21.3	39.8	6.4	28.8	13.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	1280	571	276	670	568	136	1134	506	3276	4272	1905
V/C Ratio(X)	0.96	0.50	0.11	0.69	0.61	0.96	0.74	0.90	0.37	0.11	0.21	0.12
Avail Cap(c_a), veh/h	234	1280	571	322	670	568	136	1134	506	3276	4272	1905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.8	30.3	26.0	53.9	32.1	38.0	49.9	20.6	65.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	46.8	0.3	0.1	5.1	1.6	28.0	17.6	10.0	1.8	0.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.2	1.2	3.0	10.0	19.8	3.4	9.3	4.8	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.6	30.6	26.1	59.0	33.7	66.0	67.5	30.6	67.1	0.0	0.1	0.1
LnGrp LOS	F	C	C	E	C	E	E	C	E	A	A	A
Approach Vol, veh/h		923			1145			1303			1478	
Approach Delay, s/veh		47.8			53.3			38.7			0.1	
Approach LOS		D			D			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	43.0	13.4	48.3	13.0	150.3	13.7	48.0
Change Period (Y+Rc), s	6.3	* 6.3	5.0	6.7	5.0	6.3	6.7	* 6.7
Max Green Setting (Gmax), s	12.0	* 37	10.0	38.3	8.0	40.7	7.0	* 41
Max Q Clear Time (g_c+I1), s	12.0	30.8	8.4	18.6	8.4	2.0	9.6	41.8
Green Ext Time (p_c), s	0.9	3.6	0.1	4.5	0.0	8.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.